

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

**AGENDA
MAY 12, 2022
6:00 p.m.**

I. COMMISSION BUSINESS

- A. Approval of April invoices
- B. Approval of April 14, 2022 minutes
- C. Approval of May 12, 2022 agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

II. OLD BUSINESS

- A. PDP-2019-45 Bluegrass Campground – Final Development Plan for 88 RV camping sites located east of Connector Road.
- B. FSP-2022-17 Courtney Property – Final Subdivision Plat to subdivide a 52.75 acre parent tract into five (5) parcels located at 2603-2780 Weisenberger Mill Road.
- C. PDP-2022-21 Finley Property – Redwood Apartment Homes – Preliminary Development Plan approval for a 142-unit apartment home development located at 1202 Old Oxford Road.

III. NEW BUSINESS

- A. FSP-2022-26 Graves Property – Final Subdivision Plat to subdivide a previously subdivided tract of 94.9 acres into tracts of 27.3 acres, 26.6 acres, leaving a remainder of 41.1 acres located southeast of Graves Road and East Honaker Road.
- B. FSP-2022-27 Varellas Property #2 – Final Subdivision Plat to subdivide a 69.9-acre tract into six (6) lots located at 256 Carrick Pike.
- C. PDP-2022-28 Best Pets Animal Clinic – Preliminary Development Plan for a 4,750 SF small animal clinic for dogs and cats with associated parking located at 2300 Cynthiana Road.
- D. PDP-2022-29 Chick-Fil-A – Amended Preliminary Development Plan for a reconfigured drive-thru with new canopy at Chick-Fil-A restaurant on 1.3 acres located on Tiger Way, off of Cherry Blossom Way.
- E. FDP-2002-62 Barbara Blvd - Minnifield Townhomes – Amended Final Development Plan to construct eight (8) townhome units located at 117-123 Barbara Boulevard and 125-131 Barbara Boulevard.

IV. OTHER BUSINESS

- A. Rural/Urban Buffer Discussion
- B. Update of Previously Approved Projects and Agenda Items

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
APRIL 14, 2022**

The regular meeting was held in the Scott County Courthouse on April 14, 2022. The meeting was called to order by Chairman Mark Sulski at 6:00 p.m. Present also were Commissioners Duwan Garrett, David Vest, Rhett Shirley, Mary Singer, Charlie Mifflin, James Stone, Dann Smith, Brad Green, Director Joe Kane, Planners Matt Summers and Elise Ketz, Engineer Ben Krebs, and Attorney Charlie Perkins. No Commissioners were absent.

Chairman Sulski asked for prayers in remembrance of Sam Herrington and announced the time and place of his visitation. It was also noted by Chairman Sulski that Brad Green was sworn in by Attorney Perkins prior to the start of the meeting.

Motion by Singer, second by Smith, to approve the March invoices. Motion carried.

Motion by Stone, second by Mifflin, to approve the March 10, 2022 minutes. Motion carried.

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

Postponements/Withdrawals

Chairman Sulski stated that the applications for Bluegrass Campground (FSP-2019-45), Courtney Property (FSP 2022-17), Redwood Apartments (PDP 2022-21) and Worldwide Equipment (PDP 2022-23) are postponed until the next regularly scheduled meeting. Application for Online Transport (PDP 2021-53) has been withdrawn.

Chairman Sulski announced that two applications the Singer Property and The Barkley Meadows application would be moved to the end of the agenda due to their being multiple attorneys present to speak on those agenda items and they could run a long time.

Consent Agenda

A representative of the Beckett Property (FSP-2022-07) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Mifflin, second by Shirley, to approve the application. Motion carried.

A representative of the Varellas Property (FSP 2022-18) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Stone, second by Garrett, to approve the application. Motion carried.

A representative of the Ott Property (FSP 2022-19) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Shirley, second by Smith, to approve the application. Motion carried.

A representative of the Lone Tree Property (PDP 2022-20) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Garrett, second by Vest, to approve the application. Motion carried.

FSP 2022-02 Butler Property – Final Subdivision Plat to subdivide one (1) 5.0-acre lot leaving a remainder of about 78 acres located at 1741 Bond Pike.

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

Mr. Summers introduced the application and went thru the background. He stated the proposed lot meets all of our zoning requirements for the A-1 District and recommended approval.

Justin Drury, surveyor with Aim3D stated he was available for questions. Mr. Mifflin asked if the KYTC permit for the new entrance had been granted. Mr. Drury stated it had.

Dale Mulberry, Bond Pike, stated he did not have a problem with the one five acre tract, but he asked the Commission to consider the condition of the road when contemplating future subdivision approvals on the road. He showed images of the road and stated it has very dangerous curves and hills and the road has only been patched. He stated the road is not wide enough or sufficiently built to handle a subdivision.

Commissioner Mifflin stated there are many roads in the county in a similar state and suggested Mr. Mulberry should contact his magistrate and speak to them about his concerns to put some pressure on the state to improve some of the state-maintained rural roads.

After further discussion, **Motion by Mifflin, second by Singer to recommend approval of the Final Subdivision Plat (FSP-2022-02) subject to five (5) conditions of approval. Motion carried unanimously.**

PSP-2022-05 Villages of Lanes Run & Bell Farm – Preliminary Subdivision Plat (Bell Farm) and Amended Preliminary Subdivision Plat (Villages of Lanes Run, Ph.4) located north of Lanes Run Creek, east of Old Oxford Road.

Mr. Kane introduced the application and reviewed the background and history. He stated the current request was to amend the final section of Villages of Lanes Run and to approve a new Preliminary Plat for a portion of the Bell Farm.

He stated the two sections were shown together and included in the same application because they share the same developer, and the road network is integrated between the two areas. He stated that

staff did meet with the applicant multiple time to try to improve the street layout and improve connectivity to adjoining parcels. There are three variances requested in the Bell Farm portion. A variance to increase the maximum length for a cul-de-sac street from 600' to 800', a decrease in the ROW for the main collector street from 60' to 54' and a reduction in the front setback from 30' to 20'.

Mr. Kane stated staff supports these variance requests. Mr. Kane stated Villages of Lanes Run Ph. 4 Amended Preliminary Subdivision Plat was approved as a Planned Unit Development (PUD) which allows for flexibility in lot width and sizes if the resulting subdivision provides other public benefits in the form of usable open space or increased landscaping or other amenities or improvements.

Mr. Kane stated that the applicant was seeking to increase the density in the Villages of Lanes Run by 54 dwelling units, but was providing increased buffers and 2+ acres of usable open space. The original Villages of Lanes Run subdivision was approved at 3.5 dwelling units per acre, but its R-1C zoning does allow for densities of up to 4.4 dwelling units per net acre.

Mr. Kane went through the review comments from the staff report including stormwater, landscape buffers and open space. Mr. Kane mentioned the private buffer agreement with the Bell Farm and the recommendation that the lot widths be maintained at 100' width along Oxford Manor subdivision and the Urban Service Boundary.

Mr. Kane stated staff is recommending approval of the Amended Preliminary Subdivision Plat for Villages of Lanes Run, Ph. 4 and the Preliminary Subdivision Plat for the Bell Farm, with the conditions of approval in the staff report.

Chairman Sulski asked about a lot that is shown in an area identified as wetlands and whether that was a buildable lot. Mr. Kane replied that the applicant would need to obtain the required state and federal permits to develop the wetland area.

Doug Charles, applicant and developer, stated that this has been a seven-month process and they have worked collaboratively with the staff. The lot width and average lot sizes are well over the minimum allowed. Mr. Charles stated they have spent over \$200,000 widening Old Oxford Road and there will be additional improvements still to come in the form of turn lanes. A traffic study was submitted to staff and that has driven a lot of the decisions on the layout.

Doug Charles stated that they have engaged a wetlands study and if the area mentioned cannot be mitigated it will be avoided. Mr. Charles stated a project of this size will be likely 4-5 year build-out at minimum.

Fred Clemons, 766 Old Oxford Road, stated he was glad to hear about the 100' lot widths at the boundary with Oxford Manor subdivision, but questioned what the buffer would look like? He stated concerns with the number of additional cars that would be on Old Oxford Road from this development.

Debra Lunsford, 114 Abbey Road, stated she had been a resident since 1997 and stated her and her husband have both been hit on Old Oxford. Is concerned about traffic and condition of Old Xford and is not happy with additional traffic. Ms. Lunsford asked for confirmation that traffic would not come thru her subdivision. Staff confirmed it would not.

After no further discussion, **Motion by Garrett, second by Singer to recommend approval of the Preliminary Subdivision Plat (PSP 2022-05) subject to sixteen (16) staff conditions of approval, including the stated variances. Motion carried 7-2, with Vest and Green opposed.**

FSP 2022-16 Kelly Property - Final Subdivision Plat to subdivide a 49.16-acre parent tract into five (5) parcels located at 175-249 Barkley Road.

Ms. Ketz introduced the application and went thru the background. She stated the property is zoned A-1 and the applicant is proposing two new entrances. Ms. Ketz discussed the existing and proposed entrance locations. Ms. Ketz stated the County Fire Department did recommend a new hydrant be installed on Barkley Road. Ms. Ketz stated that staff was recommending approval with the six conditions in the staff report.

Harold Simms, Attorney for the applicant, stated that the tracts were being created to convey four tracts to the owners four children. He stated that the consolidation mark on the plat was an error and that will be removed. Mr. Simms stated they are working with the Fire Department to provide a hydrant and a wider pull off area next to the hydrant.

Mr. Simms stated the only disagreement with staff is with the sight distance on parcel 5. He stated that removing vegetation along the road and lowering an existing berm he believes they will have plenty of sight distance at the proposed driveway. Mr. Simms stated after discussion with the County Road Supervisor and Planning Commission Engineer he thought there was consensus that the most important thing was sight distance and not the minimum 250' driveway separation between driveways.

Mr. Simms distributed photos of the proposed driveway location on parcel 5 and explained proposal to increase sight distance. Mr. Simms stated the existing conditions of approval will accommodate their proposal to make the proposed driveway location usable. Mr. Simms stated that the applicant is willing to accept the conditions of approval as proposed.

Frank Byrd, 205 Hinton Cemetery Road, stated he backs up to the proposed subdivision and he has a pond back there and is worried about future subdivision of the property creating more lots and with water run-off silting his pond.

Bill Karne, 145 Hinton Cemetery Road, stated he was not opposed to the development. He stated Mr. Byrd's concerns were not unfounded, but they can be addressed daily during construction. He stated he believed Mr. Kelly meets all the requirements.

David Meadows, Barkley Road Stated if the concern is what will happen in the future. Stated nobody knows what will happen in the future and what we need to look at is what is right now and based on what is before the board right now, it should be approved.

Harold Simms responded to Mr. Byrd's concern about re-subdivision of Tract 5. He stated if that were considered it would have to come back to the board as any re-subdivision of any parcel would. As far as silting, the building inspection department has rules that address that. He stated the applicant has put together the best application possible and should be approved.

Commissioner Mifflin asked staff for the record, how the lots lay?

Ben Krebs, Planning Commission Engineer, stated the lots were typical of the northern part of the county and very hilly and do drain away from Barkley Road which is on a ridge. Mr. Byrd acknowledged that he was the low point. Mr. Krebs stated that this is out in the county and large tracts, so silt fencing would likely not be required. He stated anyone could plow up their fields and plant crops and nobody is putting in silt fence.

Commissioner Shirley discussed the lack of frontage on tract 5 and likely only one entrance would fit, so if it were to be subdivided the entrance would need to be shared, so he stated that would be unlikely to happen. Mr. Byrd responded that somebody could sell them another easement for access.

After further discussion, **Motion by Shirley, second by Smith to recommend approval of the Final Subdivision Plat (FSP-2022-16) subject to six (6) conditions of approval. Motion carried unanimously.**

PSP-2022-14, PDP 2022-15 & PDP 2022-24 Singer Property - Preliminary Subdivision Plat for 74 single-family lots and 151 townhome lots and Preliminary Development Plan for 151 townhome units and a 90-unit senior living building, clubhouse, pool and dog park.

Commissioner Singer recused herself from the hearing and left the room.

Mr. Summers introduced the applications and stated he will cover the Preliminary Subdivision Plat first and then the Preliminary Development Plan. He stated the rezoning and annexation was approved late in 2021.

Mr. Summers stated this project was rezoned R-2 (PUD) Planned Unit Development and received a number of waivers or variances at the rezoning stage. He stated PUD's are allowed flexibility in lot sizes and widths in exchange for greater amounts of open space or other amenities. He stated the waivers are listed on page 2 of the staff report.

Mr. Summers reviewed proposed layout of the proposal. The rear access single-family lots at the front of the subdivision will face the main boulevard and the Brown property to the north. He stated that these are smaller lots and staff will not support future variances on these lots due to their size. The additional

waivers requested for the rear access lots were discussed. Mr. Summers stated that a buffer is required along the northern boundary with the Brown property in order to protect the privacy of the neighboring property.

Mr. Summers reviewed the suburban front access lots which are proposed on public streets. He stated there is a stub road to the Brown property in the area of these lots.

Mr. Summers reviewed the townhome Preliminary Subdivision Plat lots, which will all be rear access from private driveways.

Mr. Summers stated the main road that stubs to the property to the south should be a continuous road for its entire length. He stated that originally, this stub road to the south was in a location that made it unfeasible due to the steep slopes. He stated the applicant has revised the proposed location of this road and the revised location is more favorable to staff.

Mr. Summers reviewed the traffic lane improvements proposed at the entrance. He stated that a sidewalk along US 25 at the entrance is also required.

Mr. Summers reviewed the Preliminary Development Plan for the townhome area. He stated that the applicant is not proposing development in any of the sinkhole or karst areas north of the townhome buildings. He stated an 8-foot path is shown around the sinkhole areas that will tie into the street sidewalks.

Mr. Summers reviewed the park areas, walking path extension and senior living facility. He stated the applicant received a waiver for the 90-unit building and a reduction in required parking for the senior living building. He stated that a landscaping buffer will be required along the southern boundary of the senior living facility.

Mr. Summers reviewed the staff recommendation with waivers and conditions of approval.

Commissioner Mifflin asked about the location of the original stub road to the south and where it was relocated on the plan. Mr. Summers clarified it on the plans.

Commissioner Green asked for clarification from Mr. Summers about the width of the continuous road.

Richard Murphy, Attorney for Anderson Communities, introduced himself and the members of the Anderson Communities team present. He stated that the zone change has been heard and approved. He stated this is the next step in the process to get approval of the Preliminary Development Plan's and Preliminary Plat's.

Mr. Murphy stated he wanted to show the Commission examples of the building types proposed. He showed examples of rear entrance homes and townhomes from similar Anderson Communities as those proposed.

Mr. Murphy stated that the benefit of PUD's are the increased open space and amenities. He described the amenities proposed at the Singer property.

Mr. Murphy stated they have worked diligently to solve all the issues raised by staff and have worked thru the majority of the issues.

Mr. Murphy showed the access road to the Bevins property to the south. He stated they have added 465 SF of road length that Mr. Anderson will construct at his expense to provide access to the Bevins property.

Mr. Murphy stated that there is an issue with an old easement thru the Singer property to the Bevins property that is subject to litigation between the two families now. There is a question as to whether it exists or does not exist or was abandoned. He stated that Anderson Communities is not involved in that lawsuit. He stated that the location of that is on the east side of the property. They have not shown any buildings and have kept that area open. He stated if the court finds that it does exist they will show it, but have not at this time, since it is part of a lawsuit yet to be decided.

He stated that staff has asked to show all existing or proposed easements. He stated they will show it on future drawings, but with a note that states it is a matter of civil litigation in Scott Circuit Court. He stated once the Court makes their ruling Anderson Communities will comply with that ruling.

Mr. Murphy stated he wanted to talk about one other item and that was the clause in the Subdivision Regulations that says when the development goes above 200 single-family homes or 100 multi-family units the development will have a second entrance to a public street.

Mr. Murphy stated that there are two reasons for a requirement like that. The first is emergency access and the second is general traffic flow. Mr. Murphy stated that they have discussed the proposal for a gated second entrance with the Georgetown Fire Department and he provided an email response from Tim Thompson, Georgetown Fire Marshall that stated that Georgetown Fire would be satisfied at this time with a second gated emergency entrance until such time as a permanent entrance was available. As long as the gated entrance would accommodate their trucks.

Mr. Murphy stated that the applicant would like the Planning Commission to use actual trip generation numbers to trigger a second entrance requirement. Mr. Murphy provided the trip generation numbers for their proposed phase 1. He stated based on Institute of Transportation Engineers (ITE) Trip Generation Manual studies their trip generation is equivalent to 200 single-family homes. Mr. Murphy asked for approval to build all of what they are proposing in phase 1 and not be limited to 150 dwelling units as is proposed in the staff report.

Commissioner Sulski opened up the hearing for public comments.

Nathan Billings, Attorney for Mr. Bevins, discussed the proposal for a second gated entrance and stated that the applicant should be held to the requirement that they provide a second entrance to a public street prior to developing more than 150 units as was agreed to at the zone change stage.

Mr. Billings discussed concerns with access and asked for the Planning Commission to postpone the project so details can be worked out.

Mr. Billings stated their requests are for postponement so that, one, the passway easement can be added to the Preliminary Plat, two, the details of the stub road access to the Bevins property can be reviewed by Mr. Bevins and Mr. Billings stated that the 150 maximum dwelling units should be kept as a condition.

Mr. Billings discussed Mr. Bevins current access restrictions to his property. Mr. Billings went through the history of the pass-way easement for the Bevins property thru the Singer property. Mr. Billings then reviewed the issues with the stub road to Bevins property. He stated the road stub to the Bevins property needs to be evaluated in more detail to make sure the new location is feasible.

Mr. Billings restated his concerns with not holding the applicant to the maximum 150 dwelling units without a second entrance. Mr. Billings stated his belief that this project is incomplete based on all the planning staff concerns noted in the staff report.

Mr. Billings stated he is asking for postponement, but if the Planning Commission does approve, he asks they don't grant any variances to the recommended conditions of approval.

Commissioner Mifflin asked about the location of the proposed temporary gated entrance that was discussed earlier.

Dennis Anderson, applicant, stated there are multiple options and he will talk to the Catholic Church about a connection through Cardome.

Commissioner Mifflin asked where the second gated entrance if installed, where would it go to?

Mr. Anderson stated he is asking for the units shown before a second entrance.

Mr. Murphy stated the emergency connection would come through the Singer home driveway and tie into the main Boulevard and provide a second emergency entrance from day one.

Bill Nelson, 104 Stapleton Way, Executive Director Cardome Renaissance Center, stated they have a school up and operating on the Cardome property. He stated he has heard from there is a high-pressure gas line along the boundary with the Singer property and he is concerned with grading around it. He stated he has not had a formal request from anyone to do anything with their entrance. He stated they are open to discussion. He asked how far the main entrance to the subdivision from the Cardome school northern entrance.

Planning staff responded with the distance.

Stuart Thayer, 133 Keelridge Drive, Georgetown, stated he is concerned with a sinkhole on the Singer property that exists that is not documented or shown on any of the plans. He stated in times of heavy rain the sinkhole discharges water. He stated he recently spoke to an expert on radon. He specifically talked about this sinkhole with the expert. He discussed radon and his concern that changes to the karst could affect the radon readings in nearby houses. He stated he was also concerned about flooding due to changes to the karst system.

Yvonne Thayer, 133 Keelridge Drive, stated she wants the 150-dwelling unit limit maintained. She discussed the traffic problems in the area. She stated in her opinion a second gated emergency entrance is not adequate.

She stated she has been opposed to the development from the beginning because the late Mr. Singer told them when they first moved in that the property would never be developed. She asked that the project be denied or postponed.

Robert Smith, 129 Keelridge Drive, stated he has multiple concerns. He stated traffic on US 25 is a major concern. He stated he doesn't want promises he wants plans. He stated he has significant concerns with the number of homes proposed. He stated in his opinion this is a poor plan and should have fewer homes. He stated his concern that the traffic study does not take into account other existing developments that have been approved in the area.

He stated that a plan is needed for a second entrance. He also stated a second lane added to the Colony entrance by the city is just talk at this time. He stated approving this plan without improving the existing traffic problems would be a dereliction of duty.

Clint Bevins, 804 Cincinnati Road, stated there are three gates to the Singer property at the northern entrance to Cardome. He discussed the access limitations to his property and the reasons access from the Singer property is so important. He stated his property is landlocked. He stated he needs time to review the proposed new road connection to his property. He asked the Commission to postpone until something is concrete and contractual on the road access.

Jon Woodall, Attorney for John and Mary Singer, stated the develop has pledged to provide a road access to the Bevins property. The exact location will be worked out. He reviewed the title history on the passway easement.

Mr. Murphy, Attorney for Anderson, stated that the zone change was approved by the Planning Commission and the City Council and this is another step in the process. This approval does not allow the start of construction. Many of the issues brought up will be addressed by a detailed set of constructions plans. He stated they are opposed to the postponement, because many of the issues will

not be answered until construction documents are prepared. The Commission should rely on staff to fulfil the duties.

Mr. Murphy stated the traffic study was reviewed at the zone change. He stated the fire gate was reviewed by the Georgetown Fire Department and they said yes that will work. He stated the road connection to the Bevins property was designed by Mike Craft, Anderson Communities engineer to meet all the requirements of Scott County.

Mr. Murphy stated that this property has had a detailed environmental study and the sink hole brought up previously was not identified as a sink hole. He stated the pass-way easement in dispute will be settled by Scott County Circuit Court. He stated, they will abide by whatever the decision of the court is.

Mr. Murphy stated they have complied with every request of staff. The only remaining issue they are not in agreement with is the limitation of 150 dwelling units. He has already provided the justification for allowing the number of units shown on the plan based on actual traffic generation anticipated from the units shown. He stated he is requesting approval of the Commission so they can proceed forward.

Commissioner Garrett, commented on the early statement of plan versus action. He stated that it was brought up that Cardome has not been spoken to yet. He also asked what how the radon will be addressed.

Dennis Anderson, stated they mitigate radon on homes during construction. He stated they will not build on a sinkhole. He stated they have sounded the whole property and core drilled the site twice. He stated they are confident of their findings. He stated they have spoken with Cardome four or five times. He has spoken with different members of the board then the gentleman who spoke earlier. He stated they will have the second entrance before they proceed to phase 2.

Commissioner Green, stated he has questions about the sinkhole

John Singer, property owner, discussed the sinkholes on the property and stated the area that was called a sinkhole earlier is actually a wet weather spring. He stated it is not a sinkhole.

Mike Craft, Anderson Communities, stated that no work in a sinkhole is allowed by Scott County Ordinance. He stated as they prepare construction plans these issues will be addressed.

Mr. Billings, stated what we are talking about is levels of trust. He stated Mr. Bevins wants to make sure he is considered and included in the plans that directly affect his access and future use of his property. He stated he is not requesting denial. He is asking for postponement to allow for time to work on some of the issues that are still not resolved.

He stated that the Planning Commission has still not heard a legal justification as to why the Planning Commission should vary from its ruling in the zone change hearing or vary from staff's recommendation

that 150 units is all that should be done on this property until a second entrance is provided to a public right-of-way.

Mr. Smith, stated that there were multiple postponements on this project at the zone change stage. Because of this he stated he was not able to comment on the traffic earlier. He stated he is concerned with the lack of transparency if this is approved and things are later worked out without public awareness.

Mr. Thayer requested any members who wanted to do a site visit are welcome to his property.

Commissioner Shirley stated that this is called a Preliminary request for a reason.

Commissioner Mifflin asked Ben Krebs, Planning Commission engineer, if the processes were in place to address the concerns raised.

Mr. Krebs, stated that the Subdivision and Development Regulations address sinkholes. He stated that it appears the area is a wet weather spring which is common in construction. They will have to address that as a spring outflow and will have to be addressed when they are designing the road.

Mr. Smith stated that the previous postponements were because things were brought up that they needed to address and this increased trust from him that they addressed concerns.

Commissioner Mifflin discussed traffic generation numbers. He stated he had a couple of concerns when the discussions started about the access and second entrance. He asked staff when the second entrance is required to be shown?

Charlie Perkins, Planning Commission Attorney, stated that there are processes and rules that make sure things are done according to adopted regulations. He stated that all the issues raised will be addressed during the construction plan review and other staff work.

Chairman Sulski, stated that he believed that the applicant has been working to address all the staff concerns. He stated that it is important to protect due process.

Commissioner Mifflin, stated that Mr. Anderson has changed plans before, but not without first getting those changes approved by the Planning Commission.

Commissioner Shirley, stated that the easement issue is for the courts to determine. If the court decides its required and they don't put it in they don't get a neighborhood.

Commissioner Green, stated that in his mind he sees a product that appears unfinished and once its approved the Planning Commission will not see it again. He stated he would like to see all the issues are addressed before it is voted on.

Mr. Perkins stated that some aspects of the development like the easement are not in the Planning Commission authority to approve.

After further discussion, **Motion by Smith, second by Mifflin to approve the Preliminary Subdivision Plat (FSP-2022-14), and Preliminary Development Plans (PDP 2022-15) and (PDP 2022-24) subject to all staff conditions of approval. Motion carried 5-3 with Garrett, Vest and Green opposed. Mary Singer recused herself.**

A-2022-25 Barkley Meadows, Phase 2 – Request to amend Common Scheme of Development for Barkley Meadows, Phase 2, located on the north side of Cynthiana Road.

Mr. Kane reviewed the timeline of the subdivision and the requirements of the Common Scheme of Development Ordinance. Mr. Kane reviewed the steps that the Planning Commission needed to take to comply with the Common Scheme Ordinance. He stated first the Planning Commission needs to decide if the applicant has standing to make the request for approval of changes to the common scheme. He stated, if the Planning Commission determines the applicant has standing, then the applicant can take the second step and make a presentation on changes in market conditions that are necessitating a change in the common scheme and the Planning Commission can vote to approve or deny.

