

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION

AGENDA

January 9, 2020

6:00 p.m.

I. COMMISSION BUSINESS

- A. Approval of December invoices
- B. Approval of December 12, 2019 minutes
- C. Approval of January agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

II. OLD BUSINESS

- A. PDP-2019-45 Bluegrass Campground - Preliminary Development Plan for 86 RV camping sites, water park, 10 cabins, and other recreation facilities located at 269 Connector Road.
- B. FSP-2019-46 Rita Jones Property – POSTPONED
- C. ZMA-2019-50 Georgetown Scott County PRTE - POSTPONED

III. NEW BUSINESS

- A. PDP-2019-51 Rumpke of Kentucky, Inc. – Development Plan for a Solid Waster Transfer Facility at 245 West Yusen Way.
- B. FDP-2018-41 Commonwealth Tool – Amended Final Development Plan to construct a 170,000 square foot manufacturing building located at the corner of Endeavor Drive and Enterprise Way (future) in Lanes Run Business Park.

GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
December 12, 2019

The regular meeting was held in the Scott County Courthouse on December 12, 2019. The meeting was called to order by Chairman Mark Sulski at 6:00 p.m. Present were Commissioners David Vest, James Stone, Charlie Mifflin, Regina Mizell, and Steve Smith, Director Joe Kane, Planners Mikaela Gerry and Matt Summers, Engineer Ben Krebs, and Attorney Charlie Perkins. Absent was Commissioners Frank Wiseman, Byron Moran, and Jeff Caldwell.

Motion by Mizell, second by Smith, to approve the November invoices. Motion carried.

Motion by Mifflin, second by Stone, to approve the November 14, 2019 minutes. Motion carried.

Motion by Smith, second by Vest, to approve the December agenda. Motion carried.

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

Postponements/Withdrawals

Chairman Sulski stated that the applications for Bluegrass Campground (PDP-2019-45), Rita Jones Property (FSP-2019-46), and Georgetown Scott County PRTF (ZMA-2019-50) have been postponed. Motion by Mizell, second by Stone to postpone the applications until the next regularly scheduled meeting.

Consent Agenda

A representative of the Parkview Medical Plaza application (PDP-2019-49) agreed with their conditions of approval, and no comments were made by the Commission or Public. Motion by Mizell, second by Mifflin, to approve the application. Motion carried.

ZMA-2019-47 185-45 Industry Road – Zone change request from A-1 to I-1 & C-1 located at 185 Industry Road.

Chairman Sulski opened the public hearing.

Mr. Summers stated the property is at the northern end of Industry Road. He stated the property will be accessed by Industry Road.

He stated the property is inside the urban service boundary and the property is proposed industrial on the Future Lane Use Map.

He stated rezoning the stream to C-1 also agrees with the Comprehensive Plan.

He stated during workshop the applicant questioned whether the property had to be annexed into the City of Georgetown. He stated he had discussed with the water/sewer service about the site connecting to public sewer. He stated he was told if sewer service is within 100 foot of the site, the applicant would need to connect, and presently sewer service is not that close to the site.

Chris Farris, Billings Law Firm, stated that the closest sewer line is approximately 3000 foot away from the project site. He stated that annexation would occur when sewer is available otherwise the applicant is in agreement with the conditions of approval.

Chairman Sulski questioned Mr. Summers if it would create a problem if the property was not annexed into the city right away. Mr. Summers stated the Comprehensive Plan shows urban uses usually being annexed because typically they need access to public sewer and emergency services. He stated since the property adjoins another property that is located within the city limits, typically when a zone change occurs, the applicant also asks to be annexed into the city.

Commissioner Mifflin questioned the location of the urban service boundary. Mr. Summers stated in 2016 the boundary was updated along with the latest Comprehensive Plan.

Commissioner Smith questioned if the access road would become a city street. Mr. Summers stated presently Industry Road is a county road.

Chairman Sulski questioned if any surrounding properties have been annexed into the city limits. Mr. Summers stated that two of the neighboring properties have been annexed.

Mr. Perkins stated that it would be easier to request annexation at the same time as rezoning occurs.

Commissioner Sulski questioned the applicant as to why they are not wanting to be annexed into the city now but seemed to agree to it at workshop. Mr. Farris stated that the applicant is not against annexation but would prefer to wait until the whole area is annexed together at the same time.

Mr. Perkins stated that if the site is not annexed into the city then the Commission would be sending the rezoning to the county and typically the county does not rezone industrial uses.

Commissioner Mifflin questioned if the access road will be paved to county standards. Mr. Farris stated that the applicant had not decided.

Chairman Sulski asked for clarification regarding annexation. Jett Metze, applicant, stated that annexation is preferable to wait, but that they agree to annex the property.

Chairman Sulski stated that at workshop the applicant stated that when the other two lots that share the access sell, all owners agree to share the cost of maintenance for the access road. Mr. Metze stated that would be on the plat.

Chairman Sulski closed the public hearing.

After further discussion, Motion by Smith, second by Mifflin, to recommend approval of the rezoning request (ZMA-2019-47) on the basis that it complies with the comprehensive plan. By roll call vote, motion carried.