Mr. Kane handed the discussion to Mr. Perkins, Planning Commission Attorney, to guide the Planning Commission thru any legal issues.

Mr. Perkins reviewed the issue of standing and stated he had discussed the order of presentation with the applicant and the opposing attorney for the original HOA board, Mr. Henry Smith and they have agreed that Mr. Smith will be allowed to speak first.

Commissioner Mifflin asked for clarification on the date the original HOA was incorporated. Mr. Mifflin stated he wanted to establish that the original HOA was formed in 2016 after the Common Scheme Ordinance was adopted in 2015 and that the developer of phases 2 and 3 was aware or should have been aware of the Ordinance.

Commissioner Mifflin asked for a definition of Common Scheme of Development.

Mr. Perkins read the definition from the Ordinance.

Henry Smith, Attorney for the Barkley Meadows Homeowners Association Inc., asked for a show of hands from existing board members and subdivision members. Mr. Smith stated his contention is that the Planning Commission should not hear what a court must decide. He stated he handed out a letter to Planning Commission members that summarized his position.

Mr. Smith stated that litigation ties up the very issue the Planning Commission is trying to decide. He stated they have filed a lawsuit over the HOA governance and asked that this matter be postponed until the lawsuit is resolved.

Mr. Smith reviewed their position on standing. He stated James Monroe called a special meeting on April 6th to hold new Board elections and ratify his proposed changes to the subdivision covenants and restrictions. He stated the change in the HOA board was not legitimate because it was not called per HOA bylaws.

He stated it is his position that the Planning Commission does not have authority over HOA governance. He stated the Planning Commission should defer to Scott County Circuit Court. He asked that the Planning Commission not make a determination that the courts may overturn.

Commissioner Mifflin asked if Mr. Monroe held previous discussions with the HOA? Mr. Smith stated that there has been extensive communications between the HOA board and Mr. Monroe.

Steve Vicroy, Attorney for Via Vitae Development, LLC, Mr. Monroe's company. Mr. Vicroy stated he is asking for the same result as Mr. Smith in that he believes the Planning Commission does not need to hear this issue. He stated that in deference to Joes earlier comment, the Ordinance does not stay in place until the last home is built.

He stated he believes the Planning Commission has already approved this subdivision when they approved the Final Plat. He stated these new amendments are changes being done thru the HOA Board process and he stated there is nothing for the Planning Commission to approve. HOA governance is not something that was intended by this Ordinance. He stated his position is that the authority over the common scheme of development ceases when there is no further action required by the Planning Commission. He stated his position is that this is an HOA issue and does not need Planning Commission approval.

Mr. Vicroy stated standing is merely a legal term that states the party must have a recognized interest in the subject matter. He stated Via Vitae is the largest lot owner in the subdivision. He stated James Monroe was recently elected president of the HOA. Mr. Vicroy handed out to the Planning Commission members documents, for the record, that he will be discussing.

Mr. Vicroy summarized his points and that his believe is that Mr. Monroe does have standing.

Chairman Sulski asked how many homes are constructed in the subdivision? Mr. Vicroy stated 19 homes are constructed in phase 1. Chairman Sulski asked how many votes does Mr. Monroe have? Mr. Vicroy stated he has 127 votes based on him purchasing all the lots in phase 2 & 3.

Chairman Sulski asked for a 15 minute adjournment.

Mr. Smith stated that the special HOA meeting called by Mr. Monroe was not done according to bylaws so was invalid.

Mr. Vicroy stated that the special HOA called meeting was done pursuant to statute. He stated if the bylaws do not address a way for general membership to call a special meeting, it is addressed by statute. Therefore, we believe the special called meeting was legal. Per KRS 273.190. This is the issue being addressed in the lawsuit before Scott County Circuit Court.

Mr. Billings, Attorney for Titan Holdings, second developer in chain of title, who sold the lots to James Monroe homes and who still owns two HOA lots. He read the statute and stated that the issue of the legality of the meeting is a red herring. It is for the courts to determine. The question the Planning Commission board should focus on is the standing question.

Commissioner Singer raised the question that inaction by the Planning Commission may result in many homes being constructed making any future decisions by the Planning Commission mute because the homes will have been built.

Mr. Perkins discussed the specific wording of the Ordinance. He recommended that the Commission hear and decide on the market change requirement as it is the only item the Ordinance specifically asks the Planning Commission to consider. He suggested remaining issues can be decided by the court.

The second option recommended by Mr. Perkins would be to not take action on here presentations, but leave it all to the courts.

Commissioner Mifflin stated that the Mr. Monroe should have gone to the HOA first, Commissioner Vest agreed. Commissioner Mifflin stated, which he did and didn't like the answer so he took over the HOA. Mr. Perkins stated that the suit was filed before the special HOA meeting was called on April 6th.

Discussion continued among the board about what constitutes the scheme of development and enforcement.

Chairman Sulski stated that he didn't believe the Planning Commission should be involved in HOA governance.

Chairman Mifflin asked what will Mr. Monroe do when it is in the courts.

Chairman Vest stated he should build the homes the way he was supposed to.

Discussion continued on whether the applicant should be heard.

Commissioner Singer asked that we heard Mr. Monroes opinion.

Mr. Monroe stated when he purchased the lots he saw the deed restrictions, but the restrictions also said that the developer shall have sole discretion to approve home plans. The deed restrictions also said they could be amended with a 2/3rds vote of the members. He stated that since he knew he would own

126 lots, or more than 2/3rd of the lots, he felt by following proper procedures, within the HOA bylaws, he would legally be able to build the home models he intended.

He stated he respectfully believes the jurisdiction of the Planning Commission ended with the approval of the Final Plat. It is now an HOA issue. He stated he has tried to work with the HOA, but in the end it has been a business decision. He stated he has the votes and they are not happy with him using his votes to make the changes he is requesting.

Patricia Mitchell, Barkley Meadows resident, stated the board met with Mr. Monroe and allowed him to bring in natural gas and after that nothing we did was good enough. Commissioner Mifflin asked if they had been an HOA Board since 2016?

Commissioner Shirley stated he wanted to hear from the property owners.

Mr. Perkins stated that if the Planning Commission does not have jurisdiction it does them no good.

After further discussion, the conclusion was that this request involves legal issues that are beyond the authority of the Planning Commission Board to decide and as such, **Motion by Vest, second by Stone to decline to hear the request and to allow the courts to make their determination. Vote passed 7-2 with Mifflin and Shirley opposed.**

Rural/Urban Buffer discussion

Due to length of the current meeting, this agenda item was deferred until the May meeting

Chairman Sulski adjourned the meeting.

Attest:

Mark Sulski, Chairman

Charlie Perkins, Secretary

BLUEGRASS CAMPGROUND PHASE 1 FINAL DEVELOPMENT PLAN

Staff Report to the Georgetown-Scott County Planning Commission MAY 12, 2022

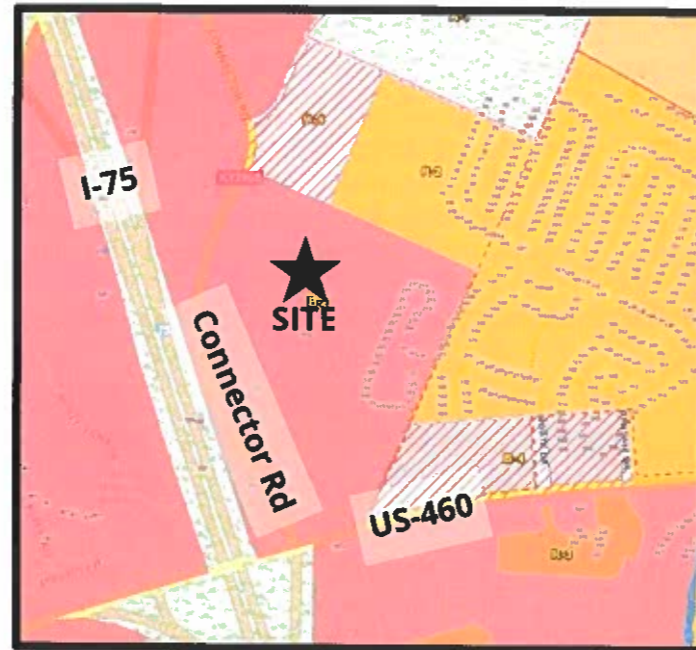
FILE NUMBER: FDP-2019-45

PROPOSAL: Final Development Plan for 88 RV camping sites.

LOCATION: East of Connector Road

OWNER: 3034 Paris Pike, LLC

CONSULTANT: Brad Boaz
CMW



STATISTICS:

Zone	B-2 (Highway Commercial)
Surrounding Zone(s)	B-4, B-2, & R-2
Site Acreage	21.89 acres (Phase 1: 15.05 acres)
Building Area	3,256 square feet (Bath/Laundry Buildings: 3,116 SF; Guard Booths: 140 SF)
Max. Building coverage	50%
Building Coverage	0.3%
Vehicular Use Area	251,694 SF
Phase 2 Parking Provided	117 spaces (8 handicap accessible)
Access	Main access from Paris Pike (US 460)

BACKGROUND:

This application received preliminary approval from the Planning Commission in February 2020. The Georgetown Board of Adjustment granted approval of the use of the site for "an RV and trailer campground that would include cabins, recreation courts and a water park" at the October 2019 meeting.

Typically, Final Development Plans do not return to the Planning Commission for approval. In this case, substantial changes were proposed to the development plan that necessitate Planning Commission review.

Plan Review:Site Layout:

The development plan meets the setback, building height, and building coverage requirements of the *Zoning Ordinance*. The primary entrance to the site is proposed from Paris Pike (US 460), and the primary exit from the site is proposed from Connector Road (KY 2906). Staff will discuss the Traffic Impact Study in greater detail later in this report.

The adjustment to the main entrance and exit for the proposed development is the most substantive change. Previously, the development proposed guests would enter from and exit onto Connector Road (KY 2906) with a secondary exit onto Paris Pike (US 460). The Final Development Plan before the Planning Commission proposes to have vehicles enter the site from Paris Pike and exit onto Connector Road. Since this would impact the traffic flow in this area and increase the impacts on the adjoining residential development, staff has brought the application back to the Planning Commission for review.

Vehicle Access & Pedestrian Circulation:

The Traffic Impact Study (TIS) performed by Palmer Engineering (dated February 2022) looked at the traffic generated by the site and how it would impact the surrounding transportation network. The study found the site would generate 22 AM peak hour trips and 36 PM peak hour trips. It is important to note how the trips generated by a site are counted. Vehicles arriving at the site and leaving the site are counted separately, so of the 36 PM peak hour trips this site will generate, some will be vehicles arriving and some will be vehicles leaving. As you can see, the volume of traffic being generated by the proposed development is not an amount that would overburden the surrounding transportation network. In fact, this is a very low number of trips generated compared to other commercially zoned property of a comparable size.

The Planning Commission's concerns with the traffic generated by this site largely surround the types of vehicles that would most frequently visit the site, and how they can safely get into and out of the development. These larger, less agile vehicles typically need larger gaps in traffic to make turns, and thus have the potential to create delays in traffic if adequate turn lanes are not created to assist them in their turning movements. KYTC, in an email dated 4-1-2022, expressed some concern about the left turn lane length on US 460 for vehicles entering the development.

The study discusses on pages 13 and 14 that increased queue lengths are expected in both no-build and build scenarios in the future due mostly to community growth. The TIS is able to demonstrate minimal impacts on the transportation network, partly due to adjustments in signal timing that are not discussed in the methodology or analysis.

The Applicant has also submitted a supplemental memo comparing the safety of left turns from eastbound US 460 at both the RV dealership entrance and the intersection at Connector Road. The memo explains that modeling the two options indicates that additional turning traffic at the signalized intersection results in a greater increase in traffic collisions than additional turning traffic at an unsignalized intersection. This does seem to defy common sense and suggest that it is safer to make a left turn across two lanes of traffic without a signal-protected left turn.

Ultimately, KYTC expressed in an email dated 4-14-2022 they are agreeable to using the existing entrance on US 460 (Paris Pike) as an entrance to the proposed development and using the existing access on Connector Road as an exit for the development.

The development plan shows an adequate amount of parking to serve the shown RV spaces.

Land Use Buffers and Landscaping:

Section 6.12: Property Perimeter Requirements

As a commercially zoned property adjoining residentially zoned property, there are perimeter landscaping and buffering requirements per row 2 of the table found in Section 6.12 of the *Landscape and Land Use Buffers Ordinance*.

The eastern boundary, which adjoins the Rocky Creek neighborhood, will need a buffer area 15 feet wide populated with trees and other items as described in the ordinance. At the preliminary development plan approval in 2020, the Planning Commission granted a waiver to allow this buffer to be moved to the west side of the access drive. This was based upon the primary ingress and egress for the site being on Connector Road. Staff no longer supports this waiver because the primary entrance for the site will now be from US 460. There are established residential properties to the east of the Project Site that must be buffered from the commercial traffic generated by this development. The previously granted waiver to move the landscaping buffer should be rescinded due to the change in the traffic patterns for the development and to protect the public health, safety, and welfare. This will likely require the existing drive along the eastern property line to be moved further west away from the residential properties.

The northern boundary, which partially adjoins property recently rezoned to R-2, will need a buffer area 15 feet wide populated with trees and other items as described in the ordinance. This would be between the Project Site and any residentially zoned property. The Applicant may propose to use the existing tree line as part of the required buffer in this area if it can be demonstrated the trees are on the Applicant's property.

Section 6.13: Vehicular Use Area Perimeter Requirements

Vehicular Use Areas (VUAs) must be screened from any adjoining property in any zone other than industrial or agricultural by:

- A buffer at least 5 feet wide
- That buffer shall contain 1 tree per 40 feet of boundary of the VUA. These trees can be small, medium, or large species. The buffer must also have a 3-foot average height continuous planting, hedge, fence, wall, or earth mound.

VUAs must be screened from adjoining rights-of-way by:

- A buffer at least 5 feet wide
- That buffer shall contain 1 tree per 40 feet of boundary of the VUA. These trees can be medium or large species. The buffer must also have a 3-foot average height continuous planting, hedge, fence, wall, or earth mound.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The *Landscape and Land Use Buffers Ordinance* requires an 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.

Section 6.2215: Minimum Canopy Requirements

The Applicant is not proposing to preserve any existing trees on the site, so 24% canopy coverage will be required.

Additional Items:

When the Bluegrass RV Dealership was proposed for development, it was approved by the Planning Commission for the first phase to be allowed to not meet the canopy requirements. The agreement was that when the area proposed for the second phase was developed, it would provide the remaining canopy coverage to bring the dealership into compliance. This is indicated by condition #6 of the conditions of approval from FDP-2017-05 which state, "Future development of the remainder of the Project Site shall bring the total canopy coverage of the Project Site up to 20%." This was a condition that was discussed when the Final Development Plan went before the Planning Commission and was signed off on by the Applicant at that meeting. Staff mentions this as a reminder to the Applicant that this will need to be considered when planning the second phase of this development.

If the Planning Commission grants approval of this Final Development Plan, the approval shall also constitute an extension of the Preliminary Development Plan approval for one (1) year as it relates to Section 406 of the *Subdivision and Development Regulations*.

There are separate state requirements for the approval of a recreational vehicle community. The Applicant will need to comply with all state requirements and submit plans to the local health department for review.

RECOMMENDATION:

Staff recommends **approval** of the Development Plan amendments with the revised traffic patterns and the following waivers and conditions of approval:

Waiver:

1. **Rescind the previously granted waiver to relocate the landscaping buffer required along the eastern boundary with the residential development.**

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. 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.
4. The Final Development Plan will need to comply with all stormwater management requirements.
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. All requirements of the Georgetown Fire Department.

7. The Applicant shall provide the additional tree canopy either on the Phase 2 site or the RV dealership site to bring the dealership's tree canopy coverage to 20% in accordance with the Conditions of Approval for FDP-2017-05.
8. The Final Development Plans for each phase will need to independently comply with all requirements of the *Zoning Ordinance* and *Subdivision and Development Regulations* including the *Landscape and Land Use Buffers Ordinance*.
9. The required landscaping buffers along the residentially zoned properties shall be installed with the first phase of development.
10. The Applicant shall comply with all requirements of the Kentucky Cabinet for Health and Family Services regarding the approval and operation of a recreational vehicle community.

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INTRODUCTION

A traffic impact study is being performed for a proposed development in Scott County, Kentucky, in the City of Georgetown. The development will be located along the east side of Connector Road near both Georgetown interchanges with I-75. The vicinity map (Map 1) displays the location of the proposed development and study area. The site is currently zoned as B-2 (Highway Commercial). The surrounding area around the site includes multi-family residences, retail, gas station, restaurants, and single family residences.

The proposed development is a campground for recreational vehicles. The traffic impact study includes four intersections in the vicinity of the project. The intersections are as follows:

- US 460 at Connector Rd/ I-75 NB Off Ramp
- US 460 at the Entrance to Bluegrass RV/ Proposed entrance of the Development
- Connector Road at the Proposed Exit of the development
- Connector Road at Old Oxford Road



Project Site



Intersection of Connector Road and the Exit to the Proposed Site



Intersection of US 460 and the Entrance to the Proposed Site



Intersection of US 460 and Connector Road



Map 1. Vicinity Map

EXISTING CONDITIONS**Regional and Local Access**

US 460 will provide local and regional access to the site via the existing entrance to Bluegrass RV. Connector Road and I-75 will provide regional access to the site. A brief description of the surrounding roadways follows:

US 460 (Paris Pike) – US 460 is a minor arterial that provides local and regional access to the project site and generally runs in an east-west direction in the study area. Lane widths measure approximately 11 feet with 11 foot paved shoulders. In the vicinity of the project site, this road consists of two thru lanes in each direction. The roadway's posted speed limit is 45 mph.

Connector Road – Connector Road is a major collector that provides regional access to the proposed development and generally runs in a north-south direction. Lane widths measure approximately 12 feet and provides one through lane in each direction. The posted speed limit along Connector Road is 45 mph. The access point along Connector Road will be an exit only from the site; therefore, vehicles traveling south along Connector Road wishing to enter the site will be required to turn left onto US 460 and then left again at the Bluegrass RV entrance in order to enter the development.

Interstate 75 – I-75 provides regional access to the proposed development with exits to both US 460, south of the proposed development, and US 62, north of the proposed development. Vehicles travelling from the north along I-75 will get off at US 62 and either travel along US 62 to US 460 and then approach from the west to the site or they will get off at the US 62 interchange, travel to Connector Road, and then turn onto US 460 from Connector Road to access the proposed development. Interstate 75 is a 6 lane road with three 12 foot wide through lanes in either direction with a 14 foot inside shoulder separated by a concrete barrier. Outside shoulders measure 12 feet with intermittent guardrail. The current speed limit along this roadway is 70 mph.

LEVEL OF SERVICE AND DELAY

Level of Service (LOS) was used as the measure of effectiveness for each lane and turning movement. According to the Highway Capacity Manual, the level of service is defined in terms of delay (See Tables 1 and 2). Delay results in driver discomfort, frustration, fuel consumption, and lost travel time. Delay is caused by a number of factors including traffic signal timing, geometrics, traffic congestion, and accidents at an intersection. Level of Service is based on a grade scale from A to F with A being excellent and F being failure. A Level of Service C is desirable, and D is acceptable in an urban setting.

Table 1 – Unsignalized Intersections

Level of Service	Delay (Seconds per Vehicle)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Table 2 – Signalized Intersections

Level of Service	Delay (Seconds per Vehicle)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Base Traffic Volumes (existing condition)

Traffic counts from 2018 were provided by a previous traffic impact study completed for the development. After determining the historic growth rates discussed in the "Background Traffic Volumes" section of this report, those growth rates were used to determine the traffic that currently exists on the roadways today. The intersections counted include the signalized intersection of US 460 at Collector Road, the two-way stop controlled intersection of US 460 at the entrance to Bluegrass RV, the two-way stop controlled intersection of Collector Road and the exit to the proposed development, and the two-way stop controlled intersection of Collector Road at Old Oxford Road. The traffic count data can be found in the Appendix of this report.

Background Traffic Volumes

The estimated completion date for the proposed development is by the end of 2022. Based on KYTC Count Stations 105A82 and 105A90 for US 460 and Connector Road respectively the annual growth rates of both roadways were calculated. The count stations revealed that between the years of 2009 and 2018 (most recent year counted) the annual growth rate was approximately 2.00% and 0.30% for US 460 and Connector Road respectively. Based on this information a 2.00% growth was applied to vehicles exiting the interstate and vehicles traveling along US 460. A growth rate of 0.50% was used for vehicles along Connector Road. The count station data for KYTC count station 105A82 and station 105A90 can be found in the Appendix.

METHODOLOGY

Level of Service, delay, and queue length were measures of effectiveness analyzed using the highway capacity software (HCS7).

Trips were generated for the proposed development and then distributed to the roadway system based on the existing traffic patterns and engineering judgment. For the analysis, the study uses traffic volumes from the current year and the build out year in which the traffic volumes were grown at a rate determined by historic traffic counts in the area. The assigned volumes from the proposed development and the background traffic volumes combined to produce the total proposed traffic volumes for build out conditions. HCS7 was used to analyze the roadway network for existing and proposed conditions in the current year (2022) and the full build out year (2032). The 2018 background (Figure 1), 2022 background (Figure 1A) 2022 build (Figure 6), 2032 No Build (Figure 7), and 2032 Build (Figure 8) traffic volumes can be found in the Appendix along with 2022 and 2032 level of service, delay and queues from the HCS analysis.

TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES

Trip estimates for the proposed development are based upon information in the *Trip Generation, 11th Edition*, a nationally recognized resource of trip generation rates published by the Institute of Transportation Engineers.

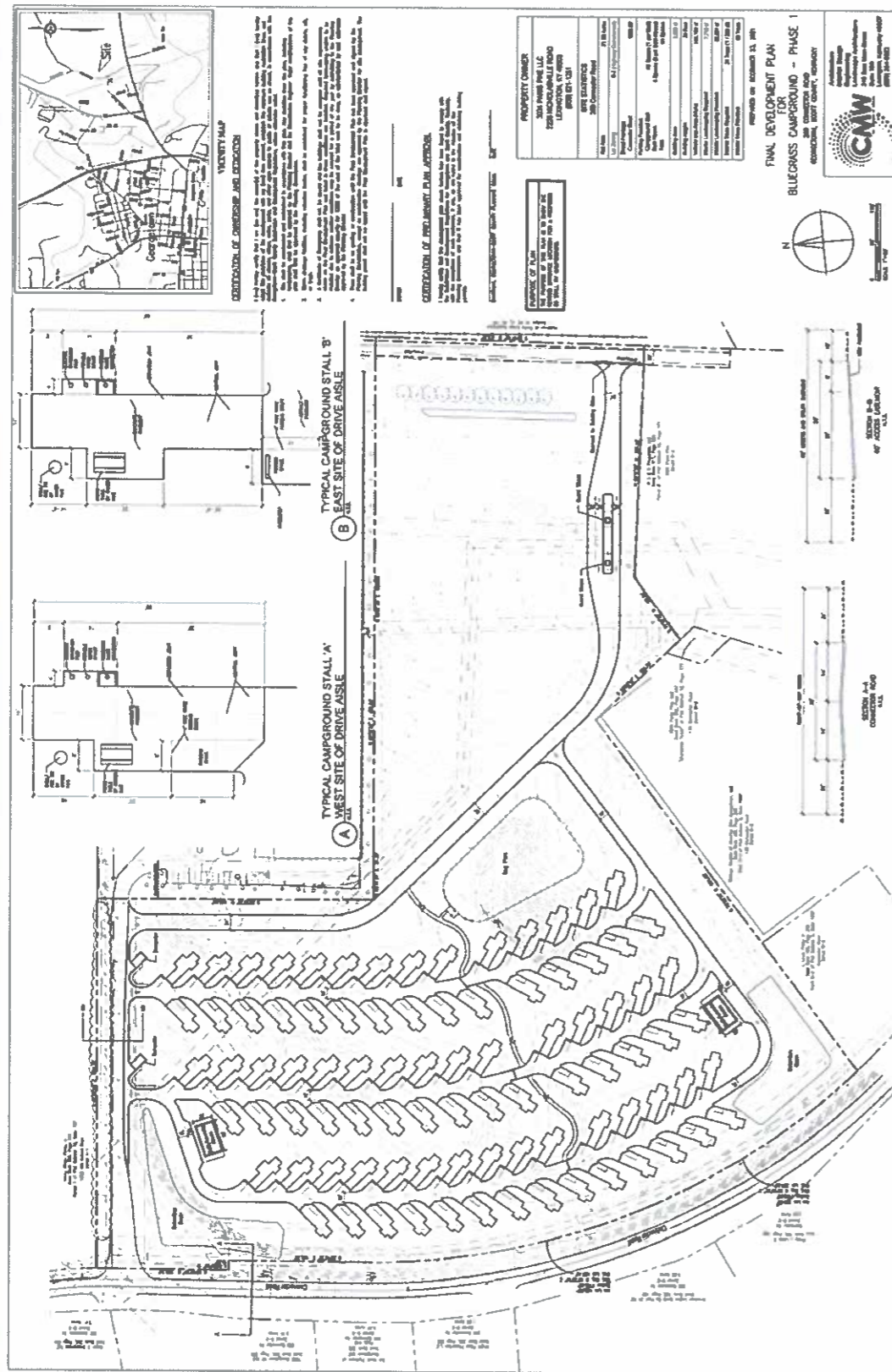
SITE TRIP GENERATION

The proposed site will consist of a recreational vehicle (RV) campground (Code 416) with no plans for primitive or tent camping. The ITE rates generate 22 (AM Peak) and 36 vehicles (PM Peak) for the proposed development.

Proposed Development Trip Generation Tables								
ITE Code	Land Use	Stalls	Average Rate	AM Peak				
				In	%	Out	%	
416	Campground/ Recreational Vehicle Park	88	0.25	22	8	36	14	64

ITE Code	Land Use	Sq. Ft./Units	Average Rate	PM Peak				
				In	%	Out	%	
416	Campground/ Recreational Vehicle Park	88	0.41	36	22	62	14	38

Table 3 – Trip Generation Table



Map 2. Site Map

TRIP DISTRIBUTION

		<u>Distribution</u>
From the North via Collector Rd	(20%) AM.	(20%) PM.
From the West via US 460	(40%) AM.	(40%) PM.
From the South via I-75	(40%) AM.	(40%) PM.

LEVEL OF SERVICE AND DELAY ANALYSIS

All intersection traffic volumes, vehicle delay, and level of service information can be found in the Appendix. The 2032 traffic volume information will be the focus upon comparisons between the no build volumes and the full build out volumes. The No-Build volumes would exist on the roadway system in the absence of the proposed development and the Build Volumes are the volumes with the proposed development included.

The No-Build Scenario analysis assumes that no proposed improvements to the roadway system have been implemented. This would be the case assuming the proposed development was not built. All HCS analyses are included in the Appendix of this report.

INTERSECTION ANALYSIS**2022 No Build Analysis**

The HCS analysis reveals that the signalized intersection operates as a LOS "C" during the AM peak and LOS "D" during the PM peak. When analyzing the individual turning movements there are multiple LOS "E" and "F" on minor approaches to the intersections. Below is a list of movements with a LOS "E" or "F" and their respective delays.

- US 460 at Connector Rd: Northbound LT (AM and PM peak)
- US 460 at Connector Rd: Northbound TH (PM peak)
- US 460 at Connector Rd: Southbound RT (AM and PM peak)
- US 460 at Bluegrass RV Entrance: Northbound (PM peak)
- Connector Road at Old Oxford Rd: Westbound (PM peak)
- Connector Road at Proposed Exit: Eastbound (PM peak)

The queue analysis shows that all of the major queueing occurs at the signalized intersection of US 460 at Connector Road. The queues along US 460 reach as much as 12 vehicles in the through movement but there is more queueing occurring on the minor roads (I-75 off ramp and Connector Road). The minor roads seeing as much as 22 vehicles queued along the I-75 off ramp and 12 vehicles along Connector Road wishing to turn onto US 460. All minor approaches at the non-signalized intersections maintain less than a 3 vehicle queue during both peak hours.

2022 Build Analysis

The HCS analysis reveals that although the delays increased due to the increase in volumes caused by the proposed development none of the existing movements degraded. The added turning movement exiting the proposed development along Connector Road operates as a LOS "C" during the AM peak and a LOS "E" during the PM peak hour.

The queue analysis shows that all queue lengths remain similar to the no build conditions. There are some increases due to the increased volume, but all queues are within a few vehicles of the no build conditions.

2032 No Build Analysis

The HCS analysis reveals that the signalized intersection operates as a LOS "C" during the AM peak and LOS "E" during the PM peak. When analyzing the individual turning movements it was revealed that most of the movements operated similar to the 2022 no build conditions but with increased delay caused by the background traffic growth. The eastbound left turn lane at the intersection of US 460 and Connector Road degrades to a LOS "F" during the PM peak hour. Besides this movement there are no additional movements that degraded to a LOS "E" or "F" that were not already a LOS "E" or "F" there are several movements that were LOS "E" but operate as a LOS "F" under the future no build conditions. The following movements degrade from a LOS "E" to a LOS "F" under future build conditions.

- US 460 at Connector Rd: Northbound LT (PM peak)
- US 460 at Bluegrass RV Entrance: Northbound (PM peak)

The queue analysis shows that all of the major queueing continues to occur at the signalized intersection of US 460 at Connector Road. Some queue lengths at this intersection increase by more than ten vehicles due to the background traffic growth. The queues along US 460 reach as much as 14 vehicles in the through movement and 23 vehicles in the eastbound left turn movement. These movements are increased from 12 vehicles and 12 vehicles respectively. There is more significant queueing that occurs on the minor roads (I-75 off ramp and Connector Road). The minor roads see as much as 37 vehicles queued along the I-75 off ramp and 13 vehicles along Connector Road wishing to turn onto US 460. All minor approaches at the non-signalized intersections maintain 6 vehicles or less during both peak hours and saw increases of less than 3 vehicles when comparing with the 2022 no build conditions.

2032 Build Analysis

The HCS analysis reveals that although the delays increased due to the increase in volumes caused by the proposed development none of the existing movements degraded when comparing the 2032 no build to the 2032 build conditions. The added turning movement exiting the proposed development along Connector Road operates as a LOS "C" during the AM peak and a LOS "E" during the PM peak hour.

The queue analysis shows that all queue lengths remain similar to the no build conditions. There are some increases due to the increased volume, but all queues are within a few vehicles of the no build conditions.

Bluegrass RV Campground

Georgetown, KY

2022 NO BUILD (Delay in Sec/LOS)													
AM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US 460 at Connector Rd	14/B	10/B			20/C	0/A	61/E	52/D		49/D		60/E	25/C
US 460 at RV Entrance	10/B			8/A				17/C			12/B		
Connector Rd at Old Oxford Rd					19/C					8/A			
Connector Rd at RV Exit		18/C					8/A						
2022 NO BUILD (Delay in Sec/LOS)													
PM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US 460 at Connector Rd	31/C	19/B			38/D	0/A	59/E	101/F		53/D		67/E	43/D
US 460 at RV Entrance	9/A			11/B				36/E			11/B		
Connector Rd at Old Oxford Rd					39/E					10/B			
Connector Rd at RV Exit		41/E					9/A						
2022 BUILD (Delay in Sec/LOS)													
AM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US 460 at Connector Rd	14/B	10/B			20/C	0/A	61/E	52/D		49/D		60/E	25/C
US 460 at RV Entrance	10/B			8/A				17/C			11/B		
Connector Rd at Old Oxford Rd					19/C					8/A			
Connector Rd at RV Exit		19/C			18/C		8/A						
2022 BUILD (Delay in Sec/LOS)													
PM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US 460 at Connector Rd	32/C	19/B			39/D	0/A	59/E	114/F		54/D		66/E	46/D
US 460 at RV Entrance	9/A			11/B				41/E			11/B		
Connector Rd at Old Oxford Rd					40/E					10/B			
Connector Rd at RV Exit		42/E			39/E		9/A						

Table 4. 2022 Level of Service and Delay Summary

Bluegrass RV Campground

Georgetown, KY

2032 NO BUILD (Delay in Sec/LOS)													
AM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US 460 at Connector Rd	19/B	12/B			26/C	0/A	62/E	50/D		48/D		60/E	28/C
US 460 at RV Entrance	10/B			9/A				22/C			12/B		
Connector Rd at Old Oxford Rd					23/C					8/A			
Connector Rd at RV Exit		19/C					8/A						

2032 NO BUILD (Delay in Sec/LOS)													
PM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US 460 at Connector Rd	98/F	22/C			43/D	0/A	92/F	193/F		51/D		70/E	69/E
US 460 at RV Entrance	10/B			12/B				90/F			11/B		
Connector Rd at Old Oxford Rd					47/E					10/B			
Connector Rd at RV Exit		46/E					9/A						

2032 BUILD (Delay in Sec/LOS)													
AM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US 460 at Connector Rd	20/B	12/B			27/C	0/A	62/E	51/D		47/D		59/E	28/C
US 460 at RV Entrance	11/B			9/A				23/C			12/B		
Connector Rd at Old Oxford Rd					23/C					8/A			
Connector Rd at RV Exit		20/C			19/C		8/A						

2032 BUILD (Delay in Sec/LOS)													
PM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US 460 at Connector Rd	64/E	20/C			43/D	0/A	92/F	192/F		58/E		65/E	64/E
US 460 at RV Entrance	10/B			12/B				111/F			11/B		
Connector Rd at Old Oxford Rd					47/E					10/B			
Connector Rd at RV Exit		47/E			44/E		9/A						

Table 5. 2032 Level of Service and Delay Summary

2022 NO BUILD (95th Percentile Queue in Vehicles per Lane)												
AM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US 460 at Connector Rd	4	3			11		9	5		4		9
US 460 at RV Entrance	0			0				1			0	
Connector Rd at Old Oxford Rd					1					0		
Connector Rd at RV Exit		0					0					

2022 NO BUILD (95th Percentile Queue in Vehicles per Lane)												
PM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US 460 at Connector Rd	12	9			12		14	22		10		12
US 460 at RV Entrance	0			0				3			0	
Connector Rd at Old Oxford Rd					2					0		
Connector Rd at RV Exit		0					0					

2022 BUILD (95th Percentile Queue in Vehicles per Lane)												
AM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US 460 at Connector Rd	4	3			11		9	5		4		9
US 460 at RV Entrance	0			0				1			0	
Connector Rd at Old Oxford Rd					1					0		
Connector Rd at RV Exit		0			0		0					

2022 BUILD (95th Percentile Queue in Vehicles per Lane)												
PM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US 460 at Connector Rd	12	9			12		14	24		10		12
US 460 at RV Entrance	0			0				3			0	
Connector Rd at Old Oxford Rd					2					0		
Connector Rd at RV Exit		0			0		0					

Table 6. 2022 Queue Summary

2032 NO BUILD (95th Percentile Queue in Vehicles per Lane)												
AM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US 460 at Connector Rd	5	5			15		11	6		4		9
US 460 at RV Entrance	0			0				2			0	
Connector Rd at Old Oxford Rd					2					0		
Connector Rd at RV Exit		0					0					
2032 NO BUILD (95th Percentile Queue in Vehicles per Lane)												
PM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US 460 at Connector Rd	23	12			14		21	37		10		13
US 460 at RV Entrance	0			0				6			0	
Connector Rd at Old Oxford Rd					2					0		
Connector Rd at RV Exit		0					0					
2032 BUILD (95th Percentile Queue in Vehicles per Lane)												
AM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US 460 at Connector Rd	5	5			15		11	6		4		10
US 460 at RV Entrance	0			0				2			0	
Connector Rd at Old Oxford Rd					2					0		
Connector Rd at RV Exit		0			0		0					
2032 BUILD (95th Percentile Queue in Vehicles per Lane)												
PM PEAK	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US 460 at Connector Rd	19	11			14		21	37		11		11
US 460 at RV Entrance	0			0				7			0	
Connector Rd at Old Oxford Rd					2					0		
Connector Rd at RV Exit		0			1		0					

Table 7. 2032 Queue Summary

ADDITIONAL STUDY ITEMS

Turn Lane Analysis

The intersection of US 460 at the Bluegrass RV entrance currently provides a left turn lane into the site. A right turn lane at this intersection is not expected to be required because trips were not expected to be generated from the east along US 460. The access point to the site along Collector Road will be an exit only and therefore will not require turn lanes since traffic will be restricted from entering.

The HCS analysis determined that the westbound left turn lane at US 460 and Collector Road did not provide sufficient storage space under the 2032 no build conditions. Additionally, the HCS analysis revealed that the northbound left turn lane at the intersection of US 460 and Collector Road (the I-75 northbound off ramp) and the

southbound right turn lane from Collector Road are not provided adequate storage space in the existing turn lanes under the 2022 and 2032 no build or build conditions.

Sight Distance Analysis

All approaches provide for adequate sight distance that exceeds the required AASHTO/KYTC standards for the sight distance along the analyzed routes at their existing design speeds. Vehicles entering the roadway can see adequate distance to enter the roadway safely, provided they are given appropriate gap spacing.

CONCLUSIONS AND RECOMMENDATIONS

Based on the HCS analysis performed the roadways continue to perform at similar Levels of Service (LOS) and delay when comparing the no build conditions with the build conditions. The proposed development is not a high trip generating land use and therefore, has little impact to the roadway network. The queue analysis reveals that under build and no build conditions for both 2022 and 2032 there will be some queuing on the Northbound Interstate 75 Ramp and Connector Rd. As background traffic increases signal timing should be adjusted to reduce the delays and queuing along the US 460 approaches.

It is recommended that since the roadway network functions similarly between no build and build conditions no improvements to the roadway network should be required to construct the proposed development.



Introduction

At the request of the Georgetown Planning Commission, Palmer Engineering performed a safety analysis of Bluegrass RV access request for the campground. The applicant request that entering access be granted from US 62 and the exiting traffic use Connector Road. This will reduce the impact on the signal while still providing a safe entrance for entering vehicles. To determine the difference in safety for the Connector Road Intersection and the existing Bluegrass RV entrance the SPICE (Safety Performance for Intersection Control Evaluation) software was used. The Connector Rd intersection used signal control and the existing entrance analyzed stop control. The results are attached to this memo.

Connector Road/US 62

The Connector Rd intersection currently is predicting 2.9 crashes per year and .95 fatal/injury crashes with the existing traffic. The addition of the RV traffic entering and exiting the facility is expected to increase that to 3 crashes per year and .99 fatal/injury crashes. Over a 20 year span this intersection is anticipated to have 2.4 additional crashes and .8 additional fatal/injury crashes.

RV Entrance/US 62

The RV Entrance intersection currently is predicting .46 crashes per year and .20 fatal/injury crashes with the existing traffic. The addition of the RV traffic entering the facility is expected to increase that to .54 crashes per year and .22 fatal/injury crashes. Over a 20 year span this intersection is anticipated to have 1.6 additional crashes and .4 additional fatal/injury crashes.

Conclusion

Based on this analysis both intersections will have an increase in crashes due to the volumes increasing but less crashes are expected to occur at the RV Entrance than adding additional vehicles to the signaled intersection. The volumes entering and exiting the facility are low and would not warrant a signal and are likely not to occur during peak periods.

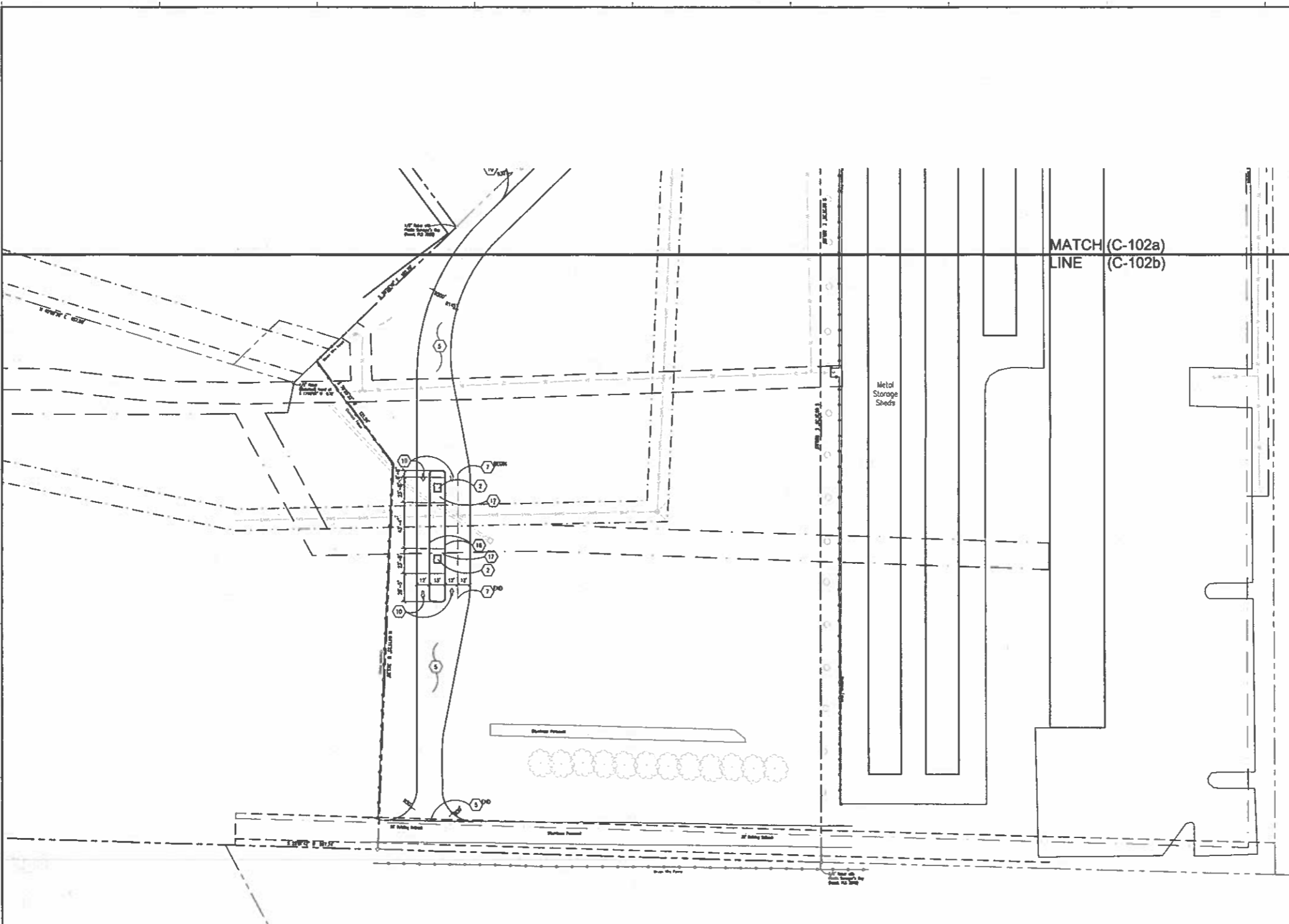


GENERAL NOTES

- A. SITE COORDINATE PLANS WILL BE REVIEWED TO THE APPROVED CONTRACTOR AFTER APPROVALS FROM LOCAL JURISDICTIONS ARE COMPLETE. CONTRACTOR TO REFER TO THESE DIMENSIONS ON THESE LAYOUT PLANS FOR BIDDING PURPOSES.
- B. DIMENSIONS ARE TO THE PARALLEL / PERPENDICULAR TO THE FACE OF BUILDING, FACE OF CURB, EDGE OF PAVEMENT, AND EDGE OF SIDEWALK, UNLESS OTHERWISE NOTED.
- C. DIMENSIONS ARE TO FACE OF BUILDING, FACE OF CURB, EDGE OF PAVEMENT, AND EDGE OF SIDEWALK, UNLESS OTHERWISE NOTED.
- D. CONCRETE SIDEWALK AND PAVEMENT SHALL BE 3" UNLESS OTHERWISE SPECIFIED.
- E. EXPANSION JOINT REQUIRED WHERE NEW CONCRETE ADJUTS EXISTING CONCRETE, BUILDINGS/ FOUNDATIONS, AND ANY OTHER FIELD OBJECTS. EXPANSION JOINTS REQUIRED MAXIMUM 40' O.C. AND ALONG SCORE LINES. COORDINATE WITH DETAIL C/C-110.
- F. CONTRACTOR IS CAUTIONED CONCERNING EXISTING UTILITIES SURROUNDING AND ON SITE. CONTRACTOR IS TO EXERCISE EXTREME CARE WHEN WORKING NEAR EXISTING UTILITY LINES. LOCATIONS OF THE EXISTING UTILITIES ARE BASED ON THE RECORDS OF THE RECORDING UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. EXISTING UTILITY INFORMATION IS NOT TO BE TAKEN AS FINAL OR COMPLETE. CONTRACTOR MUST NOTIFY THE UTILITY COMPANIES AND APPROPRIATE AGENCIES AT LEAST 72 HOURS BEFORE COORDINATION FOR EXIST FIELD LOCATIONS. IF IS THE CONTRACTOR'S RESPONSIBILITY TO RELOCATE ALL UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS. CALL 811 TO CONTACT BUA FOR LOCATION OF EXISTING UTILITIES.
- G. COORDINATE WITH AROUND EXISTING UTILITY HOLES / 4" DIA HOLES WITH LOCAL UTILITY COMPANY HAVING JURISDICTION.
- H. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS PRIOR TO DEMOLITION AND LAYOUT FOR NEW CONSTRUCTION.
- I. CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO STRUCTURES, PAVEMENT, UTILITIES, ETC. TO REMAIN AND SHALL REPAIR ALL DAMAGE AS THE RESULT OF THE CONSTRUCTION OF THIS PROJECT.
- J. CONTRACTOR TO DOCUMENT LOCATIONS OF FOUND UTILITIES AND MISCELLANEOUS UNDERGROUND INFRASTRUCTURE.
- K. MISCELLANEOUS CONCRETE, BITUMINOUS PAVEMENT, OTHER DEMOLITION AND SUB-GRADE FILL AS ENCOUNTERED AND NECESSARY TO FULFILL THE DESIGN INTENT OF THE PLANS HEREIN IS APPROPRIATE TO THE CONTRACT AND SHALL BE INCORPORATED INTO THE BID SUBMITTED BY THE CONTRACTOR.
- L. RELEVANT TRANSPORTATION (TRIP) STANDARD SPECIFICATIONS ARE PART OF THIS PLAN AND ARE RELIABLY AVAILABLE AT <http://TRANSPORTATION.KY.gov/CONSTRUCTION/PAGES/ARCHIVE-STANDARD-SPECIFICATIONS.aspx>. CONTRACTOR TO KEEP A COPY OF APPLICABLE KYTC STANDARD SPECIFICATIONS ON-SITE FOR REFERENCE.
- M. RELEVANT TRANSPORTATION (TRIP) STANDARD SPECIFICATIONS ARE PART OF THIS PLAN AND ARE RELIABLY AVAILABLE AT <http://TRANSPORTATION.KY.gov/CONSTRUCTION/PAGES/STANDARD-DRAWINGS.aspx>. CONTRACTOR MUST KEEP A COPY OF THE APPLICABLE KYTC STANDARD DRAWINGS ON-SITE FOR REFERENCE.

KEYED NOTES

- 1. BATH / LAUNDRY HOUSE. COORDINATE WITH ARCHITECTURAL SHEETS FOR EXACT BUILDING LAYOUT AND BUILDING DIMENSIONS.
- 2. GUARD SHOCK. COORDINATE WITH ARCHITECTURAL SHEETS FOR EXACT BUILDING LAYOUT AND BUILDING DIMENSIONS.
- 3. TYPICAL CHAMPAGNE SCALL 'X'. LOCATED ON THE WEST SIDE OF THE DRIVE ASLE PER DETAIL A/C-110.
- 4. TYPICAL CHAMPAGNE SCALL 'Y'. LOCATED ON THE EAST SIDE OF THE DRIVE ASLE PER DETAIL B/C-110.
- 5. BITUMINOUS PAVEMENT AND BASE PER DETAIL C/C-110. WHERE APPLICABLE, MEET EXISTING PAVEMENT TO REMAIN WITH A SMOOTH, FLUSH CONNECTION.
- 6. CONCRETE WALK WITH WEDGING CURB PER DETAIL C/C-110. PROVIDE INTERNAL CURB WHEN ADJACENT TO BITUMINOUS PAVEMENT. COORDINATE WITH CHANGING PLAN FOR CURB HEIGHTS. PROVIDE CORNERS JOINTS EQUALLY SPACED IN ALL CONCRETE SIDEWALKS PER DETAIL C/C-110. PROVIDE EXPANSION JOINTS PER DETAIL C/C-110. EXPANSION JOINT TO OCCUR WITHIN THE SPACING MODULE OF THE CONCRETE PATTERN SCORE LINES AND ARE REQUIRED MAXIMUM OF 40' SPACED AND WHERE ANY CONCRETE WORK ADJUTS ANY BUILDING STRUCTURE, MEET OR EXISTING CONCRETE, AND AT ALL DOOR THRESHOLDS.
- 7. 4" WIDE WHITE PAVERS PER KYTC STD SPEC 713.
- 8. 24" WIDE THERMOPLASTIC STOP BAR PER KYTC STD SPEC 717.
- 9. 24" WIDE THERMOPLASTIC STOP BAR PER KYTC STD SPEC 717.
- 10. 4" TALL BLACK VINYL CORDED CHAIN LINK FENCE. INSTALL PER INDUSTRY STANDARDS AND ASTM F1553 & F2811 LATEST EDITION. SHOP DRAWINGS REQUIRED.
- 11. 4" WIDE BLACK VINYL CORDED CHAIN LINK GATE WITH LATCHING AND LOCKING HARDWARE. INSTALL PER INDUSTRY STANDARDS AND ASTM F1553 & F2811 LATEST EDITION. SHOP DRAWINGS REQUIRED.
- 12. 4" COMPACTED SOA AT 60C PAVE FENCE TRANSITION ZONE.
- 13. CONCRETE STANDARD HEADER CURB PER KYTC STD SPEC 100-100.
- 14. CONCRETE WALK AROUND EACH GUARD SHOCK PER DETAIL C/C-110. PROVIDE CORNERS JOINTS EQUALLY SPACED IN CONCRETE WALKS PER DETAIL C/C-110. PROVIDE EXPANSION JOINTS PER DETAIL C/C-110 WHERE CONCRETE WALK ADJUTS GUARD SHOCK AND HEADER CURB.