Approval of 2020 Application Deadlines

Motion by Mizell, second by Stone, to approve the 2020 Application Deadlines. Motion carried.

The meeting was then adjourned.

Attest:

Mark Sulski, Chairman

Charlie Perkins, Secretary

BLUEGRASS CAMPGROUND PRELIMINARY DEVELOPMENT PLAN

Staff Report to the Georgetown-Scott County Planning Commission
JANUARY 9, 2019

FILE NUMBER: PDP-2019-45

PROPOSAL: Preliminary Development Plan for 86 RV camping sites, water park, 10 cabins, and other recreation facilities.

LOCATION: 269 Connector Road

OWNER: Bluegrass Camp Ground, LLC

CONSULTANT: Morgan Dye
Thoroughbred Engineering



STATISTICS:

Zone B-2 (Highway Commercial)
Surrounding Zone(s) A-1, B-2, & R-2
Site Acreage 21.74 acres (Phase 1: 15.63 acres; Phase 2: 6.11 acres)
Building Area 32,250 square feet (Phase 1: 8,000 SF; Phase 2: 24,250 SF)
Max. Building coverage 50%
Building Coverage 3.4% (Phase 1: 1.2%; Phase 2: 9.1%)
Vehicular Use Area 309,556 SF (Phase 1: 262,721 SF; Phase 2: 46,835 SF)
Phase 2 Parking Provided 117 spaces (8 handicap accessible)
Access Connector Road
Variances/Waivers Requested
1. Waiver to omit a sidewalk along Connector Road.
2. Waiver to move the eastern landscaping buffer shown on Phase 2 30 feet to the west.
3. Waiver to allow the use of gravel for the RV/trailer parking areas.

BACKGROUND:

The application before the Planning Commission is a Preliminary Development Plan for an 86 recreational vehicle (RV) campground, water park, ten (10) cabins, and recreational areas. The Georgetown Board of Adjustment granted approval of the Applicant's proposed use of the property for "an RV and trailer campground that would include cabins, recreation courts and a water park" at their

regularly scheduled October meeting. The Applicant has submitted a minor subdivision plat for review to reconfigure the existing commercial lots to work with the proposed development. The Project Site is a 21.74-acre area that is zoned B-2 (Highway Commercial). The Applicant intends to phase the proposed development, with the RV/trailer campground as the first phase, and the waterpark, cabins, and recreation areas as the second phase.

The Preliminary Development Plan proposes camping spaces for both recreational vehicles (RVs) and fifth wheel RVs. This staff will refer to both in the staff report generically as RVs and/or recreational vehicles.

Plan Review:

Site Layout:

The development plan meets the setback, building height, and building coverage requirements of the *Zoning Ordinance*. The main difference between this development plan and the one submitted for review at the November Planning Commission meeting is the primary access to the site and the location of the check-in. The development plan shows the primary access to the site now coming along the eastern boundary. This layout will have a greater impact on the Rocky Creek neighborhood to the east. The previous version of the plan would have had relatively little impact on the adjoining neighborhood, while this layout will have about 80% of the traffic generated by the development driving along the backyards of the neighborhood.¹

The development plan proposing using gravel in the areas where RVs and cars brought in with those RVs will be parked for the camp sites. The use of gravel on a development plan requires approval of a waiver by the Planning Commission.

There are several inaccuracies staff found in the site statistics of the development plan. Many of these appear to be oversites and mistakes that can be corrected on the Final Development Plan. In the case of discrepancies, staff will treat counts of items like the number of RV camping sites in the staff report and conditions of approval as the officially approved numbers.

Vehicle Access & Pedestrian Circulation:

An access easement is proposed through the parking lot of phase 2 for access to the existing driveway along the eastern property line. This existing driveway has access to US 460 (Paris Pike). The Traffic Impact Study submitted by the Applicant indicates the US 460 entrance will be the primary entrance, and they have, accordingly, located the check-in building where it can serve this entrance. The Applicant should re-evaluate the phasing of the development to include the check-in building and access drive in the first phase of the development.

The Project Site has an existing entrance from Connector Road that is currently used as the access for the Bluegrass RV storage development that was approved in 2018. There is an access easement using this entrance running along the northern property boundary of the proposed development. The Traffic Impact Study indicates this will become a secondary access point for passenger vehicles.

¹ (Zimmerman, 2019)

The Applicant submitted a Traffic Impact Study (TIS) along with corrections by the December 26th deadline. Staff has several concerns with the TIS including:

- It does not seem to account for trips generated by the dealership that will now be sharing a primary access point to US 460.
- It does not analyze the entrance of the campground/dealership on US 460 stating, "Analysis was not completed for the entrance on US 460 due to incomplete data from Scotland Drive." The TIS establishes that this will be the primary ingress/egress for RVs. It seems incomprehensible that a TIS for a proposed development would not have any analysis for the primary access where it has assigned 80% of the trips generated.
- The TIS does not have any analysis providing guidance regarding the best location for the primary access to the site. The TIS should have been a guide to the developer informing them and the Planning Commission about whether the entrance on US 460 or Connector Road was safer and more efficient. This was the primary question the Planning Commission wanted answered about this development.