B SITE LAYOUT PLAN
1" = 40'

MATCH (C-102a)
LINE (C-102b)

SITE LAYOUT PLAN
BLUEGRASS CAMPGROUND - PHASE 1
 3036 PARIS PIKE
 GEORGETOWN, SCOTT COUNTY, KY

DESIGN DEVELOPMENT	
Issue Date	November, 2021
Drawn By	PD
Checked By	
Scale	
Date	
Sheet	
21044.01	
© 2021 CMW	
C-102b	

**COURTNEY PROPERTY
FINAL SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission
May 12, 2022**

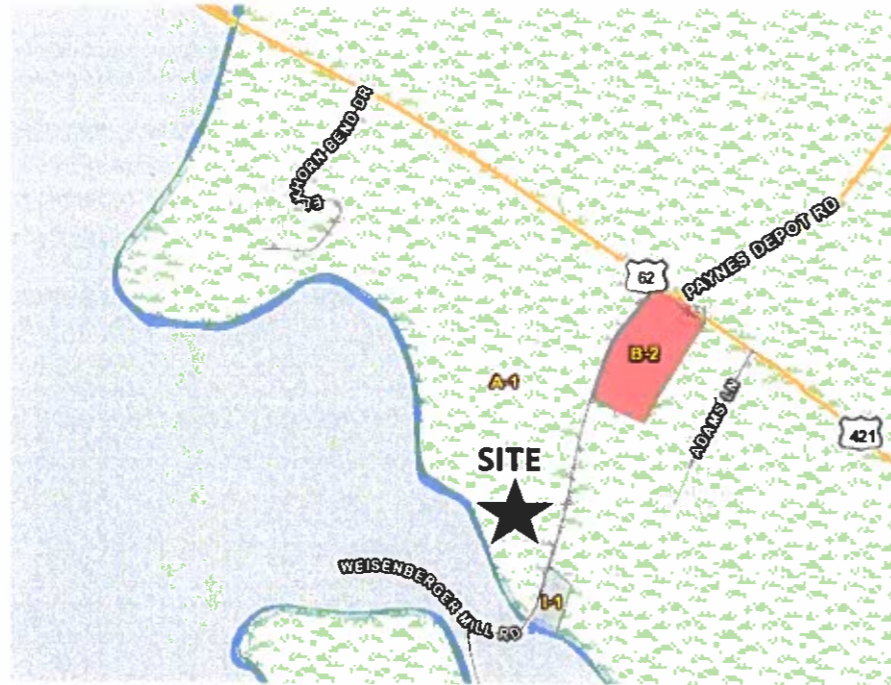
FILE NUMBER: FSP-2022-17

PROPOSAL: Final Subdivision Plat to subdivide a 52.75 acre parent tract into five (5) parcels

LOCATION: 2603-2780 Weisenberger Mill Road

OWNER: Wilma Courtney

CONSULTANT: Pat Darnell, PLS Darnell Engineering



STATISTICS:

Zone	A-1 (Agricultural)
Surrounding Zone(s)	A-1
Site Acreage	52.75 Acres (Total) Parcel 1: 11.00 Ac, Parcel 2: 11.00 Ac, Parcel 3: 5.19 Ac, Parcel 4: 5.35 Ac, & Parcel 5 (Remainder): 20.69 Ac
Access	Weisenberger Mill Road
Variations/Waivers	None

BACKGROUND:

The application before the Planning Commission is a Final Subdivision Plat to subdivide a 52.75 acre parent tract into five (5) parcels. The Project Site was previously subdivided in 2007 in which a 5.00 acre tract was subdivided from the parent tract. Any future subdivisions are required to receive approval from the Planning Commission.

Plat Review:

The proposed plat shows the appropriate the setbacks, and the proposed lot meets the lot size and width requirements. Certifications for Private Sewer and Utility Services availability must be updated to include the correct property owner name. All existing structures and driveways must be shown on the

plat. A note must be included that states that entrances are subject to Scott County Roads Department review and approval before filing of the final plat.

Access:

The Applicant proposes two new entrances and one existing entrance to serve the subdivision. Parcel 1 and 2 will use a shared proposed entrance off of Weisenberger Mill Road. There is a 40-foot wide access and utility easement through Parcel 2 to Parcel 1. Parcels 3 and 4 will use a shared proposed entrance which bisects the shared property line. Parcel 5/Remainder will use the existing entrance. All entrances off of Barkley Road require Scott County Roads Department approval. The entrance must be recorded prior to Final Plat approval.

RECOMMENDATION:

Staff recommends **Approval** of the Final Subdivision Plat. Should the Planning Commission approve the application, Staff recommends including the following conditions of approval:

Conditions of Approval:

1. Project Site is subject to 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. 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 Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.
5. The Final Plat shall satisfy the requirements of the Scott County Fire Department prior to Final Plat approval.
6. All entrances will need approval from the Scott County Roads Superintendent and submitted to the Planning Commission staff prior to Final Plat approval.

CERTIFICATION OF PROVISION OF WATER ONLY

I hereby certify that Georgetown Municipal Water & Sewer Service (GMWSS), by and through the City of Georgetown, KY, has the facilities within the water distribution system to supply the property located at #2603 Weisenberger Mill Road (Parcel 1, Parcel 2, Parcel 3, & Parcel 4) with water service. Provision of development, construction, and service is contingent upon the developer obtaining a correct approval of availability of capacity from the GMWSS Board of Commissioners; and GMWSS review and approval of all plans and specifications for required on-site and off-site improvements including but not limited to water lines, elevated storage tanks, booster pump stations, and related appurtenances for the proposed system. Construction of the proposed water distribution system shall be at the cost of the developer with reimbursement by GMWSS and constructed according to GMWSS and the Kentucky Division of Water approved plans and specifications. Easements required for the proposed water distribution system shall be acquired by the developer and dedicated to GMWSS.

Date _____ General Manager, GMWSS

NOTES:

- Parcel 1, Parcel 2, Parcel 3, Parcel 4, and Parcel 5 shown hereon are that remaining acreage of that property described in Deed Book 431, Page 38.
- Parcel 5 shown hereon is subject to that "Temporary Construction Easement" in favor of the Commonwealth of Kentucky, Transportation Cabinet, Department of Highways, as recorded in Deed Book 404, Page 724.
- Property shown hereon is subject to that water line easement in favor of the Georgetown Municipal Water and Sewer Commission as recorded in Deed Book 183, Page 499 and Deed Book 182, Page 615.
- Property shown hereon is subject to that previous conveyance for right-of-way purposes in favor of the Commonwealth of Kentucky, State Highway Commission as recorded in Deed Book 61, Page 231.
- Property shown hereon is subject to any and all easements or right-of-way of record and in existence at the date of the field survey shown hereon.
- Property shown hereon is subject to those restrictions set forth by the Georgetown-Scott County Planning Commission for its respective zoning.
- Any further division of this property shown hereon shall require approval of the Georgetown-Scott County Planning Commission.
- Property shown hereon and all adjacent properties are currently zoned agricultural (A1).
- Access to Parcel 1 platted hereon shall follow that Forty (40) Foot Access Easement "A" shown hereon and created by this plat. Same being acknowledged by the Owner's certification hereon. Each parcel shall share in the maintenance thereof.
- Access to Parcel 3 and Parcel 4 shall follow that shared Forty (40) Foot Access Easement "B" shown hereon and created by this plat. Same being acknowledged by the Owner's Certification hereon. Each parcel shall share in the maintenance thereof.
- Parcel 5 is shown hereon based on the existing legal description and does not reflect actual field measurements made by Darnell Engineering, Inc. at the date of the field survey shown hereon.
- All Fifty (50) Foot Building Setbacks are also hereby reserved for Utility Easements. Same being created by this plat, and acknowledged by the Owner's Certification hereon.
- Parcel 1 and Parcel 2 shall require a backflow preventer in their respective water lines per "Water Line Notes."

LEGEND:

- Iron Pin Found
- Iron Pin Found with I.D. Cap bearing "T. Justice 3681"
- ▲ Iron Pin Found with I.D. Cap bearing "T. Justice 3681"
- #4 Rebar, 18" long, with I.D. Cap bearing "Darnell 3553" Set in Previous Survey
- #4 Rebar, 18" long, with I.D. Cap bearing "Witness 3553" Set this Survey
- #4 Rebar, 18" long, with I.D. Cap bearing "Darnell 3553" Set this Survey
- Mag Nail Set in Road
- Point @ Right-of-Way
- Center of Creek
- Railroad Spike Found
- ⊙ Address

CERTIFICATION OF AVAILABILITY OF UTILITY SERVICES

I hereby certify that Kentucky Utilities shall supply the Stone property with electric services and that the proposed utility easements of said development meet the requirements of this agency and all other applicable requirements.

Date _____ Kentucky Utilities Representative

LAND SURVEYOR'S CERTIFICATION

I do hereby certify that the survey shown hereon was performed by me, or under my direction, by the use of record documents and field survey measurements, and all monuments indicated hereon actually exist and their size, location, and material are correctly shown. A portion of the boundary survey was performed by GPS equipment using RTK and static observations. Spectra SP 80 Base and Spectra SP 80 Rover were used for this survey, serial numbers of each are on file in the office of the surveyor. This survey meets or exceeds the accuracy requirements of a "rural" survey as specified in 201 KAR 18:150 established by the Commonwealth of Kentucky; and bearings are related to Kentucky North Zone State Plane.

Date April 26, 2022 P.O. Box 175
Cynthiana, Kentucky 41031

CERTIFICATION OF THE APPROVAL OF PRIVATE SEWERAGE SYSTEMS

I hereby certify that the private sewage disposal system installed, or proposed to be installed in the development entitled: James C. Stone & Reba M. Stone fully meets the requirements of the Kentucky State Health Department and has been approved as shown hereon.

Date _____ Scott County Health Department Official

FLOODPLAIN NOTE:

Flood plain indicated hereon is scaled from FEMA FIRM Community Panel 21209C 0175D and 21239C 0048D dated December 21, 2017 and does not represent an actual field survey by Darnell Engineering, Inc. Any dwelling located on this property which is suspected to be in the flood plain should have the finished floor elevation calculated in order to correctly determine if it lies below the 100 year flood elevation. There shall be no development of any type within the flood plain without local and state permit approval.

WATER LINE NOTES:

- If applicable, a testable backflow preventer (BFP) will be required on the customer side of the water meter. BFP's shall be owned and maintained by the property owner and tested yearly. Proportions ten (10) acres or greater are required to install a BFP.
- Owner shall not cause the grade to be less than thirty (30) inches or more than sixty (60) inches. Any grade changes greater than said depths shall have prior written approval from GMWSS.
- When a Water Main relocation is required, it shall be at the cost of the owner.
- Any construction over the existing water main shall maintain proper cover per the GMWSS Standard Specifications.
- Each parcel will be limited to a 3/4" residential water meter.

LINETYPE LEGEND:

- Survey Boundary
- Road Centerline
- Building Line
- Adjacent Property Line
- Entrance Driveway Centerline
- Easement Line
- Existing Overhead Utility Line
- Remaining Parent Tract Line

ADDRESS:

#2603 Weisenberger Mill Road
Georgetown, KY 40357
(Scott County)

OWNERS:

Wilma L. Courtney Estate
#2603 Weisenberger Mill Road
Georgetown, KY 40357

ZONE:

A-1 (Agricultural)

JOHN T. COURTNEY

D.B. 421, Pg. 218
P.C. & Sh. 251
[5.00 Acres]

PEGGY COLUMB

D.B. 328, Pg. 101
P.C. & Sh. 353
[5.0075 Acres]

RICHARD M. CLEMERSON

NANCY G. CLEMERSON
D.B. 287, Pg. 307
P.C. & Sh. 2118
(Lot 4)

RICHARD L. COLEMAN

CHARL JEWELL
D.B. 233, Pg. 741
P.C. & Sh. 1794
(Lot 3)

BARRY DENOSSETT

WHAH DENOSSETT
D.B. 332, Pg. 321
P.C. & Sh. 1794
(Lot 2)

MASON PHELPS

REVOCABLE TRUST
D.B. 332, Pg. 321
P.C. & Sh. 2118
(Lot 1)

WILLIAM L. RAY

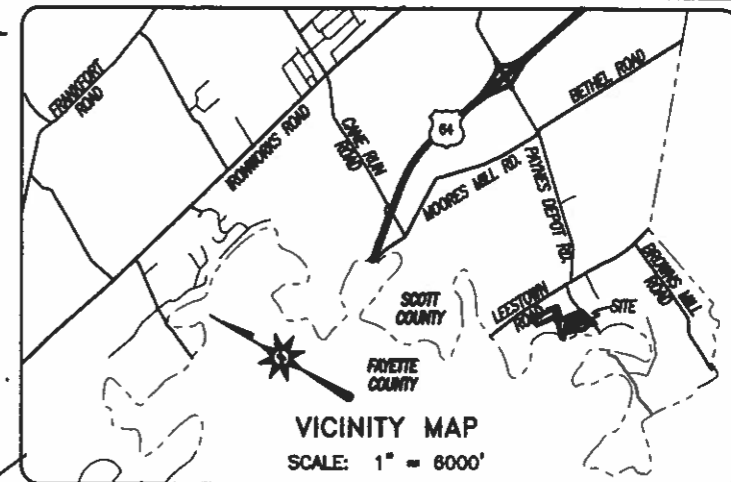
D.B. 71, Pg. 4
W.B. 13, Pg. 345

EMERSON COLLINS

MESSENGER
D.B. 328, Pg. 609

COMMONWEALTH OF KENTUCKY

STATE HIGHWAY COMMISSION
D.B. 61, Pg. 231

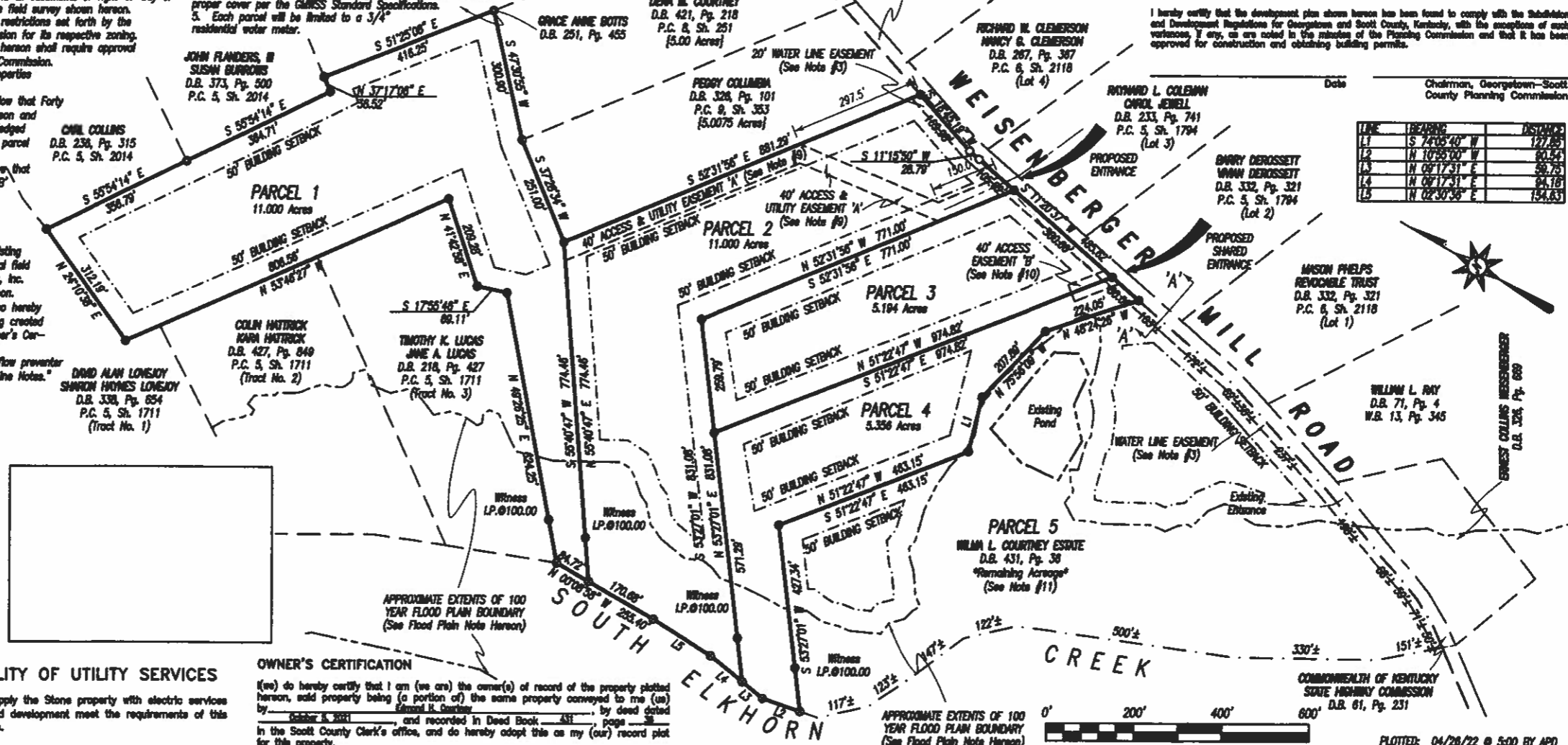


CERTIFICATION OF FINAL SUBDIVISION PLAT APPROVAL

I hereby certify that the development plan shown hereon has been found to comply with the Subdivision and Development Regulations for Georgetown and Scott County, Kentucky, with the exceptions of such variances, if any, as are noted in the minutes of the Planning Commission and that it has been approved for construction and obtaining building permits.

Date _____ Chairman, Georgetown-Scott County Planning Commission

LINE	BEARING	DISTANCE
L1	S 74°05'40" W	127.85
L2	N 10°55'00" W	80.54
L3	N 09°17'31" E	58.75
L4	N 09°17'31" E	84.18
L5	N 02°30'58" E	154.63



OWNER'S CERTIFICATION

(I/we) do hereby certify that I am (we are) the owner(s) of record of the property platted hereon, said property being (a portion of) the same property conveyed to me (us) by _____ on _____, and recorded in Deed Book _____, page _____ in the Scott County Clerk's office, and do hereby adopt this as my (our) record plat for this property.

Witness

Owner

Address

Date

CERTIFICATION OF FIRE DEPARTMENT APPROVAL

I hereby certify that the development plan shown hereon has been reviewed and found to comply with the Scott County Fire Department regulations, including any conditions of approval or exceptions, noted hereon.

Date _____ Scott County Fire Department

REMAINING ACREAGE CALCULATION:

PARCEL 5
By D.B. 431, Pg. 38 94.43± Acres
Less Exception No. 2 21.182 Acres
Less Exception No. 3 5.00± Acres
Less Exception No. 4 5.00± Acres
Less Exception No. 5 5.00± Acres
Less Exception No. 6 5.0075 Acres
Less Parcel 1 (This Survey) 11.000 Acres
Less Parcel 2 (This Survey) 11.000 Acres
Less Parcel 3 (This Survey) 5.194 Acres
Less Parcel 4 (This Survey) 5.356 Acres
Remaining Parcel 5 (See Note #11) 20.00 Acres

FINAL SUBDIVISION PLAT
WILMA L. COURTNEY ESTATE
#2603 WEISENBERGER MILL ROAD

STATE OF KENTUCKY ALLEN PATRICK DARNELL 3553 LICENSED PROFESSIONAL LAND SURVEYOR	SCALE 1" = 200'	DATE 02-23/22	DONE COURTNEYDZ
FILE NO. 22-4985	FIELD CREW JF/NC/WR	CHECKED BY APD	DRAWN BY APD

DARNELL ENGINEERING, INC.
P.O. Box 175
Cynthiana, Kentucky 41031
(859) 234-8957

*THIS PLAT OF SURVEY REPRESENTS A BOUNDARY SURVEY AND COMPLES WITH 201 KAR 18:150.

PLOTTED: 04/26/22 @ 5:00 BY APD

**FINLEY PROPERTY
REDWOOD APARTMENT HOMES
PRELIMINARY DEVELOPMENT PLAN**

**Staff Report to the Georgetown-Scott County Planning Commission
May 12, 2022**

FILE NUMBER: PDP-2022-21

PROPOSAL: Preliminary Development Plan approval for a 142-unit apartment home development.

LOCATION: 1202 Old Oxford Road

APPLICANT: Henry Finley Jr.

CONSULTANT: Fred Eastridge
Thoroughbred



STATISTICS:

Current Zone	B-4 (Community Commercial) & R-2 (Medium Density Residential)
Surrounding Zone(s)	A-1, R-2, & B-2
Site Acreage	Total: 28.7 acres (Proposed R-2: 18.76 acres; Proposed B-4: 9.94 acres)
Concept Residential	142 Residential Units (3 Bedroom Units: 32; 2 Bedroom Units: 110)
Net Density	7.57 units/net acre
Access	Old Oxford Road

BACKGROUND:

The Project Site is a 28.7-acre tract on the east side of Old Oxford Road. The Project Site is north of the Bluegrass RV Storage site and west of the Rocky Creek neighborhood. The Project Site was recently rezoned and annexed into the City of Georgetown.

Preliminary Development Plan Review:

The Development Plan is for the residential portion of a split zoning site. The commercially zoned portion is shown as two lots. Additional Development Plan approval will be required for the commercial lots shown prior to development of the commercial area. Staff previously noted that any future Development Plans for the Commercial area of the site will need to consider the maximum setback the B-4 district requires for buildings fronting on a public road. This maximum building setback is part of the design of this district to allow it to be more walkable and have vibrant character.

The submitted Development Plan shows proposed improvements along Old Oxford Road to account for turning lanes to allow traffic to safely enter the development. The improvements to Old Oxford should bring the roadway in the area of the development up to an urban standard consistent with the proposed uses. With those roadway improvements, the typical section for Old Oxford Road should be 12 feet wide lanes to match urban standards with curb, gutter, and sidewalk.

The Preliminary Development Plan includes a note that the timing of improvements will be determined by the build out the Villages of Lanes Run and this development. That should be amended to say all road improvements to Old Oxford Road associated with this development including widening along the frontage and turn lanes at the entrance shall be completed with the first phase of this development.

The main ingress/egress road thru the commercially zoned section of this development is proposed to be a dedicated public street which will split and be extended to the north to align with a future Magnolia Drive extension thru the Charles Finley property if and when that property develops. The proposed public roadway will have two entrance intersections to the residential section. No parking will be allowed on the public street commercial section. Sidewalks on both side of the street are required. Sidewalks along the Old Oxford Road frontage are also required.

State Transportation (KYTC) has the widening and improvement of Connector Road, a state-maintained roadway, in the five-year State Transportation Plan and the roadway redesign portion of the project is funded and currently underway. The applicant should coordinate its required improvements with the planned state Connector Road project.

As previously stated, the Planning Commission is reviewing only the residential portion of the Development at this time.

The Preliminary Development Plan shows an apartment home or townhouse development arranged along a grid pattern of private streets. Section 1000 (P)(7) of the *Subdivision & Development Regulations* requires multi-family developments to provide an additional entrance intersection for more than 100 units and single-family developments of greater than 200 units. This is considered a multi-family product, so the Development Plan does not meet this requirement and a variance will be required.

The Development Plan also does not meet *Subdivision & Development* requirements for pedestrian access. The proposed plan shows sidewalks on only one side of the street not both sides of all private and public streets in accordance with Section 1000 (G). A variance will be required for sidewalks on one side of the private streets.

Staff does not support a variance to the one entrance for reasons of safety and emergency access. Staff is more inclined to support the sidewalk variance if adequate pedestrian access is provided to all areas, including overflow parking areas. However, staff does have concerns with the sidewalks crossing through and over multiple driveways at the curb line. It may be difficult to maintain the proper slopes for ADA compliance. Sidewalks crossing over multiple driveways at the curb line where box gutters are used creates essentially a rolling sidewalk as it traverses the dips of the driveway aprons, good for skateboarders but not walkers. The sidewalk layout may need further design consideration.

The proposed Preliminary Development Plan shows 19 buildings which consist of attached single-story apartment homes of 6-8 units each. Each unit is proposed to have a two-car garage with a driveway/parking pad that will accommodate two-cars. The minimum depth shown for the parking pads are 23' from the edge of garage to edge of sidewalk. As previously noted, the sidewalks are shown on only one side of the street and the sidewalks pass over multiple driveways at the curb-line, which is not ideal and does not seem feasible for ADA compliance.

The proposed internal streets will be private, within access easements. Thirty-six (36) overflow parking spaces are shown spread throughout the site for guest or overflow parking. Dumpster pads are spread around the site for trash service. Since this is designed as an apartment home development, with garages and driveways on all the units, staff would prefer to see individual trash curbside pickup in this situation. If not, the dumpster locations need to be re-evaluated and no dumpsters should be placed adjacent to the neighboring Rocky Creek subdivision or in the required landscape buffer area.

It was noted at the concept plan stage that some consideration should be given at the development plan stage of any residential development for the aesthetics of the sides and rears of the units that face streets. Staff would be interested in seeing building elevation drawings and floorplans. There are some bump outs shown on some of the buildings and it is hard to determine if they are utility room add-ons to the buildings or what they are. There is a minimum building separation for multi-family buildings of 25-feet. A couple of buildings will need to be shifted to meet the minimum separation requirement.

Finally, this development is densely packed and would benefit from some centrally located open space or some accessible and usable open space. These are proposed as rental units with the development owner maintaining the grounds, so none of the renters will have any outside private space, besides what appears to be a small rear patio. It is not good practice to have no outdoor areas design for shared use.

Landscaping and buffers

The applicant has shown a landscape buffer along the adjoining Finley property and the Rocky Creek subdivision. The Preliminary Development Plan includes a landscaping note that states perimeter landscaping is required along R-2 zoning. Trees provided by existing; Add 6' high hedge, fence or wall as needed. Where the existing treeline is proposed along Rocky Creek subdivision, the trees shall be protected during development and no grading shall occur within the 15' landscape buffer. In addition, it is recommended that a 6-foot privacy fence be required to screen and reduce noise and debris migrating on to the Rocky Creek and adjoining Finley properties.

Additional landscaping in the form of new tree planting is proposed to supplement the perimeter tree protection to meet the canopy requirements of the landscape ordinance. A specie-specific landscape plan shall be submitted at the time of Final Development Plan submittal. Existing mature trees and treelines shall be protected where practical.

Stormwater

The Preliminary Development Plan notes that the stormwater plan is to have inlets in the curb gutter line. The flow will then go to underground chambers placed under the street right-of-way, with the flow restricted such that the outflow at the discharge locations is less than the pre-development flows. This is not your normal stormwater design and will need to be reviewed by the Planning Commission Engineer at the Final Development stage to verify it is feasible.

In summary, staff is concerned that this project needs additional design changes to reflect the comments in the staff report and is not in a place that staff would recommend for approval without additional information. The original applicant for this project Redwood Homes, who has a track record of projects of this type has withdrawn for the project and a new builder is proposed. Some changes were made after TRC and after the original builder withdrew from the project. Some of the changes on the resubmitted set of corrected plans are still questionable. Staff would recommend postponement for a month for the applicant to address staff questions and comments.

RECOMMENDATION:

Based on the findings above, staff recommends Postponement. If the Planning Commission is prepared to hear the current plan, staff would recommend Approval of the application, with the following waiver and conditions of approval.

Waiver/variance:

1. Approval of the waiver to sidewalks on both sides of private street subject to staff review and approval of the master sidewalk plan at the time of Final Development Plan approval.

Conditions of Approval:

1. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
2. The residential development shall be limited to 100 dwelling units until a second entrance is provided in accordance with the *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. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
5. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
6. 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. The Final Development Plan shall meet all requirements of the Georgetown Fire Department regarding hydrants and fire suppression.
8. The Final Development Plan shall meet all requirements of GMWSS regarding the provision of sanitary sewer to the Project Site.
9. 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*.
10. The Applicant shall construct turn lanes on Old Oxford Road to serve the development. Old Oxford Road should also be widened along the frontage. Road improvements to Old Oxford Road should be to an urban standard including 12 ft. lanes, sidewalk, curb, and gutter.
11. No dumpsters shall be placed along or within 250' of the Rocky Creek subdivision boundary.
12. Existing perimeter treelines shall be protected during development.
13. No grading shall occur in the 15' landscape buffer along the Rocky Creek subdivision.

14. A six-foot privacy fence shall be installed along the boundary with Rocky Creek subdivision and the Charles Finley property.
15. An amended 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.
16. Applicant shall provide some shared usable open space area or areas within the development. This open space area shall be identified on the Final Development Plan.
17. The Final Development Plan shall have a specie specific Landscaping Plan in compliance with the *Landscaping & Land Use Buffers Ordinance*, excepting any waivers/variances granted by the Planning Commission.

PLOT DATE: 4/27/2022 11:13 AM



VICINITY MAP
NTS

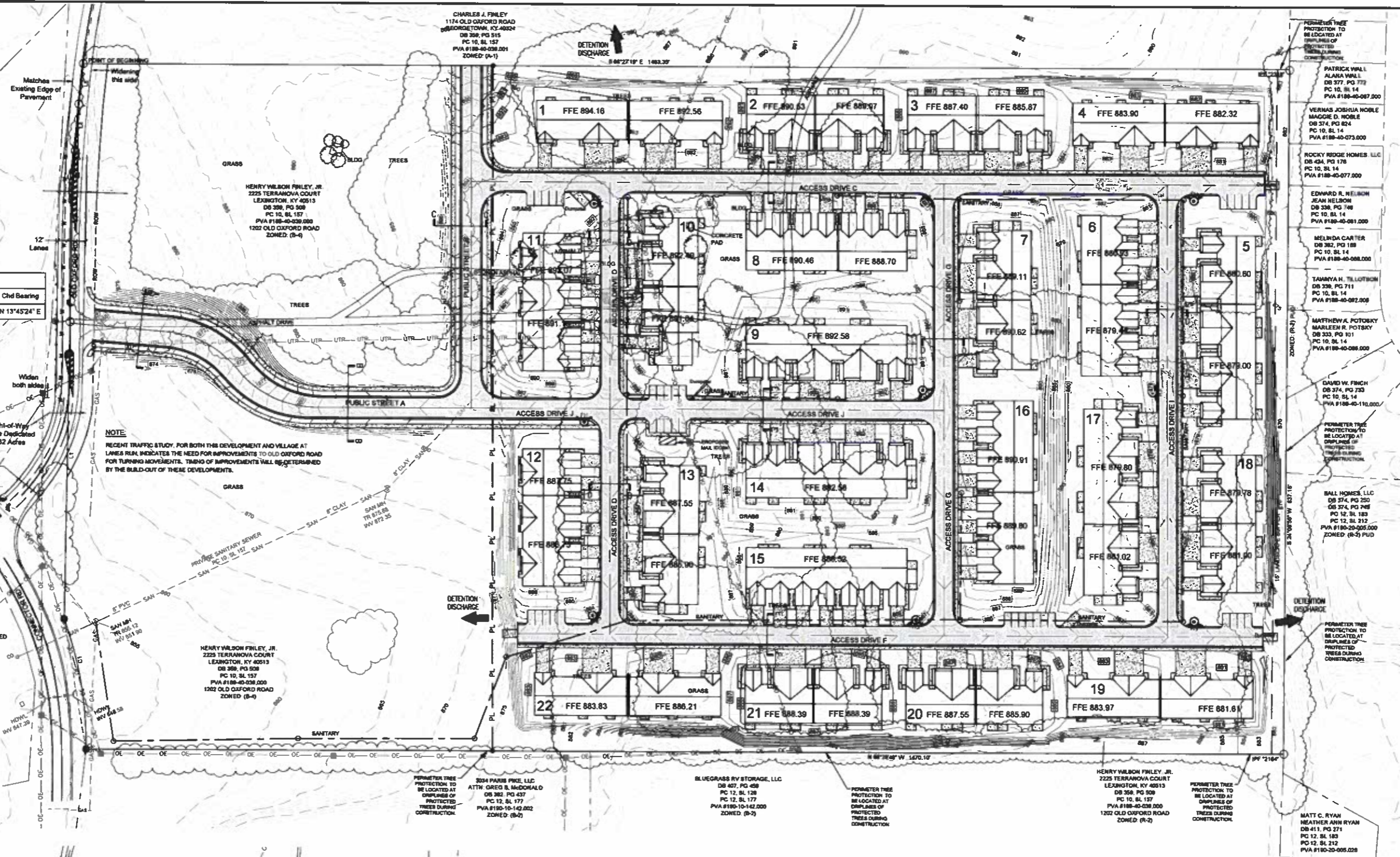
CURVE TABLE

Curve #	Length	Radius	Delta	Chd Length	Chd Bearing
C1	182.48'	439.25'	021°11'39"	181.56'	N 13°45'24" E

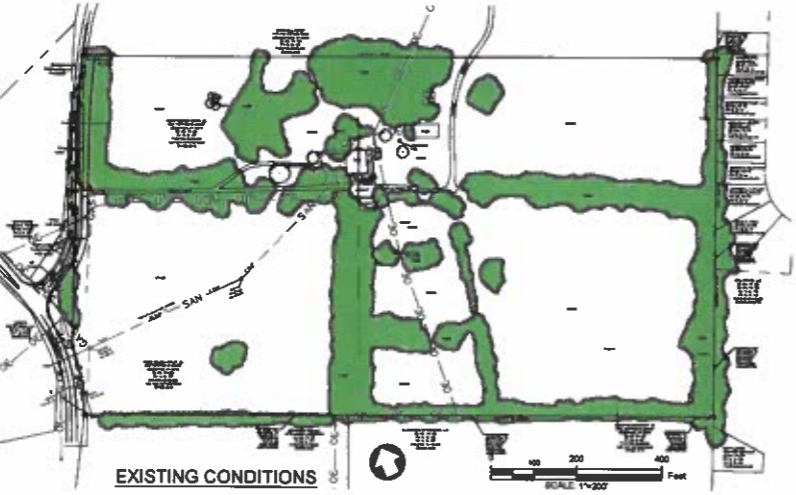
LINE TABLE

Line #	Direction	Length
L1	N 24°35'56" E	383.57'
L2	N 24°38'36" E	148.50'
L3	N 26°40'12" E	60.57'
L4	N 27°55'01" E	57.27'
L5	N 29°43'27" E	48.85'

- LEGEND**
- PROPERTY CORNER FOUND AS NOTED
 - - - PROPERTY BOUNDARY
 - - - CONTOURS
 - - - PROP. ADJOWER
 - ROAD
 - OVERHEAD ELECTRIC
 - UTR UTR UNDERGROUND TELEPHONE LINE
 - ST STORM
 - SAN SANITARY
 - W WATERLINE
 - SAN SANITARY SEWER LINE
 - GAS GAS
 - SANITARY MANHOLE
 - POWER POLE



NOTE:
RECENT TRAFFIC STUDY, FOR BOTH THIS DEVELOPMENT AND VILLAGE AT LAMAR PLAZA INDICATES THE NEED FOR IMPROVEMENTS TO OLD OXFORD ROAD FOR TURNING MOVEMENTS. TIMING OF IMPROVEMENTS WILL BE DETERMINED BY THE BUILD-OUT OF THESE DEVELOPMENTS.

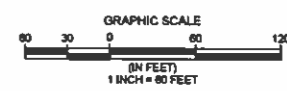


EXISTING CONDITIONS

STORM SUMMARY:
THE EXISTING TOPOGRAPHY INDICATES THAT SURFACE RUNOFF LEAVES THE PROPOSED RESIDENTIAL AREA OF THE PROPERTY IN THREE LOCATIONS INDICATED ON THE PLAN. SINCE A SIGNIFICANT AMOUNT OF IMPERVIOUS AREA WILL BE ADDED WITH THE DEVELOPMENT, DETENTION WILL BE NEEDED TO ATTENUATE THE FLOW. THE IDEA IS TO HAVE CURB INLET GRATES IN THE GUTTERLINE OF THE DRIVES WITH SUMPS AND SNOUTS TO CATCH DEBRIS AND SEDIMENT. THE FLOW WILL THEN GO TO UNDERGROUND CHAMBERS PLACED UNDER THE STREET RIGHT-OF-WAY, WITH THE FLOW RESTRICTED SUCH THAT THE OUTFLOW AT EACH OF THE THREE DISCHARGE LOCATIONS MENTIONED WILL BE LESS THAN THE PRE-DEVELOPMENT FLOWS. YARD DRAINS, AS WELL AS DOWNSPOUTS, MAY ALSO BE TIED TO THE CHAMBER SYSTEMS.

SURVEY INFORMATION:
THE EXISTING INFORMATION SHOWN ON THIS PRELIMINARY DEVELOPMENT PLAN IS FROM A SURVEY PERFORMED BY THOROUGHBREED OF LEXINGTON, KY.

FLOOD INFORMATION:
THIS PROPERTY LIES WITHIN ZONE "X" (AREA OF MINIMAL FLOOD HAZARD) AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MAP NO. 21280C0102D, WITH AN EFFECTIVE DATE OF DECEMBER 21, 2017.



**PRELIMINARY GRADING PLAN
FIRE HYDRANTS AND SANITARY
REDWOOD APARTMENTS**

1202 OLD OXFORD ROAD, GEORGETOWN, SCOTT COUNTY, KY

P.O. BOX 481 LEXINGTON, KY 40588
(502) 863-1756
CIVIL DESIGN, LAND SURVEYING
GEO TECHNICAL ENGINEERING, DRILLING SERVICES,
IBC SPECIAL INSPECTIONS, MATERIAL TESTING,
CM-CONSTRUCTION SERVICES



PROJECT NO.	DRWING BY
3-1-2022	WH
SITE	REVISION BY
	FE
ISSUED FOR:	
DATE	REVISION
4-27-2022	CITY TRC COMMENTS

**GRAVES PROPERTY
FINAL SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission
MAY 12, 2022**

FILE NUMBER: FSP-2022-26

PROPOSAL: Final Subdivision Plat to subdivide a previously subdivided tract of 94.9 acres into tracts of 27.3 acres, 26.5 acres, leaving a remainder of 41.1 acres.

LOCATION: Southeast of Graves Road and East Honaker Road

OWNER: Merla Graves

CONSULTANT: Joel Day, PLS



STATISTICS:

Zone	A-1 (Agricultural)
Surrounding Zone(s)	A-1
Site Acreage	94.9 acres (Parcel #5: 27.3 acres; Parcel #6 26.5 acres; Remainder: 41.1 acres)
Access	Graves Road (KY 1222)
Variances/Waivers	None

BACKGROUND:

The application before the Planning Commission is a Final Subdivision Plat to subdivide two (2) 20+-acre tracts from a farm that was previously subdivided, leaving a one remainder tract of approximately 41.119 acres. The Project Site was subdivided earlier this year, requiring any future subdivisions to receive approval from the Planning Commission.

Plat Review:

The proposed plat shows the appropriate setbacks and the proposed lots meet the lot size requirement. The plat shows all appropriate certifications from utility providers. The lot widths meet the 250 ft. width requirement. A new entrance is proposed for Tract #5 on Graves Road (KY 122) a state-maintained roadway. This entrance will require an encroachment permit from the state transportation office.

Access/Utilities:

The proposed tract #5 will need the entrance location to be approved by KYTC prior to the plat being recorded. The Final Plat will require all utility sign-offs prior to recording.

RECOMMENDATION:

Staff recommends **approval** of the Final Subdivision Plat. If the Planning Commission approves the application, staff recommends including the following 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. 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 Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.
5. Any new entrances from KY 1222 (Graves Road) must be approved by KYTC prior to the plat being recorded.

**VARELLAS PROPERTY #2
FINAL SUBDIVISION PLAT**

**Staff Report to the Georgetown-Scott County Planning Commission
May 12, 2022**

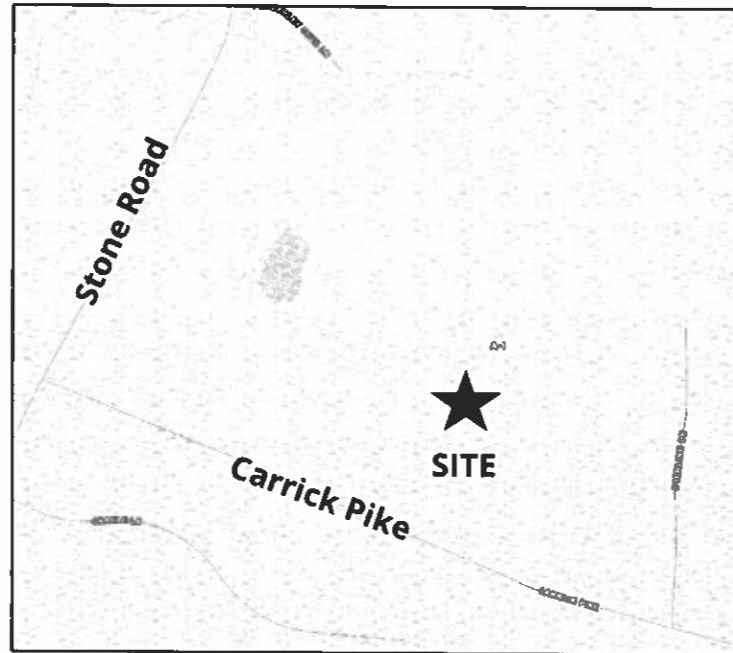
FILE NUMBER: FSP-2022-27

PROPOSAL: Final Subdivision Plat to subdivide a 69.9-acre tract into six (6) lots.

LOCATION: 256 Carrick Pike

OWNER: Jim & Sandra Varellas

CONSULTANT: Allen Darnell
Darnell Engineering, Inc



STATISTICS:

Zone	A-1 (Agricultural)
Surrounding Zone(s)	A-1
Site Acreage	69.9 acres (Tract 1: 13.9 acres; Tract 2: 5.1 acres; Tract 3: 5.0 acres; Tract 4: 5.0 acres; Tract 5: 19.4 acres; Tract 6: 21.5 acres)
Access	Carrick Pike
Variances/Waivers	None

BACKGROUND:
The application before the Planning Commission is a Final Subdivision Plat to subdivide a 69.9-acre farm into six lots. The Project Site was previously subdivided in 2012 and 2020.

Plat Review:
The proposed plat shows the appropriate setbacks and the proposed lot meets the lot size and width requirements. The plat shows all appropriate certifications from utility providers. The plat shows several karst areas based on Kentucky Geological Survey maps. Karst areas identified on the plat would need to be avoided for residential construction unless studied by a qualified professional and deemed safe.

Access:
The plat shows Tracts 1 using the existing entrance for the house at 256 Carrick Pike. A new access easement will be created on an adjoining property owned by the Applicant for access to Tracts 2 & 3. Tracts 4, 5, & 6 will share an access easement off of Carrick Pike. All new entrance locations require

approval from the County Road Supervisor and may require the entrances to be constructed prior to the plat being recorded.

RECOMMENDATION:

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

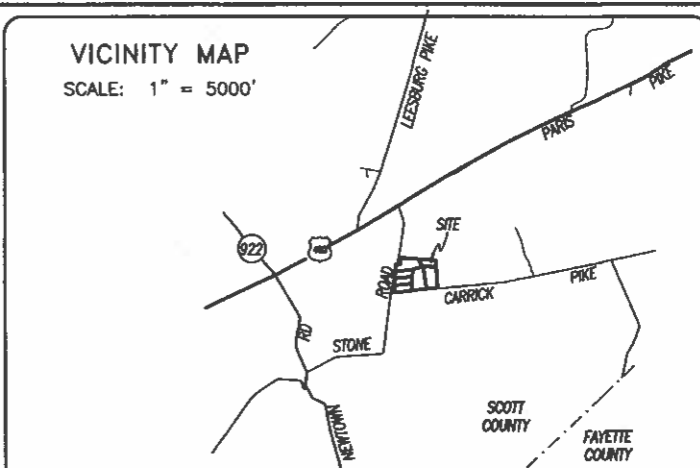
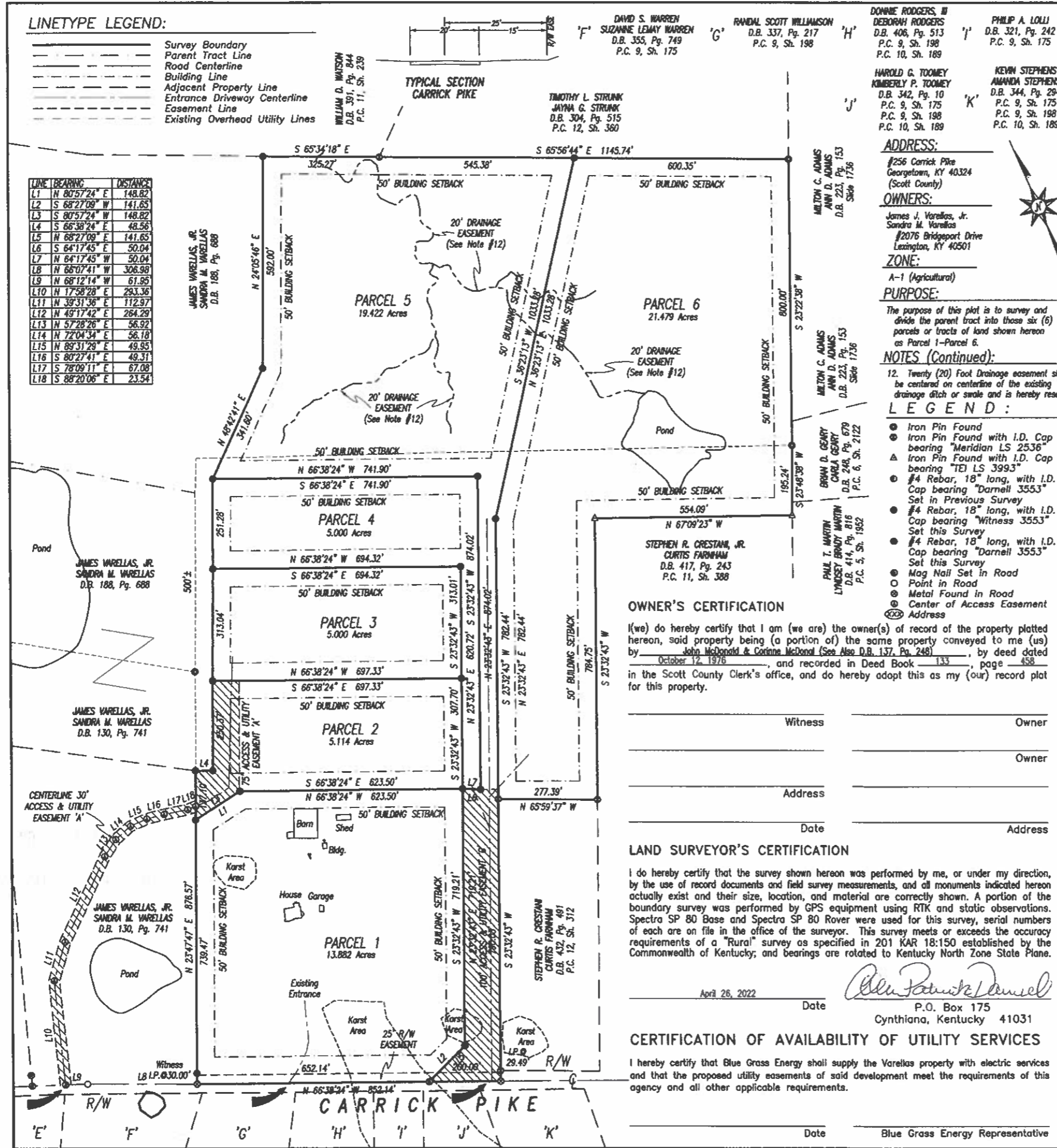
Conditions of Approval:

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. 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 Preliminary Subdivision Plat approval is valid for two years, subject to the requirements of Article 306 section A of the *Subdivision and Development Regulations*.
5. New entrances must be approved by the County Road Supervisor prior to the plat being recorded.
6. The Planning Commission Engineer or County Road Supervisor may require entrances to be constructed prior to the plat being recorded.

LINETYPE LEGEND:

- Survey Boundary
- Parent Tract Line
- Road Centerline
- Building Line
- Adjacent Property Line
- Entrance Driveway Centerline
- Easement Line
- Existing Overhead Utility Lines

LINE	BEARING	DISTANCE
L1	N 80°57'24" E	148.82
L2	S 68°27'09" W	141.65
L3	S 80°57'24" W	148.82
L4	S 66°38'24" E	48.56
L5	N 68°27'09" E	141.65
L6	S 64°17'45" E	50.04
L7	N 64°17'45" W	50.04
L8	N 68°07'41" W	306.98
L9	N 68°12'14" W	61.95
L10	N 17°58'28" E	293.36
L11	N 39°31'36" E	112.97
L12	N 49°17'42" E	264.29
L13	N 57°28'26" E	56.92
L14	N 72°04'34" E	56.18
L15	N 89°31'29" E	49.95
L16	S 80°27'41" E	49.31
L17	S 78°09'11" E	67.08
L18	S 88°20'06" E	23.54



NOTES:

1. Parcel 1, Parcel 2, Parcel 3, Parcel 4, Parcel 5, and Parcel 6 platted hereon are a portion of that tract or parcel of land described in Deed Book 130, Page 741.
2. Property platted hereon is subject to that telephone line easement in favor of South Central Bell Telephone Company as recorded in Deed Book 149, Page 748.
3. Property platted hereon is subject to any and all easements or right-of-way of record and in existence at the date of the field survey shown hereon.
4. Property platted hereon is subject to those restrictions set forth by the Georgetown-Scott County Planning Commission for its respective zoning classification.
5. Any further division of the property platted hereon shall require approval of the Georgetown-Scott County Planning Commission.
6. Property platted hereon and all adjacent property is zoned agricultural (A1), unless otherwise noted.
7. Property platted hereon is not located in a flood hazard area as shown on FEMA FIRAI Community Panel No. 21209C 0225D dated December 21, 2017.
8. Access & Utility Easement 'A' being hereby created by this plat, and acknowledged by the Owner's Certification hereon. Same being created to benefit Parcel 2 and Parcel 3 hereon and located on that Varellos property of record in Deed Book 130, Page 741. Each shall share in the maintenance thereof.
9. Access & Utility Easement 'B' being hereby created by this plat, and acknowledged by the Owner's Certification hereon. Same being created to benefit Parcel 4 and Parcel 5 hereon and located on Parcel 6. Each shall share in the maintenance thereof.
10. All building setback lines shown hereon are also hereby reserved and dedicated as utility easement area.
11. All potential property owners shall be aware that Kentucky Geological Survey has identified sinkhole karst related features and shown hereon. Property and geotechnical evaluations may be advised prior to home construction within these areas. Areas shown based on Kentucky Geological Survey maps only.

CERTIFICATION OF FIRE DEPARTMENT APPROVAL

I hereby certify that the development plan shown hereon has been reviewed and found to comply with the Scott County Fire Department regulations, including any conditions of approval or exceptions, noted hereon.

Date _____ Scott County Fire Department

CERTIFICATION OF THE APPROVAL OF PRIVATE SEWERAGE SYSTEMS

I hereby certify that the private sewage disposal system installed, or proposed to be installed in the development entitled: Varellos Property fully meets the requirements of the Kentucky State Health Department and has been approved as shown hereon.

Date _____ Scott County Health Department Official

CERTIFICATION OF PROVISION OF WATER ONLY

I hereby certify that Kentucky American has facilities within the water distributions conveyance system to supply the property located at Carrick Pike & Stone Road, that the water distribution system of said development meets the requirements of this agency and all other requirements of the proper distributions of water, and that Kentucky American shall supply said development with water service.

Date _____ General Manager
Kentucky American Water

PLOTTED: 04/26/22 @ 5:00 BY APD

MINOR SUBDIVISION PLAT
JAMES J. VARELLAS, JR.
SANDARA M. VARELLAS
#256 CARRICK PIKE

	SCALE	DATE	DARNELL ENGINEERING, INC. P.O. Box 175 Cynthiana, Kentucky 41031 (859) 234-8957 <small>*THIS PLAT OF SURVEY REPRESENTS A BOUNDARY SURVEY AND COMPLES WITH 201 KAR 18:150.</small>
	1" = 200'	05/21/22	
	FILE NO.	FILENAME	
	22-4964	VARELLASRP2	
FIELD CREW	JR FILE	DRWN BY	CHEKED BY
JF/NC/WR	VARELLAS	APD	APD

- DAVID S. WARREN
SUZANNE LEMAY WARREN
D.B. 355, Pg. 749
P.C. 9, Sh. 175
- RANDAL SCOTT WILLIAMSON
D.B. 337, Pg. 217
P.C. 9, Sh. 198
- DONNIE RODGERS, III
DEBORAH RODGERS
D.B. 406, Pg. 513
P.C. 9, Sh. 198
P.C. 10, Sh. 189
- PHILIP A. LOUJ
D.B. 321, Pg. 242
P.C. 9, Sh. 175
- HAROLD G. TOOMEY
KIMBERLY P. TOOMEY
D.B. 342, Pg. 10
P.C. 9, Sh. 175
P.C. 9, Sh. 198
P.C. 10, Sh. 189
- KEVIN STEPHENS
AMANDA STEPHENS
D.B. 344, Pg. 294
P.C. 9, Sh. 175
P.C. 9, Sh. 198
P.C. 10, Sh. 189
- TIMOTHY L. STRUNK
JAYNA G. STRUNK
D.B. 304, Pg. 515
P.C. 12, Sh. 380
- MELTON C. ADAMS
ANN D. ADAMS
D.B. 223, Pg. 153
Sh. 1736
- MELTON C. ADAMS
ANN D. ADAMS
D.B. 223, Pg. 153
Sh. 1736
- BRIAN D. GEARY
CARLA GEARY
D.B. 248, Pg. 679
P.C. 6, Sh. 2122
- PAUL T. WATSON
LYNDSEY BRADY WATSON
D.B. 414, Pg. 816
P.C. 5, Sh. 1952
- STEPHEN R. CRESTANI, JR.
CURTIS FARHAM
D.B. 417, Pg. 243
P.C. 11, Sh. 388
- STEPHEN R. CRESTANI
CURTIS FARHAM
D.B. 432, Pg. 491
P.C. 12, Sh. 312

ADDRESS:

#256 Carrick Pike
Georgetown, KY 40324
(Scott County)

OWNERS:

James J. Varellos, Jr.
Sandara M. Varellos
#2076 Bridgeport Drive
Lexington, KY 40501

ZONE:

A-1 (Agricultural)

PURPOSE:

The purpose of this plat is to survey and divide the parent tract into those six (6) parcels or tracts of land shown hereon as Parcel 1-Parcel 6.

NOTES (Continued):

12. Twenty (20) Foot Drainage easement shall be centered on centerline of the existing drainage ditch or swale and is hereby reserved.

LEGEND:

- Iron Pin Found
- Iron Pin Found with I.D. Cap bearing "Meridian LS 2536"
- △ Iron Pin Found with I.D. Cap bearing "TEI LS 3993"
- #4 Rebar, 18" long, with I.D. Cap bearing "Darnell 3553" Set in Previous Survey
- #4 Rebar, 18" long, with I.D. Cap bearing "Witness 3553" Set this Survey
- #4 Rebar, 18" long, with I.D. Cap bearing "Darnell 3553" Set this Survey
- Mag Nail Set in Road
- Point in Road
- Metal Found in Road
- Center of Access Easement Address

OWNER'S CERTIFICATION

I (we) do hereby certify that I am (we are) the owner(s) of record of the property platted hereon, said property being (a portion of) the same property conveyed to me (us) by John McDonald & Corinne McDonald (See Also D.B. 137, Pg. 248), by deed dated October 12, 1978, and recorded in Deed Book 133, page 458 in the Scott County Clerk's office, and do hereby adopt this as my (our) record plat for this property.

Witness _____ Owner _____

_____ Owner _____

Address _____

Date _____ Address _____

LAND SURVEYOR'S CERTIFICATION

I do hereby certify that the survey shown hereon was performed by me, or under my direction, by the use of record documents and field survey measurements, and all monuments indicated hereon actually exist and their size, location, and material are correctly shown. A portion of the boundary survey was performed by GPS equipment using RTK and static observations. Spectra SP 80 Base and Spectra SP 80 Rover were used for this survey, serial numbers of each are on file in the office of the surveyor. This survey meets or exceeds the accuracy requirements of a "Rural" survey as specified in 201 KAR 18:150 established by the Commonwealth of Kentucky; and bearings are related to Kentucky North Zone State Plane.

April 26, 2022 Date Allen Patrick Darnell
P.O. Box 175
Cynthiana, Kentucky 41031

CERTIFICATION OF AVAILABILITY OF UTILITY SERVICES

I hereby certify that Blue Grass Energy shall supply the Varellos property with electric services and that the proposed utility easements of said development meet the requirements of this agency and all other applicable requirements.

Date _____ Blue Grass Energy Representative _____

**BEST PETS ANIMAL CLINIC
PRELIMINARY DEVELOPMENT PLAN**

**Staff Report to the Georgetown-Scott County Planning Commission
May 12, 2022**

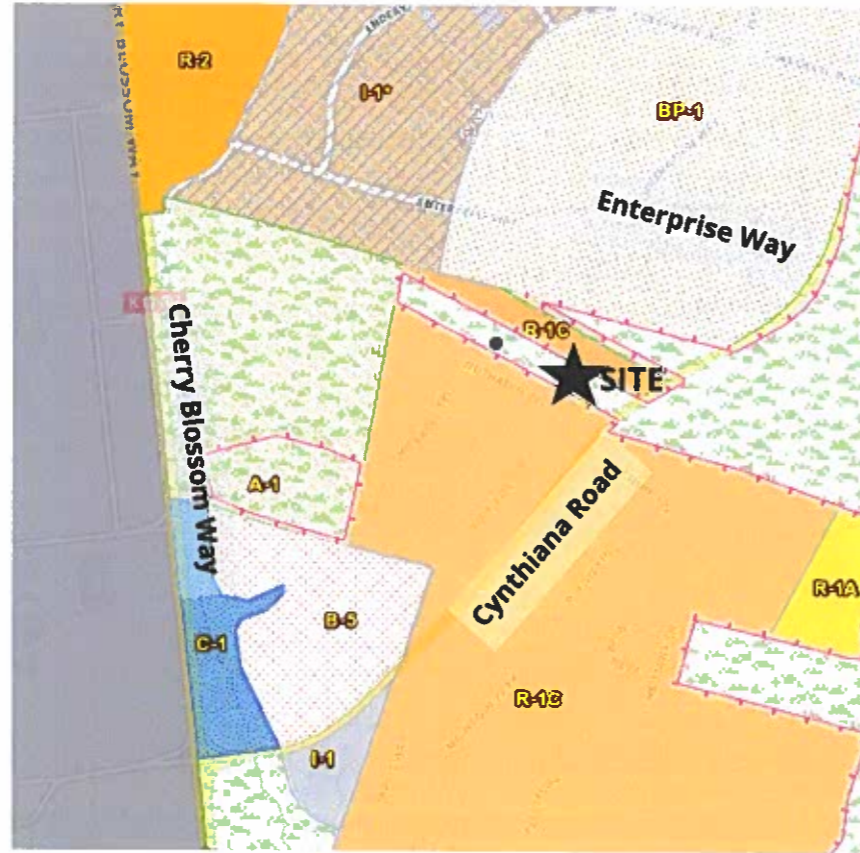
FILE NUMBER: PDP-2022-28

PROPOSAL: Preliminary Development Plan for a 4,750 SF small animal clinic for dogs and cats with associated parking

LOCATION: 2300 Cynthiana Road

APPLICANT: Amberlee Cobler, DVM

CONSULTANT: Vaughn Williams, PE
Kenvirons PLC



STATISTICS:	
Zone	A-1 (Agricultural)
Surrounding Zone(s)	A-1, R-1C, BP-1, I-1*
Proposed Use	Animal Clinic (A-1 Conditional Use Permit)
Site Acreage (Net)	4.68 Acres
Building Height	1 Story (+/- 18 feet)
Prop'd Building Size	4,750 Square Feet
Max Building Coverage	20%
Prop'd Building Coverage	2.33%
Req'd Parking	15 total spaces (1 per employee plus 2 per exam room or equivalent)
Prop'd Parking	13 total spaces (2 ADA Accessible)
VUA	18,762 Square Feet
Access	Cynthiana Road
Variations/Waivers	None

BACKGROUND:

Amberlee Cobler ("Applicant") is seeking approval of a preliminary development plan to construct a 4,750 SF building to serve as animal clinic at the property addressed 2300 Cynthiana Road ("Project Site"). The proposed use is permitted in the A-1 zoning district with a Conditional Use Permit (ref. case S-2020-17).

The Project Site is not located inside city limits of the City of Georgetown. Because it adjoins city limits on two sides and requires public services, Staff recommends annexation if the Preliminary Development Plan is approved.

PLAN REVIEW:

The Project Site is off of Cynthiana Road. The Development Plan shows a proposed clinic building located near the front of the lot with a driveway coming off a proposed road connection to Cynthiana Road. The proposed building meets the setback & building height requirements in the *Zoning Ordinance*.

The adjoining property to the rear of the Project Site is an operational farm and residence. Access to the rear property is through a 20-foot-wide access easement through the Project Site, with an existing entrance approximately 100 feet south of the proposed entrance.

Access:

Vehicular access to the site is proposed from Cynthiana Road. No improvements to Cynthiana Road are proposed in the development plan. All proposed entrances require KYTC District 7 approval.

The Development Plan shows a 75 ft. wide apron/stub coming from Cynthiana Road and a 24 ft. wide private driveway would allow for vehicular to the proposed development. There is 150 feet (a rough calculation) of vehicle stacking space. Staff recommends considering a widening of the apron to allow for both left and right turning movements onto Cynthiana Road from the Project Site as it is likely most of the vehicles leaving the development will turn right to travel towards Georgetown and the I-75 exit. This Application was not required to perform a traffic impact study because it does not meet the threshold of generating 100 or more peak hour trips.

Parking

The *Subdivision & Development Regulations* and *Zoning Ordinance* establish parking minimums for development in Georgetown and Scott County. There is no existing regulation for animal clinics specifically, however past precedent cases have used the "medical or dental offices" values when calculating the requirements. For these operations, they call for one parking space for every employee and two for every exam room or equivalent. Per the Applicant, there are 7 expected staff and 4 exam rooms, resulting in 15 total parking spaces are required for the site. The Applicant proposes 13 total parking spaces, two of which are ADA accessible spaces. The Final Development Plan will need to show the two (2) additional parking spaces required.

Stormwater Management:

Stormwater detention and groundwater recharge areas are proposed in the central/rear of the property. The Project Site is located in the Lanes Run Watershed. In addition to complying with all stormwater management requirements, the Applicant will need to update the Lanes Run Watershed Model.

Utilities:

The Preliminary Development Plan proposes tying in to the existing sanitary sewer line that serves the Barkley Meadows subdivision. The plan proposes that an extension from the existing line be established and has proposed a sanitary easement to the site along the southern property line to the building. The Applicant will need to arrange capacity with GMWSS. In addition, the plan proposes a 6-inch wide waterline to be extended off of the existing waterline that runs along the southern side of Cynthiana Road.

Landscaping:*Section 6.12: Property Perimeter Requirements*

Currently there is no property perimeter buffer proposed. Staff recommends that a Landscape Buffer between the Project Site and the residential community to the south (Barkley Meadows) be required as the use on the site is commercial in nature and that the proposed site operations would exceed what is expected for the A-1 zoning district. The installation would benefit the area as it would reduce the noise and light pollution related to business operations. Plantings would also allow for a transition between a variety of uses and densities and improve the appearance and character of the area.

Row 2 of the table is the most appropriate as it requires a landscaping buffer between commercial property and any residentially zoned property or property with established residential uses. The buffer can be reduced to 5 feet of width when used in conjunction of a 6 ft. high opaque wall or fence. This buffer area is required to have 1 tree per 40 feet of linear boundary. The property perimeter buffer would not be required along the western/rear portion of the property as the existing tree canopy will be maintained and business operations would be on the eastern/front portion

Section 6.13: Vehicular Use Area Perimeter (VUA) Requirements

The ordinance requires one (1) large or medium tree spaced every 40 feet and a continuous 3-foot-wide shrub along the entirety the boundary of the VUA that faces adjacent properties. The proposed development does meet the requirements for VUA perimeter landscaping.

Section 6.22: Interior Landscaping (ILA) for Vehicular Use Areas

The Preliminary Development Plan shows 18,762 SF of vehicular use area (VUA). The Project Site is required to provide at least 1,876 SF of interior landscaped area populated by 13 trees. The Preliminary Development Plan currently shows 3,366 SF of ILA with 13 trees distributed at three peninsular areas. The plan does meet the requirements of this section.

Section 6.2215: Minimum Canopy Requirements

The Preliminary Development Plan needs to show a minimum tree canopy of 13% of the total lot area. For the Project Site, this requires 26,521 SF. The development is proposing the planting of 21 medium trees and 13 small trees for a total of 9,700 SF of canopy coverage. In addition, the development is proposing the preservation of 9,500 SF of existing trees, located in the rear of the property. The Final Development Plan will need to include 7,800 SF of additional tree canopy as the current plan does not meet the requirements of this section.

The Applicant proposes the plantings of 24 large trees on the Project Site to satisfy the tree canopy requirements. The tree plantings would be in observance of *Landscape and Land Use Buffers* Section 6.12 (2), but request that the 15-foot minimum buffer area adjacent to all common boundaries requirement be waived as to not interfere with the existing overhead power line and the access easement to the rear property. They propose to have the plantings every 30 feet apart in an 8-foot buffer along the 50-foot side yard setback line. Staff believes this request for alternative placement is appropriate as the purpose of the buffer would still be satisfied.

Staff recommends that all other requirements in Section 6.12 (2) be satisfied, specifically that the buffer is at minimum 15 feet wide and that there be the 6-foot-tall double row hedge, fence, wall, or earth mound. Staff would also be supportive of the alternative, wherein instead of the tree and hedge/fence/wall/earth mound requirement, a continuous planting of evergreen trees every 15 feet (Section 6.12 note 4).

RECOMMENDATION:

Staff recommends approval of the Preliminary Development Plan. Staff recommends approval of the following 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. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.
4. 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. 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. The Applicant is responsible for updating the Lanes Run Watershed Model to check for downstream impacts.
8. The Applicant shall annex into the City of Georgetown.
9. The Final Development Plan shall have a specie specific Landscaping Plan in compliance with the *Landscaping & Land Use Buffers Ordinance*.
10. The Applicant shall install a property perimeter landscape along the shared boundary with the Barkley Meadows subdivision, specifically adhering to the *Landscaping and Land Use Buffers Ordinance* Section 6.12 (2).
11. The Final Development Plan shall meet all requirements of the Georgetown Fire Department regarding hydrants and fire suppression.
12. The Final Development Plan shall meet all requirements of GMWSS regarding the provision of sanitary sewer to the Project Site.

13. The Final Development Plan shall have a photometric plan submitted.
14. The Applicant shall obtain approval from KYTC for the new entrance.
15. The Applicant shall increase parking to 15 total parking spaces.

NOTES:

- The total area of the property listed in the PVA was reduced by KYTC Right of Way acquisition.
- Contours are generated from LIDAR map N003E277_DEM.
- Bearings and distances shown on boundary lines are based on a survey conducted by Thoroughbred Engineering dated 11/20/2017 and KYTC Project: "Georgetown-Cynthiana Road (U.S.62) STPR 6190 (S)".
- All driving surfaces shall be asphalt or concrete.
- Detention Pond shall be constructed as shown. No building permit shall be issued until the Detention Pond has been completed. The Detention Pond shall be cleaned and maintained by the property owner.
- This project site does not lie within the Royal Spring Aquifer Recharge Area.
- ITE "Trip Generation Manual", 10th Edition states that an animal clinic (Code 640) has a common trip generation rate (Peak Hour) of 3.53 trips per 1,000 S.F. GFA (7.440 S.F./1,000 = 7.44 x 3.53 = 26.26). The proposed site will generate fewer than 100 peak hour trips.
- All proposed improvements shown on this plan except for the sanitary sewer and items as noted in the proposed stormwater maintenance agreement shall be maintained by and remain the property of the Owner.
- A 25 foot sanitary sewer easement will be reserved for the GAWSES in the southwest corner of the property for sanitary sewer construction and maintenance.
- A 25 foot wide water line easement will be reserved for Kentucky Utilities in the front (east) of the property for water line construction and maintenance.
- No dumpster will be required on site.
- A KYTC Encroachment Permit will be obtained and provided for the proposed entrance prior to the Final Development Plan.

CERTIFICATION OF OWNERSHIP AND DEDICATION

I (we) hereby certify that I am (we are) the owners of the property shown and described hereon and that I (we) hereby adopt this plan of the development with my (our) free consent, establish the minimum building restriction lines in accordance with the Georgetown-Scott County subdivision and development regulations, unless otherwise noted.

Owner _____ Date _____

LANDSCAPING NOTES:

- No additional tree canopy coverage is proposed beyond the interior vehicle use area landscaping and the vehicular use buffer areas. The existing trees on the west end of the property shall not be disturbed. No other tree canopy currently exists on the site.
- A 4' buffer area shall be provided on the vehicular use boundary that faces the north and the south residential use areas. Red Maples (or approved equal) shall be placed at 40' centers with burning bushes (or approved equal) in between at 8' centers.
- Interior vehicle use area landscaping shall consist of approximately 13 Oklahoma Redbud trees (or approved equal) equally spaced with the remaining area planted with approved shrubs and/or ground cover not to exceed two feet in height.

MINIMUM FLOOD PROTECTION ELEVATIONS

The subject property does not lie within a flood zone area per FEMA Map No. 21200C0118D, Panel No. 118 of 275, Map Revised December 21, 2017. Minimum flood protection elevations are established at the direction of the Georgetown-Scott County planning commission. Based on standards and as a prerequisite to approval for recording. The Owner and Engineer of record make no representations that flood waters will not exceed these elevations, for all new structures, the lowest floor elevation that is above ground level shall be at or above the flood protection elevations, crest space entrances, foundation vents, basement window sills, the top landing of outside stairways leading to basements and other openings to the structure shall be at or above the flood protection elevation.

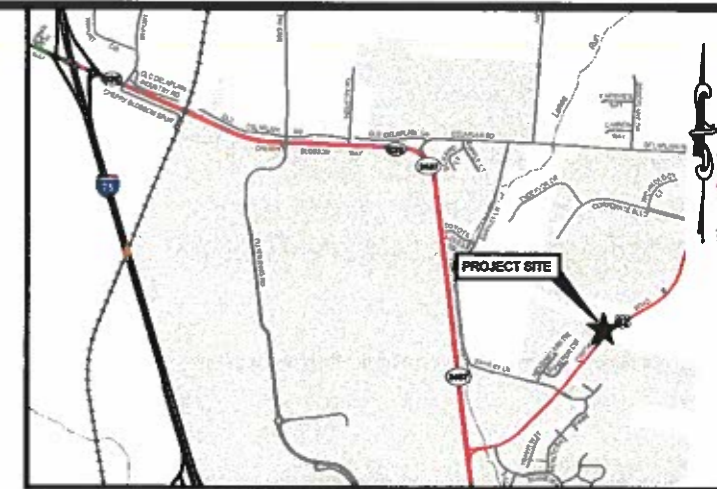
CERTIFICATION OF PRELIMINARY PLAN APPROVAL

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

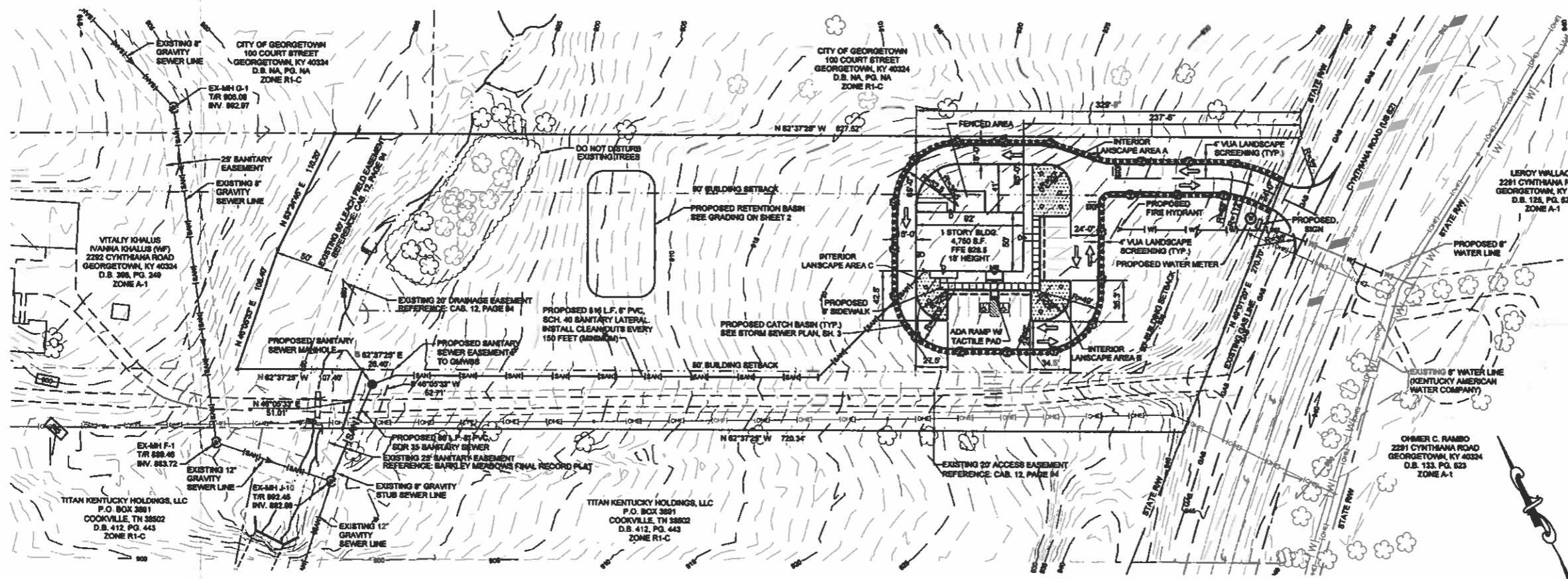
Chairman, Georgetown-Scott County Planning Commission _____ Date _____

SITE STATISTICS

Total Area	204,009.42 S.F. (4.68 Acres)
Existing Green Space	204,009.42 S.F. (4.68 Acres)
Proposed Building Coverage	4,750 S.F.
Proposed Paved Area	18,782 S.F.
Proposed Grassy Area	176,206 S.F.
Proposed Building Coverage	2.33%
Max. Building Height - Zone A-1	2 Stories or 30 feet
Proposed Building Height	1 Story (10 feet)
Parking Requirements	10 + 1 Handicap
Parking Provided	11 + 2 Handicap
Zone Use	A-1 Conditional Use (File Ref. S2020-17)
Animal Clinic	Animal Clinic
Min. Width at Building Line	25'
Front Setback	50'
Rear Setback	50'
Side Setback	50'
Vehicular Use Area	18,782 S.F.
Property Perimeter Landscaping Required	None
Interior Landscape Area Required	1,876 S.F.
Proposed Interior Landscape Area A	1,321 S.F.
Proposed Interior Landscape Area B	638 S.F.
Proposed Interior Landscape Area C	1,108 S.F.
Proposed VUA Landscape Screening	3,450 S.F.
Tree Canopy Coverage Required	28,821 S.F. (1.3%)
Preserved Tree Canopy Coverage	9,500 S.F. (4.5%)
Proposed Tree Canopy Coverage	1,600 S.F. (1%)



VICINITY MAP
SCALE 1" = 500'



SCALE OF FEET
1 inch = 50 ft.

SITE PLAN
SCALE 1" = 50'

LEGEND

- PROPERTY BOUNDARY
- ADJOINING LOTS
- BUILDING LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING TREE
- EXISTING DRIVEWAY
- EXISTING ELECTRIC
- EXISTING WATER LINE
- EXISTING SANITARY LINE
- EXISTING SANITARY MANHOLE
- EXISTING WATER METER
- PROPOSED WATER METER
- PROPOSED WATER SERVICE
- PROPOSED SANITARY LINE
- PROPOSED SANITARY MANHOLE
- EXISTING GAS LINE
- EXISTING FENCE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED CATCH BASIN
- PROPOSED SALT FENCE
- TRAFFIC FLOW ARROW
- STREAMFORD
- MAIN ENTRANCE
- EXTERIOR DOOR
- EXISTING BUILDING
- PROPOSED BUILDING
- LANDSCAPE AREAS

LANDSCAPE LEGEND

SYMBOL	DESCRIPTION	QTY
	Existing Tree	15
	Carle's candelabra (Oklahoma Redbud)	13
	Eucalyptus alata (Burning Bush)	195
	Acer rubrum (Red Maple)	21

OWNER: Amberlee Cobler, DVM
2432 New Lair Road
Cynthiana, KY 41031
Phone: (502) 867-0740

ENGINEER: Kenvirons, Inc.
770 Wilkinson Blvd.
Frankfort, KY 40601
(502) 895-4357



PROJECT: 643/2021126 DATE: 03/15/2022
SCALE: AS NOTED

DESIGNED BY:	LWC
DRAWN BY:	JCP
CHECKED BY:	RVV
REVISION:	JCP 04/29/22

RECORD DRAWINGS



BEST PETS ANIMAL CLINIC
2292 CYNTHIANA ROAD
GEORGETOWN, KY 40324
SCOTT COUNTY, KENTUCKY

PRELIMINARY DEVELOPMENT PLAN
SITE PLAN, LANDSCAPING & SITE STATISTICS

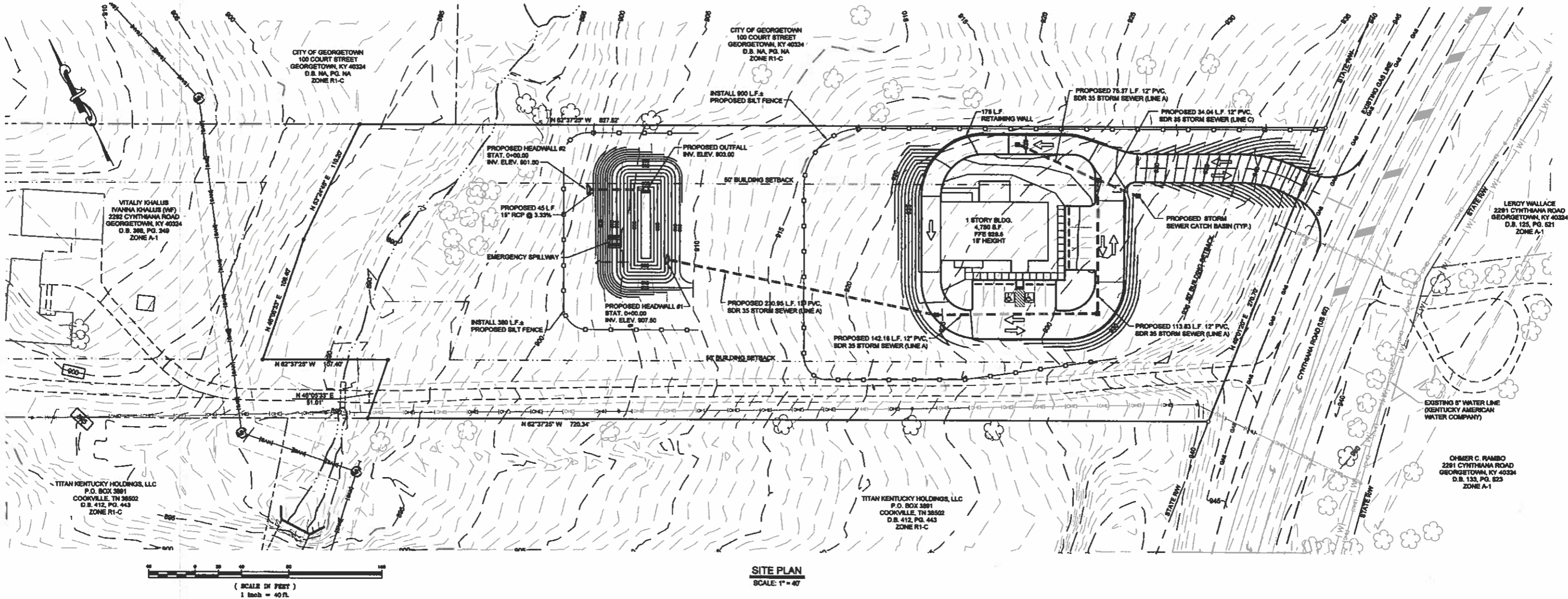
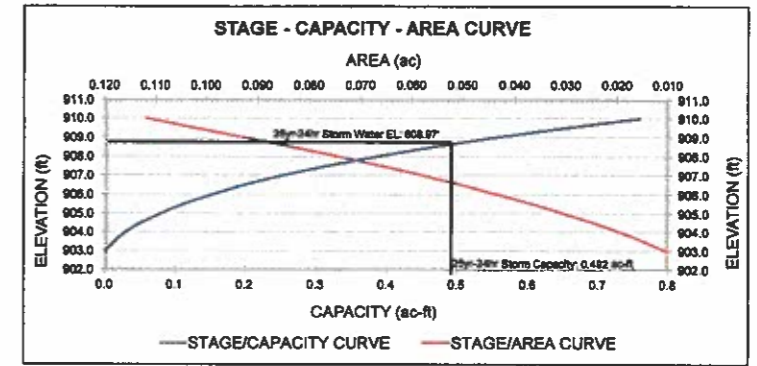
SHEET
1
OF
2

NOTES:

1. A Stormwater BMP Plan meeting the requirements of the Stormwater Management (BMP) Manual will be provided prior to construction along with the completion of a SWM BMP O&M Agreement filed with the Clerk's office after construction.
2. No existing storm sewers discharge onto the site.
3. No sinkholes were identified on the site.
4. Temporary stormwater calculations indicate a proposed detention basin with an outfall structure will be adequate to contain the storage volume of stormwater runoff with at least one foot of freeboard.
5. The detention basin shall be earthen with a suitable grass cover for erosion control.
6. A summary of the stormwater analysis has been provided.
7. This project falls within the Lanes Run Watershed Study Area. It is understood that it is required that the watershed model be updated to account for the development and conditions checked for downstream impacts.
8. Erosion control before the beginning of construction will be handled by silt fences. The silt fences shall be installed down slope around the perimeter of the construction area. The silt fences will be inspected and maintained as necessary.
9. As construction progresses and the proposed catch basins and headwalls are installed, silt traps will be installed to eliminate any sediment from entering the stormwater structures.
10. A stabilized entrance pad of crushed stone will be installed where traffic will enter or leave the construction site onto a public street.
11. Topsoil stockpiles or borrow areas shall be surrounded by a silt fence and placed where soil erosion will not drain into streams.

Table 1. Detention Pond Design - SCS TR-55 Hydrologic Method of Analysis

Subbasin ID	Area (Acres)	Storm Event	Total Precipitation (in)	SCS CN	Tc (min)	Peak Runoff (cfs)
Pre-development	6.33	25yr-24hr	5.14	73.89	16.94	18.37
Post-development	6.33	25yr-24hr	5.14	77.14	1.59	27.71
Stormwater Control Structures	Orifice Coeff.	Elevation (ft)	Height (in)	Width (in)	Diameter (in)	Peak Flow (cfs)
Orifice No. 1A	0.614	903.00	—	—	3.00	0.58
Orifice No. 1B	0.614	903.00	—	—	3.00	0.58
Orifice No. 2A	0.637	905.22	2.00	21.00	—	5.84
Orifice No. 2B	0.637	905.22	2.00	21.00	—	5.84
Orifice No. 3	0.616	907.56	12.00	14.00	—	5.49
Stormwater Control Structures	Discharge Coeff.	Crest Elevation (ft)	Crest Length (ft)	Total Height (ft)	Trapezoidal End Coeff.	Peak Flow (cfs)
Weir/Emergency Spillway	3.33	909.50	4.00	1.00	2.60	0.00
Outfall ID	Peak Runoff (cfs)					
Outfall 1 - Pre-development	18.21					
Outfall 2 - Post-development	17.94					



(SCALE IN FEET)
1 inch = 40 ft.

SITE PLAN
SCALE: 1" = 40'



PROJECT: 843/2021128 DATE: 03/15/2022
SCALE: AS NOTED
DESIGNED BY: LWC
DRAWN BY: JKP
CHECKED BY: RVW
REVISION: JKP 04/26/22
RECORD DRAWINGS



BEST PETS ANIMAL CLINIC
2292 CYNTHIANA ROAD
GEORGETOWN, KY 40324
SCOTT COUNTY, KENTUCKY
PRELIMINARY DEVELOPMENT PLAN
GRADING, STORMWATER & EROSION CONTROL

SHEET 2 OF 2

**CHICK-FIL-A
Amended Development Plan**

**Staff Report to the Georgetown-Scott County Planning Commission
May 12, 2022**

FILE NUMBER: PDP-2022-29

PROPOSAL: Amended Preliminary Development Plan for a reconfigured drive-thru with new canopy at Chick-fil-A restaurant on 1.3 acres

LOCATION: On Tiger Way, off of Cherry Blossom Way

APPLICANTS: Chick-fil-A, Inc.

ENGINEER: Interplan, LLC



STATISTICS:

Zone	B-2
Surrounding Zones	B-2
Acreage	1.3 Acres
Number of Units Proposed	N/A
Sq. Ft. of Buildings	4,569
Building Ground Coverage	8%
New street required	No
Water/sewer available	Yes/Yes
Access	Via Tiger Way
Variances	N/A

KEY ISSUES/COMMENTS:

The subject property is a Chick-fil-A fast food restaurant with drive-thru on Tiger Way. The subject property is zoned B-2, Highway Commercial, as are all of the surrounding adjoining properties. The site is accessed via Tiger Way from Cherry Blossom Drive. Surrounding land uses include two hotels, the vacant Nolan Ford site, and a Ruby Tuesday restaurant

The proposed request is to remove the parking adjacent to the building; to increase the drive-thru from one lane to two lanes and to add a canopy over the drive-thru lanes. The purpose of the new drive-thru configuration is to increase the efficiency of the drive-thru based on current drive-thru model being implemented nationally.

The restaurant footprint will not change. Based on the building square footage and the minimum parking requirement of one space per 150 square feet, the site will still maintain adequate parking per our standards. Building square footage 4,531 square feet. Required Parking 1 space per 150 SF. 31 spaces required/37 spaces provided.

Two (2) handicap spaces are shown on the south side of the parking lot. The site plan and the landscape plan show the handicap spots in different locations. Either location shown would be acceptable, although the location that allows for the most drive-thru stacking would be preferable.

The site is unusual in that it is triple frontage, with a tight internal circulation pattern. As it currently functions, the parking spaces along the building, especially on the east side cannot really be used due to the heavy use of the drive-thru during peak hours, which blocks the spaces. While the reduction in parking is not ideal, due to the limitations of the site, adding addition stacking for the drive-thru, should help traffic flow and free up drive-aisles.

The applicant is also proposing to remove impervious pavers in the parking lot and add underground detention. The drive thru reconfiguration will also involve moving the drive-thru menu boards and relocating the interstate advertising sign a few feet to allow for new curbing and widening of the by-pass lane.

Landscaping

Some landscaping is being removed with redesign and expansion of the drive-thru. However, the applicant has shown that they will meet the requirements of the landscape ordinance with internal and perimeter VUA landscaping. No variances are requested.

RECOMMENDATION:

Staff recommends **APPROVAL** of Amended Preliminary Development Plan for a Chick-fil-A restaurant with upgraded drive-thru on 1.3 acres, subject to:

1. 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.

2. Any revisions or amendments to the approved Preliminary Development Plan must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
3. All applicable requirements of the *Zoning Ordinance and Subdivision & Development Regulations*.
4. Provide Planning Commission staff (GIS division) with a digital copy of the approved Final Development Plan.

CURVE DATA				
CURVE ID	CHORD BEARING	CHORD DISTANCE	ARC DISTANCE	RADIUS
C1	N68°56'56"E	84.07'	91.28'	65.50'
C2	S47°48'50"E	52.09'	53.37'	65.50'
C3	S03°26'22"E	47.29'	48.38'	65.50'

CONTROL COORDINATES				
POINT ID	NORTHING	EASTING	ELEV.	DESCRIPTION
CP1	3970723.086	5269149.948	842.854	IPC GRW CONTROL
CP2	3970883.542	5269206.438	842.842	IPC GRW CONTROL
TBM1	3970782.42	5269172.384	843.625	CHISEL SQUARE

NOTE: CONTRACTOR SHALL ERADICATE EXISTING STRIPING WITH EITHER SAND BLASTING OR WATER PRESSURE THEN SEAL EXISTING ASPHALT BEFORE APPLYING NEW STRIPING. DO NOT PAINT THE EXISTING STRIPING BLACK.

NOTE: CONTRACTOR SHALL FULLY MILL AND OVERLAY EXISTING ASPHALT PAVEMENT IN PARKING LOT.

NOTE: CONTRACTOR SHALL REMOVE EXISTING BRECK PAVERS AND REPLACE WITH NEW ASPHALT PAVEMENT.

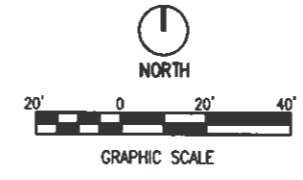
LEGEND

- PARKING SPACE TOTALS
- DETAIL NUMBER SHEET NUMBER
- TRAFFIC DIRECTIONAL ARROW
- CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- OVERHEAD CANOPY

SITE PLAN DESIGN NOTES & KEY PLAN

- 1 DIRECTIONAL ARROW
- 2 PAINTED HANDICAP PARKING SYMBOL
- 3 DRIVE-THRU GRAPHICS
- 4 STOP LINE GRAPHIC
- 5 STANDARD PARKING STALL (NOT USED)
- 6 BOLLARD MOUNTED SIGN (NOT USED)
- 7 ACCESSIBLE PARKING SIGN (X REQUIRED)
- 8 DIRECTIONAL SIGNAGE
- 9 "STOP" SIGN
- 10 CONCRETE SIDEWALK (NOT USED)
- 11 SIDEWALK WITH CURB AND GUTTER
- 12 24" CONCRETE CURB AND GUTTER
- 13 CONCRETE PAVEMENTS
 - 13B HEAVY DUTY
- 14 CURB RAMP w/ SHORT FLARED SIDES (NOT USED)
- 15 CURBED RAMP WITH FLARED SIDES
- 16 SIDEWALK ACCESSIBLE RAMP (NOT USED)
- 17 TRUNCATED DOMES - CAST IN PLACE (NOT USED)
- 18 SOLID YELLOW PLASTIC WHEEL STOP (NOT USED)
- 19 EXPANSION JOINT (NOT USED)
- 20 TRANSVERSE & LONGITUDINAL DOWLED CONST. JOINT (NOT USED)
- 21 KEVED CONSTRUCTION JOINT
- 22 CONTRACTION JOINT
- 23 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT
- 24 PAVEMENT EDGE
- 25 CONCRETE APRON AT DUMPSTER ENCLOSURE
- 26 LONGITUDINAL BUTT JOINT (NOT USED)
- 27 CONCRETE PAVING AT DRIVE-THRU LANE
- 28 TYPICAL HMAC (ASPHALT) PAVEMENT SECTION
- 29 BUTT JOINT (NOT USED)
- 30 CONCRETE BOLLARD
- 31 MULTI-LANE DIRECTIONAL GRAPHICS (NOT USED)
- 32 CROSSWALK MARKINGS
- 33 ALUMINUM HANDRAIL
- 34 TYPICAL ADA RAMP AND HANDRAIL (NOT USED)
- 35 ENTRY DOOR FROST SLAB (NOT USED)
- 36 SCREENED REFUSE ENCLOSURE
- 37 SCREENED REFUSE ENCLOSURE PLAN (ALT.) (NOT USED)
- 38 SCREENED REFUSE ENCLOSURE (ALT. DRAINAGE) (NOT USED)
- 39 MENU BOARD LOOP DETECTION SYSTEM
- 40 DRIVE-THRU ORDER POINT ISLAND CURB (MENU BOARDS)
- 41 DRIVE-THRU PLAN (AUTOMATIC DOOR)
- 42 DRIVE-THRU CLEARANCE BAR
- 43 DRIVE-THRU ISOMETRIC
- 44 ROLL-OVER / MOUNTABLE CURB (1 FT. WIDE) (NOT USED)
- 45 DRIVE-THRU PLAN (PICK-UP WINDOW)
- 46 REFUSE/STORAGE BUILDING (REFER TO ARCH'L PLANS)
- 47 TYPICAL LIGHT POLE BASE (REFER TO SHEET ES-1.0)
- 48 FLAGPOLE - ECK SERIES FOOT FLAG POLE PACKAGE, BY APPROVED VENDORS; THE FLAG COMPANY OR ATLAS FLAGS.
- 49 PAD MOUNTED TRANSFORMER
- 50 CHICK-FIL-A PRIME (MONUMENT) SIGN (12 FT. HIGH)
 - NOTE: GENERAL CONTRACTOR SHALL COORDINATE WITH SIGN COMPANY IF THERE WILL BE SPECIAL FINISH REQUIREMENTS AT THE BASE OF THE MONUMENT SIGN.
- 51 CASH STATION (ON 4" THICK, 3' x 5.5' CONCRETE PAD)
- 52 GREASE INTERCEPTOR (REFER TO SHEET PS-1.0)
- 53 OUTDOOR SEATING (___ SEATS) (REFER TO ARCH'L PLANS FOR DETAILS).
- 54 2 FT. CHAMFER ON CONCRETE PAVEMENT

- 55 4" WIDE WHITE STRIPING (SEE PAINT NOTES IN DETAIL 4, SHEET C-4.0)
- 56 PAINTED DIAGONAL / CHEVRON STRIPING
- 57 DRAINAGE STRUCTURE (NOT USED)
- 58 LANDSCAPE AND IRRIGATION PROTECTOR (NOT USED)
- 59 MULTI-LANE ORDER POINT (MLOP) CANOPY (REFER TO ARCH'L PLANS)
- 60 ORDER MEAL DELIVERY (OMD) CANOPY (REFER TO ARCH'L PLANS)
- 61 SECURITY CAMERA (12' POLE MOUNTED) (SEE SH. PS-1.0 FOR DETAILS)



SITE PLAN

1" = 20'



Chick-fil-A
 Chick-fil-A
 5200 Buffington Road
 Atlanta, Georgia
 30349-2998

INTERPLAN
 INTERPLAN LLC
 AEO: 095
 CA 8660
 ARCHITECTURE
 ENGINEERING
 PLANNING



CHICK-FIL-A
GEORGETOWN
 101 Tiger Way
 Georgetown, KY
 40324




FSR#02767
 BUILDING TYPE / SIZE: 508-A-144
 RELEASE: v.02.03
 PRINTED FOR: RES
 PERMIT:

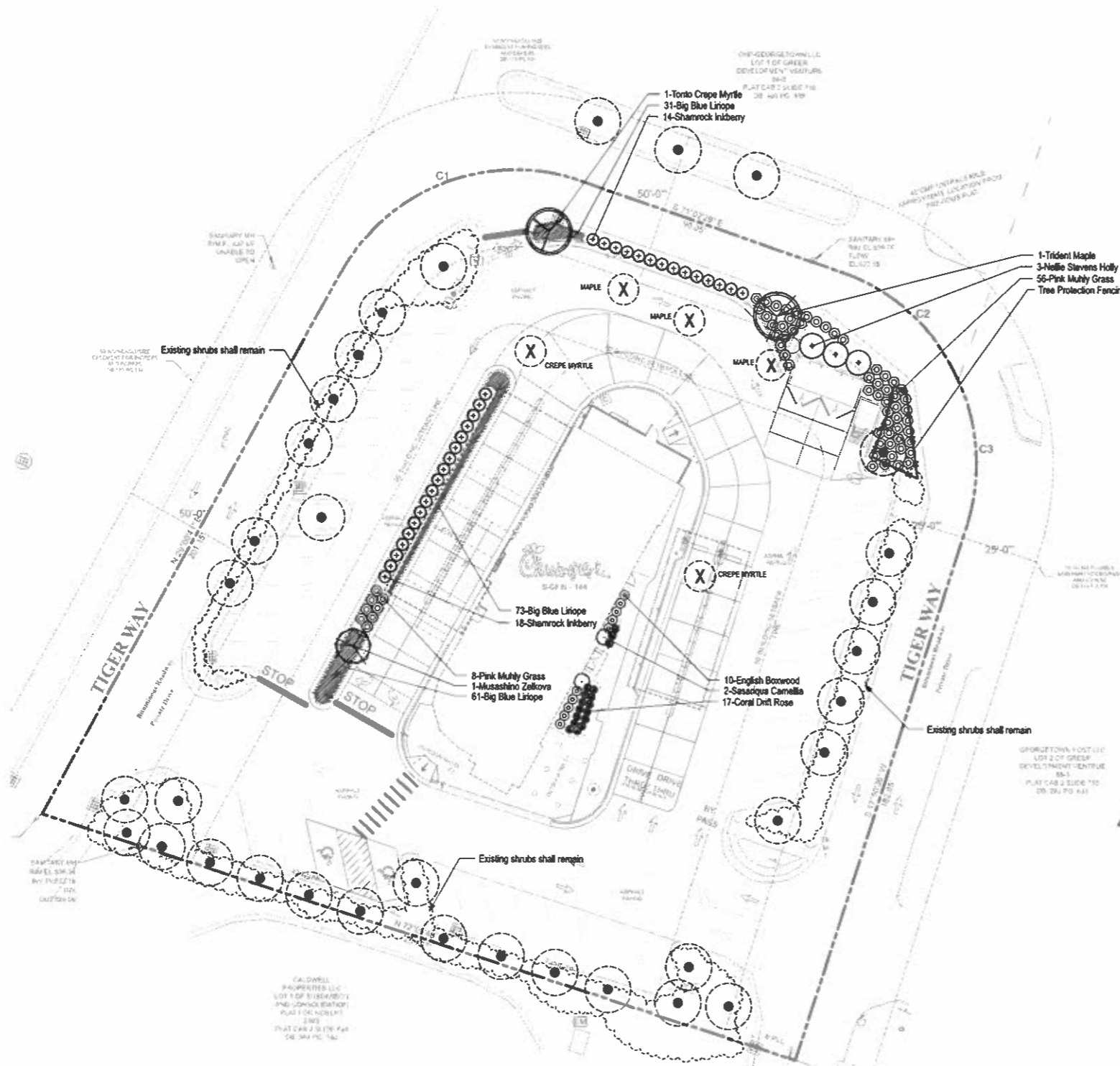
REVISION SCHEDULE		
NO.	DATE	DESCRIPTION
1	04/2022	TRC CITY COMMENTS

CONSULTANT PROJECT #: 2020.0186
 DATE: March 2022
 DRAWN BY: RES
 CHECKED BY: PK.S
 SHEET TITLE: SITE PLAN
 SHEET NUMBER: C-2.0

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LEGEND

-  EXISTING TREE TO BE REMOVED
-  EXISTING TREE TO REMAIN
-  TREE PROTECTION FENCING



ATLANTIC LANDSCAPE NOTES

1. Landscape Contractor to read and understand the Landscape Specifications prior to finalizing bids. The Landscape Specifications shall be adhered to throughout the construction process.
2. Contractor is responsible for locating and protecting all underground utilities prior to digging.
3. Contractor is responsible for protecting existing trees from damage during construction.
4. All tree protection devices to be installed prior to the start of land disturbance, and maintained until final landscaping.
5. All tree protection areas to be protected from sedimentation.
6. All tree protection fencing to be inspected daily, and repaired or replaced as needed.
7. No parking, storage or other construction activities are to occur within tree protection areas.
8. All planting areas shall be cleaned of construction debris (i.e., concrete, rock, rubble, building materials, etc.) prior to adding and spreading of the topsoil.
9. General Contractor is responsible for adding a min of 4" clean fillable topsoil in all planting beds and all grassed areas. Graded areas to be held down the appropriate elevation to account for topsoil depth. See Landscape Specifications for required topsoil characteristics.
10. In all parking lot islands, the General Contractor is responsible to remove all debris, fracture/loosen subgrade to a min 24" depth. Add topsoil to a 6"-8" berm height above island curbing; refer to landscape specifications and landscape island detail.
11. Prior to beginning work, the Landscape Contractor shall inspect the subgrade, general site conditions, verify elevations, utility locations, irrigation, approve topsoil provided by the General Contractor and observe the site conditions under which the work is to be done. Notify the General Contractor of any unsatisfactory conditions, work shall not proceed until such conditions have been corrected and are acceptable to the Landscape Contractor.
12. Any deviations from the approved set of plans are to be approved by the Landscape Architect.
13. Landscaping shall be installed in conformance with ANSI Z60.1 the "American Standard for Nursery Stock" and the accepted standards of the American Association of Nurserymen.
14. Existing grass in proposed planting areas shall be killed and removed. Hand rake to remove all rocks and debris larger than 1 inch in diameter, prior to adding topsoil and planting shrubs.
15. Soil to be tested to determine fertilizer and lime requirements prior to laying soil.
16. Annual and perennial beds: add min. 4 inch layer of organic material and 30 to a min. depth of 12 inches. Mulch annual and perennial beds with 2-3 inch depth of mini nuggets.
17. All shrubs beds (existing and new) to be mulched with a min. 3 inch layer of mulch (mulch type to be: double shredded hardwood mulch).
18. Planting holes to be dug a minimum of twice the width of the root ball, for both shrub and tree. Set plant material 2-3" above finish grade. Backfill planting pit with topsoil and native excavated soil.
19. Soil to be delivered fresh (Cut less than 24 hours prior to arriving on site), laid immediately, rolled, and watered thoroughly immediately after planting. Edge of soil at planting beds are to be "V" trrenched; see Landscape Details.
20. Any existing grass disturbed during construction to be fully removed, regraded and replaced. All tree marks and inheritors to be repaired.
21. Water thoroughly twice in first 24 hours and apply mulch immediately.
22. The Landscape Contractor shall guarantee all plants installed for one full year from date of acceptance by the owner. All plants shall be alive and at a vigorous rate of growth at the end of the guarantee period. The Landscape Contractor shall not be responsible for acts of God or vandalism. See Landscape Specifications for Warranty requirements/expectations.
23. Any plant that is determined dead, is an unhealthy, unsightly condition, lost its shape due to dead branches, or other symptoms of poor, non-vigorous growth, shall be replaced by the Landscape Contractor. See Landscape Specifications for warranty requirements/expectations.
24. Site to be 100% irrigated in all planting beds and grass area by an automatic underground irrigation system. Retrofit existing irrigation system with new heads in new beds and ensure that the system works and all plantings (soil and new) are being irrigated.
25. Stake all evergreen and deciduous trees as shown in the planting detail and as per the Landscape Specifications.
26. Remove stakes and guying from all trees after one year from planting.

PLANT LIST

Qty	Botanical Name	Common Name	Individual Size	Remarks
Trees				
1	Acer buergerianum	Trident Maple	2" Cal., 8' Hgt.	
3	Ilex x 'Nellie R. Stevens'	Nellie Stevens Holly	7-8' Hgt.	Full to Ground
1	Lagerstroemia x 'Tortio'	Tortio Crepe Myrtle	6-11' Hgt.	Multi-Stem
1	Zelkova serrata 'Muschashino'	Muschashino Zelkova	2" Cal., 10' Hgt.	Straight Leader; B & B
Shrubs				
10	Buxus microphylla	English Boxwood	3 Gal.	
2	Cornelia sassanqua	Sasanqua Camellia	7 Gal.	
32	Ilex glabra 'Shamrock'	Shamrock Inkberry	3 Gal.	
64	Muhlenbergia capillaris	Pink Muhly Grass	3 Gal.	
17	Rosa 'Medocot'	Coral Drift Rose	3 Gal.	
Grasses				
165	Liriope muscari 'Big Blue'	Big Blue Liriope	1 Gal.	Plant 18" O.C.
Other				

LANDSCAPE REQUIREMENTS

- A. TREE REPLACEMENT**
- REQUIRED**
1. 5 Trees removed
 2. Crepe Myrtle
 3. Maple
- PROVIDED**
1. Replace with 6 New Trees
 1. Zelkova
 1. Trident Maple
 1. Crepe Myrtle
 2. Nellie Stevens Holly
 6. Total

- B. INTERIOR LANDSCAPES**
- REQUIRED**
1. For each 100 SF of VUA, there shall be 10 SF of Landscape Area
- VUA: = 40,871 SF
- 40,871 SF / 100 = 408.71
- 408.71 x 10 SF = 4,087 SF Landscape
- PROVIDED**
1. Total VUA Landscape: = 6,995 SF

IRRIGATION SYSTEM RETROFIT

1. Existing irrigation system shall be retrofitted to include 100% cover to all newly created landscaped areas.
2. Sprays and rotors shall be utilized on all sod and seeded areas.
3. Drip irrigation shall be utilized on all planting beds, shrubs, trees, and groundcover.
4. The Contractor shall be responsible to ensure new and existing irrigation components, and the system as a whole, are in proper working order.
5. Add valves, sprays, rotors, drip, and/or replace zones as needed to achieve proper coverage as required.
6. Only RainBird products shall be utilized.
7. Mainline shall be 1.5" CLS 200 PVC.
8. Lateral lines shall be 1" CLS 200 PVC.
9. Rain / Freeze sensor shall be installed.
10. Prior to final completion, the Irrigation Contractor shall perform a walk-through inspection with the Owner, or Owners Representative.
11. Install new automatic controller.



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 Atlanta, Georgia 30349-2998



Manley Land Design, Inc.
 51 Old Canton Street
 Alpharetta, Georgia 30009
 770.442.8171 tel



CHICK-FIL-A
GEORGETOWN
 101 Tiger Way
 Georgetown, KY 40324

FSU# 2767

REVISION SCHEDULE
 NO. DATE BY DESCRIPTION
 1 4.28.22 MB City Comments

SOLD PROJECT # 2822871
 PRINTED FOR
 DATE 3.24.22
 DRAWN BY SLJ

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SHEET
Landscape Plan
 SHEET NUMBER
L-100

**BARBARA BLVD – MINNIFIELD TOWNHOMES
FINAL DEVELOPMENT PLAN**

**Staff Report to the Georgetown-Scott County Planning Commission
May 12, 2022**

FILE NUMBER: FDP-2002-62

PROPOSAL: Amended Final Development Plan to construct eight (8) townhome units

LOCATION: 117-123 Barbara Blvd
125-131 Barbara Blvd

APPLICANT: Minnifield Enterprize

CONSULTANT: Mary Domigan
Geisler Domigan Engineers



STATISTICS:	
Zone	R-3 (High Density Residential)
Surrounding Zone(s)	R-3
Site Acreage	0.54 Ac Total (117-123 Barbara Blvd: 0.27 Ac, 125-131 Barbara Blvd: 0.27 Ac)
Building Height	3-Story (38 feet) – Front (Facing Barbara Blvd) 2-Story (28 feet) – Rear
Proposed Building Size	4,634 Square Feet Total (2,317 Square Feet per lot)
Parking Required	19 off-street spaces (per 2002 Preliminary Development Plan)
Parking Proposed	22 off-street spaces (8 one car garages, 12 private driveway spots, 2 private apron spots)
Access	Barbara Blvd
Variences/Waivers	1. Variance to the number of driveways accessing a duplex or fourplex lot from two (2) to four (4) 2. Variance to the building height from 2-stories and 30 feet to 3-stories and 38 feet

BACKGROUND:

The lots addressed 117-123 Barbara Blvd and 125-131 Barbara Blvd ("Project Site") were platted as part of Elkhorn Meadows Phase 3 in 1997. In 2002, Minnifield Enterprizes ("Applicant") received Preliminary Development Plan approval to develop the Project Site as eight (8) townhome units, or four (4) units on each lot. The development submitted in 2022 does not reflect the initially submitted plan, requiring reconsideration from the Planning Commission.

PLAN REVIEW:

The Final Development Plan shows an eight (8) unit townhome development with private one car garages and driveways for each unit. The development proposes a lot density of 4 dwelling units per 0.27 acres, which is beneath the maximum density for the R-3 district. 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

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. The proposed units would be three (3) stories (or 38 feet total) measured at the front of the units and two stories (or 28 feet total) measured at the rear of the units. Staff supports approval of the variance as the height would be similar to the height of the Pine Tree Apartments north of the Project Site, as units are three stories tall with first story carports.

If the Applicant intends to sell the units individually in the future, Staff recommends the units be constructed to the applicable fire code and unit separation standards. A plat would be required to subdivide the units for individual sale, and the plat would require certification that the units were constructed to the applicable codes necessary for individual sale.

Access:

Each proposed townhome unit has a private one car garage and 10-foot wide driveway off of Barbara Blvd. The private driveways have varying lengths due to building offsets. The Applicant must construct a concrete entrance apron in the Barbara Blvd ROW to each unit.

Per the *Subdivision and Development Regulations* Article X Section 1000 (Q)(1)(a)(ii), no greater than two (2) driveways may access one duplex or fourplex lot. The Applicant has requested a variance to construct the four driveways as proposed. Staff recommends approval of the variance. Past precedent cases have had multi-unit buildings and each unit has had its own driveway.

An 8-unit townhome development would generate approximately 2.6 peak hour trips, and a total of about 41 trips per weekday.¹ For reference, a 'trip' is counted both for a vehicle leaving and arriving, so a person going to work in the morning and arriving home in the evening would count as two trips. The Applicant was not required to submit a traffic study for the development as it does not exceed the 100 peak hour trips metric.

¹ ITE Trip Generation Manual (7th Edition)

No ADA handicap spaces are required for the development as the townhomes are accessed from private driveways. Given the number of bedrooms, 2.5 parking spaces are required per unit; or 20 total off-street parking spaces in total. The Applicant proposes 22 total parking spaces on the Project Site, eight (8) parking spaces are proposed as private garages and twelve (12) are on private driveways. There are two additional paved parking areas adjoining the western- and eastern-most driveways, measuring 9 feet by 18 feet. Staff recommends some type of differentiation to denote that the apron parking spaces are not exclusive to the aforementioned units but are designated for townhome tenant use only, such as curb, painting, or signage.

The development plan shows a sidewalk on the south side of the proposed private driveways. The Applicant must pave the through sidewalks and connect them to the existing sidewalks along Barbara Blvd.

Landscaping:

Section 6.12: Property Perimeter Requirements

As the property does not border non-residentially zoned properties, no property perimeter landscape buffer is required.

Section 6.13: Vehicular Use Area (VUA) Perimeter Requirements

The Final Development Plan does not require VUA landscaping as the VUAs are private driveways.

Section 6.22: Interior Landscaping (ILA) for Vehicular Use Areas

The Final Development Plan does not require for Interior Landscaping for VUAs.

Section 6.2215: Minimum Canopy Requirements

The Final Development Plan needs to show a minimum tree canopy of 20% of the total lot area. For the Project Site, this requires 4,705 SF. The development plan is proposing the planting of 12 trees with a total tree canopy of 5,600 SF. The plantings are proposed to be along the property perimeters. Staff notes that only Group A, B, and C tree/plant types are able to be included in the tree canopy calculation, and that the value and species must be shown on the Final Construction documents.

RECOMMENDATION:

Staff recommends **approval** of the Final Development Plan. Should the Planning Commission approve the application, staff recommends including the following variances and conditions of approval:

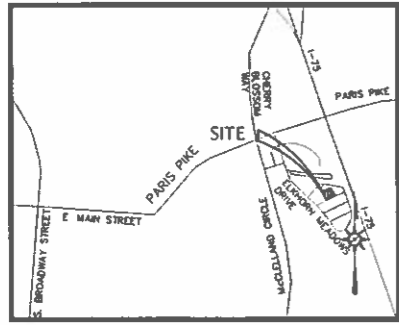
Variance:

1. Variance to the number of driveways accessing a duplex or fourplex lot from two (2) to four (4)
2. Variance to the building height from 2-stories (30 feet max) to 3-stories (38 feet max)

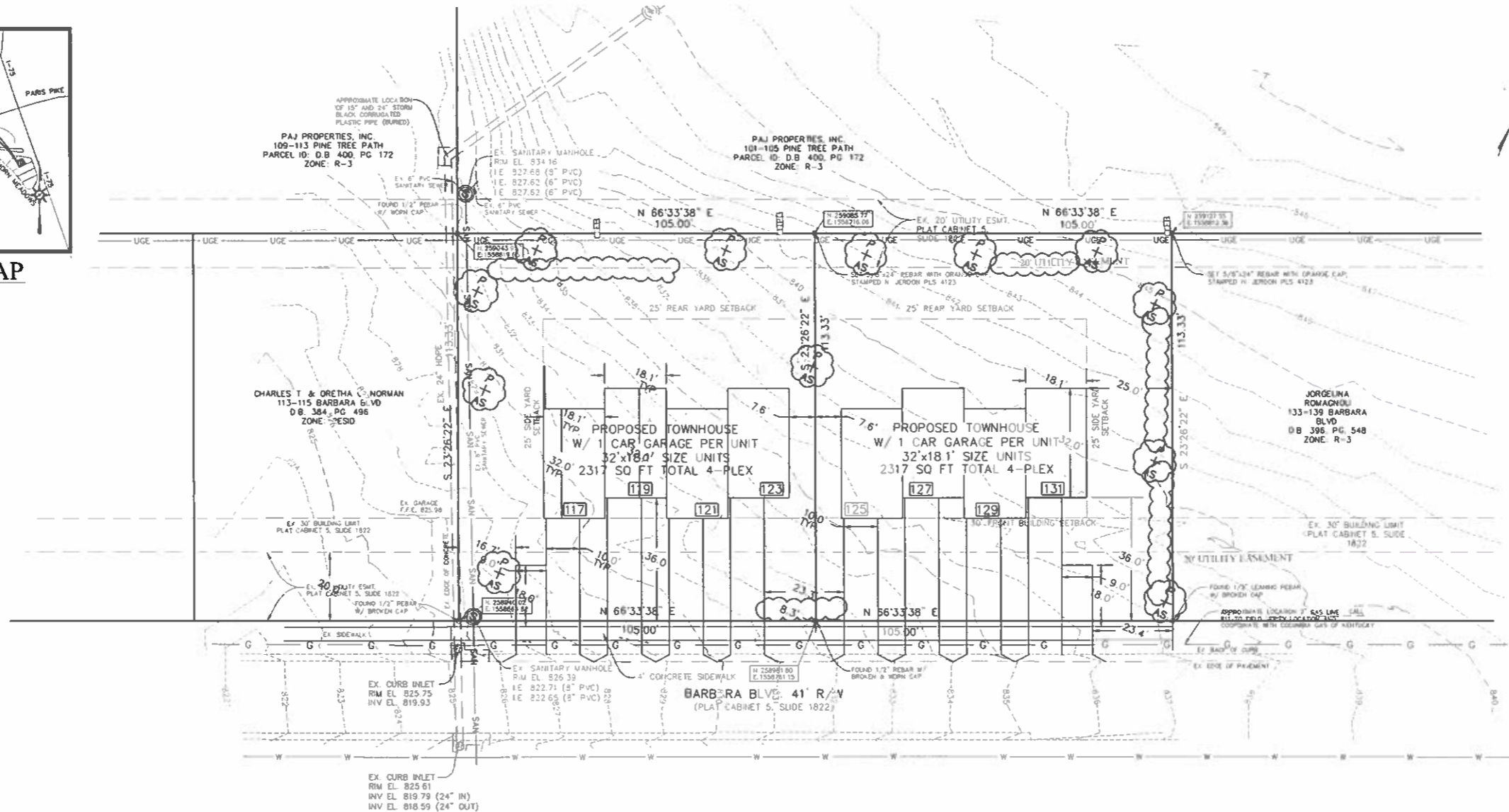
Conditions of Approval:

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. Prior to (as part of) the Final Development Plan approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved plan.

4. Prior to any construction or grading, a Final Development Plan, including all required construction plans, shall be approved by the Planning Commission staff and the applicant shall schedule a Pre-Construction Meeting with the Planning Commission Engineering Department to review construction policies and to establish inspection schedules. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
5. The Final Development Plan shall comply with all stormwater management requirements.
6. The Final Development Plan shall have a specie specific Landscaping Plan in compliance with the *Landscaping & Land Use Buffers Ordinance*.
7. The Final Development Plan shall have a photometric plan submitted.
8. The Applicant shall comply with all requirements of GMWSS.
9. At such time as these units are to be sold individually, a subdivision plat will be required. A note shall also be placed on the final subdivision plat that the shared/common wall separating each unit meets the fire rating and construction standards contained within the CABO.
10. The Applicant shall construct a concrete entrance apron in the Barbara Blvd ROW. The Applicant shall also construct and maintain a concrete sidewalk through the sidewalks and across the driveways.



VICINITY MAP
N.T.S.



SITE STATISTICS	
ZONE	R-3
EXISTING PROPOSED AREA	0.27 ACRES (117-123 BARBARA) 0.27 ACRES (125-131 BARBARA)
OFFIC	CITY OF GEORGETOWN BOOK 230 PAGE 374
PLAT	PLAT CABINET 5 SLIDE 1822
BUILDING AREA (117-123 BARBARA BI VTD)	2,317 SQ. FT.
BUILDING AREA (125-131 BARBARA BI VTD)	2,317 SQ. FT.
TOTAL PROPOSED BUILDING AREA	4,634 SQ. FT.
BUILDING GROUND COVERAGE	19.7% (117-123 BARBARA) 19.7% (125-131 BARBARA) 19.7% TOTAL DEVELOPMENT
BUILDING UNIT INFORMATION	2 BEDROOM UNITS
BUILDING HEIGHT	38 FEET FRONT (3 STORIES) 28 FEET REAR (2 STORIES)
CONCRETE DRIVE AREA (VIA)	3,832 SQ. FT.
TOTAL VEHICULAR USE AREA (VUA)	3,832 SQ. FT.
INTERIOR LANDSCAPING AREA (ILA)	383 SQ. FT.
PARKING SPACES REQUIRED	20
PARKING SPACES PROPOSED	22
HANDICAP SPACES REQUIRED	N/A
HANDICAP SPACES PROPOSED	N/A
EXISTING TREE CANOPY (CURRENT)	0.83 SQ. FT. CURRENT AND 0% MAINTAINED
NEW INTERIOR TREE CANOPY	N/A
NEW PERIMETER TREE CANOPY	5,600 SQ. FT.
TOTAL PROPOSED TREE CANOPY	5,600 SQ. FT.
REQUIRED TREE CANOPY (20% OF 5.1AC)	4,705 SQ. FT.

- DUMPSTER PAD NOTE**
TRASH CARTS TO BE USED FOR EACH UNIT.
- VARIANCE NOTE**
NUMBER OF DRIVEWAYS PER LOT TO BE 4 AS OPPOSED TO 2
- VARIANCE NOTE 2**
HEIGHT OF BUILDINGS TO BE ALLOWED

PROJECT INFORMATION

OWNER/DEVELOPER
MINNIFIELD ENTERPRIZE INC
3364 LEESTOWN ROAD
LEXINGTON, KY 40511
(859) 536-8865

CIVIL ENGINEER
GEISLER DOMIGAN ENGINEERS, PLLC
3318 WOOD VALLEY COURT
LEXINGTON, KY 40502
(859) 494-4540

UTILITY AND EASEMENT NOTE
All utilities should be field verified before any construction begins. Any contractor, owner, or designer is hereby forewarned that any excavation upon this site may result in the discovery of additional underground utilities not shown hereon.

Dial 811 for Buried Line & Cable Locations

LEGEND	
	SET 5/8"x24" REBAR WITH ORANGE CAP; STAMPED N JERDON PLS 4123
	FOUND 1/2" REBAR
	EXISTING 1' CONTOUR LINE
	EXISTING 5' CONTOUR LINE
	EXISTING SANITARY MANHOLE W/ PIPE
	EXISTING CURB INLET W/ PIPE
	EXISTING ELECTRIC BOX
	EXISTING TELEPHONE PEDESTAL
	EXISTING FIRE HYDRANT
	EXISTING WATER LINE W/SIZE
	EXISTING GAS W/SIZE
	EXISTING UNDERGROUND ELECTRIC & TELEPHONE



DATE	REVISIONS
APRIL 2022	1.
SCALE 1"=20'	2.
DRAWN BY: MGD	3.
CHECKED BY: MGD	4.
JOB NUMBER: 22-0104	

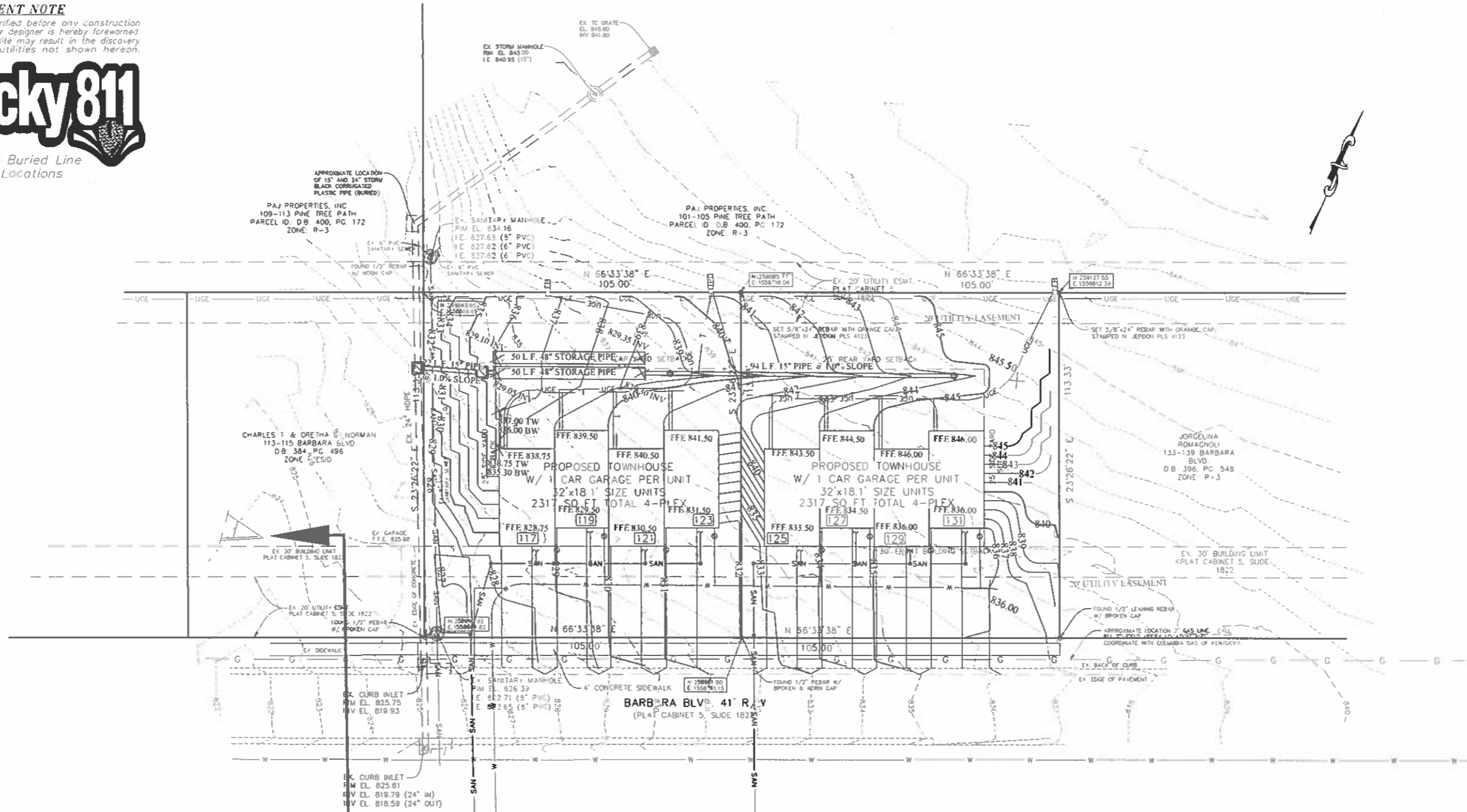
GEISLER DOMIGAN ENGINEERS
GEISLER DOMIGAN ENGINEERS, PLLC
3318 WOOD VALLEY COURT
LEXINGTON, KENTUCKY 40502
(859) 494-4540

MINNIFIELD 1 & 2
117-123 & 125-131 BARBARA BLVD
GEORGETOWN, KENTUCKY
FINAL DEVELOPMENT PLAN - 1

SHEET NO.
FDP-1

UTILITY AND EASEMENT NOTE

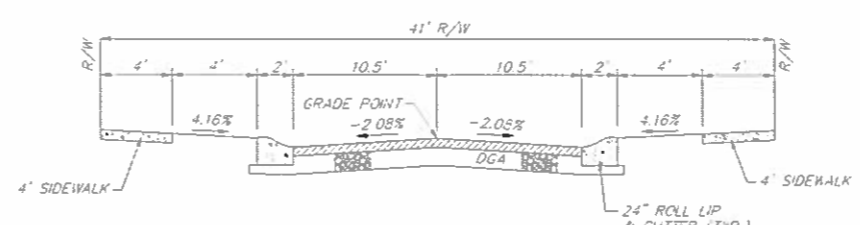
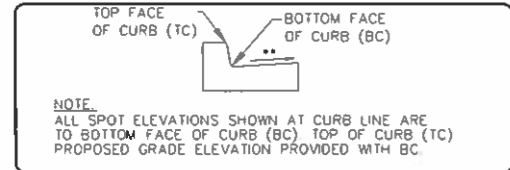
All utilities should be field verified before any construction begins. Any contractor, owner, or designer is hereby forewarned that any excavation upon this site may result in the discovery of additional underground utilities not shown hereon.



TOPOGRAPHIC INFORMATION PROVIDED BY GRID 2 GROUND SURVEYING.

KENTUCKY TRANSPORTATION CABINET (KYTC) ENTRANCE PERMIT IS NOT REQUIRED.

PROPOSED STORM WATER MANAGEMENT WILL MEET ALL CURRENT GEORGETOWN MANUAL REQUIREMENTS INCLUDING POST-CONSTRUCTION CERTIFICATION AND A STORM WATER O&M AGREEMENT.



LEGEND

- SET 5/8"x24" REBAR WITH ORANGE CAP; STAMPED N. JERDON PLS 4123
- FOUND 1/2" REBAR
- - - 999 - - - EXISTING 1' CONTOUR LINE
- - - 990 - - - EXISTING 5' CONTOUR LINE
- SAN —○— EXISTING SANITARY MANHOLE W/ PIPE
- EXISTING CURB INLET W/ PIPE
- EXISTING ELECTRIC BOX
- EXISTING TELEPHONE PEDESTAL
- EXISTING FIRE HYDRANT
- W— EXISTING WATER LINE W/SIZE
- G— EXISTING GAS W/SIZE
- UGE— EXISTING UNDERGROUND ELECTRIC & TELEPHONE



DATE:	APRIL 2022
SCALE:	1"=20'
DRAWN BY:	MCD
CHECKED BY:	MCD
JOB NUMBER:	22-0104

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 3318 WOOD VALLEY COURT
 LEXINGTON, KENTUCKY 40502
 (859) 494-4540

MINNIFIELD 1 & 2
 117-123 & 125-131 BARBARA BLVD
 GEORGETOWN, KENTUCKY
 FINAL DEVELOPMENT PLAN - 2

SHEET NO.
FDP-2

**Scott County Conservation District
(aka Rural Land Management Board)
List of concerns and recommendations**

1. Creative housing options such as condos, high rises should be encouraged since they will actually decrease the need for outward expansion.
2. Increase lot size from 5 acres to be compatible with Fayette and Woodford counties. Farming requires viable acreage size tracts, we recommend 40 acres.
- 3. Boundary buffer of 50' should be applied to all buildings on urban lots adjoining A-1 parcels, regardless of being adjacent to urban service boundary.**
- 4. Boundary fencing should be required where the urban service boundary abuts A-1 zoned land. Effective fencing will be non-climbing, diamond woven or chain. We recommend a six-foot height fence. No variances should be allowed for not constructing this fence.**
- 5. Secondary fencing should be required 50' inside the boundary fence. The fence should be nothing less than woven wire or what the landowner wants their fence to be. When the adjacent farmland is developed the secondary fence can be removed and the easement area reverting to the appropriate homeowner.**
6. Boundary plantings are to be non-toxic to livestock and we recommend all native species plantings when possible.
7. Scott County is one of the few counties to have a PDR program in Kentucky. PDR is currently our only program in place to protect farmland. At this time the Fiscal Court is the only local funding source. We need to look at other income sources for PDR and other ways to promote the protection of farmland. One way is to enact and enforce an impact fee. The impact fee could be derived from any high impact development (residential, commercial and industrial). Those fees could be placed into a designated fund. The fund could be used as low interest loans for farm land purchase and to support a mentoring program for beginner farmers, and any other farm related protection program.

8. Develop a farmland bank to allow young farmers to have land access due to exorbitant land purchase costs. Help to boost young farmers in the county by increasing available base acres. Land would be deposited into the bank by willing owners who can't or don't farm the land, but remain devoted to long term use of the land for farming. Incentivization would be through the forgiveness of property taxes.

9. Hire an outside firm to evaluate other farmland protection programs in the United States that could be applicable to Scott County's needs.