There are challenges with providing pedestrian access to the Project Site. The Applicant is requesting a waiver to providing sidewalks along Connector Road. Staff supports this waiver, because of the topographical challenges present along the eastern side of Connector Road along the Project Site.

Internally, the development plan does show sidewalks to help convey pedestrian traffic along the access roads to the water park and recreation areas.

The development plan shows an adequate amount of parking to serve both phases of the proposed development.

Land Use Buffers and Landscaping:

Section 6.12: Property Perimeter Requirements

As a commercially zoned property adjoining both residentially zoned property and agriculturally zoned property, there are perimeter landscaping and buffering requirements per rows 2 and 9 of the table found in Section 6.12 of the *Landscape and Land Use Buffers Ordinance*.

- The eastern boundary, which is a part of Phase 2, will need a buffer area 15 feet wide populated with trees and other items as described in the ordinance. The location of the buffer is proposed to be moved west 30 feet from where it would typically be located to allow an access easement along the eastern property line. Staff no longer supports a waiver to allow this buffer to be moved. Routing 80% of the traffic generated by the site along the eastern boundary makes it imperative that the buffer be located on the property line to allow appropriate screening of the commercial use of the property from the adjoining residences. The development plan shows appropriate trees and fencing to meet the requirements of the ordinance.
- The northern boundary, which is part of Phase 1, will need a buffer area 15 feet wide populated with trees and other items as described in the ordinance. The development plan meets this requirement.

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.

Phases 1 and 2 appear to meet the requirements of Section 6.13 of the *Landscape and Land Use Buffers Ordinance*.

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.

Phase 1 of the plan lists a VUA of 262,721 square feet which means 26,272 square feet of interior landscaped VUA are required with 106 trees planted in that area. The site statistics show 37,990 square feet of interior landscaped area with 116 trees, which meets the minimum requirements.

Phase 2 of the plan lists a VUA of 46,835 square feet which means 4,684 square feet of interior landscaped VUA are required with 19 trees planted in that area. The site statistics show 6,655 square feet of interior landscaped area with 35 trees, which meets the minimum requirements.

Overall, the preliminary development plan shows 309,556 square feet of VUA which is 7.1 acres.

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. Both phases are proposed to meet the canopy coverage requirements for the site.

Staff expects each phase of the proposed development to meet all requirements as a stand-alone project, because circumstances change, and future phases may not be constructed. Staff will verify compliance with all aspects of the *Landscape and Land Use Buffers Ordinance* on the specie-specific Landscaping Plan in the Final Development Plan(s).

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.

The area in this Preliminary Development Plan labeled as Phase 2, is located on the remainder of the area that was originally part of the RV dealership. The Applicant has indicated that they believe the

condition from FDP-2017-05 only applies to a future phase of the dealership, but the language in the condition specifically references the remainder of the Project Site. This was done because developers frequently change how future development areas are to be used. In order to meet the agreed upon condition, the Applicant will need to provide the necessary tree canopy on either the Phase 2 site (above and beyond the 24% required for Phase 2) for this application or provide the necessary canopy on the current RV dealership site.

Analysis:

At the November 2019 meeting, the Planning Commission requested the Applicant to look at the traffic generated by the development. The discussion at the time was whether there was a better entrance/exit to the site that could be used than the Connector Road entrance proposed at that time. The current iteration of the development proposes using an existing access point on US 460 (Paris Pike). However, staff has questions about how this choice was made. As discussed previously, the Traffic Impact Study explicitly states that it did not study this entrance. How can the Applicant know that switching the main access to the site from the Connector Road entrance to the Paris Pike entrance is a safer and more efficient choice? Looking at the current traffic counts from the TIS² for the two roads, shown in Table 1 (ADT, AM & PM Peaks), it appears the Connector Road entrance would be safer of the two due to its lower traffic volumes and fewer lanes to navigate for left turns, particularly if the proposed turn lanes are constructed on Connector Road. The Planning Commission continued this application in November telling the Applicant to investigate whether a different entrance location was better. The submitted Traffic Impact Study does not provide any analysis to answer the question that the Planning Commission continued the application for.

Table 1

Road	ADT	AM Peak Hour	PM Peak Hour
Connector Road (KY 2906)	10,700	725	1,345
Paris Pike (US 460)	12,900	1,213	1,617

Additionally, the layout currently proposed by the Applicant increases the chances that the commercial development will be a nuisance to the adjoining neighborhood. The current layout pushes more traffic on a driveway that runs along the backside of several of the residential lots. The increased use of the driveway makes it impossible for staff to support the waiver for the Applicant to shift the location of the eastern landscaping buffer.

RECOMMENDATION:

Staff recommends **continuing** the Preliminary Development Plan to a later meeting to allow the Applicant to analyze the two entrances and provide analysis on which location allows for safer, more efficient ingress/egress. If the Planning Commission approves the application, staff recommends the following waivers and conditions of approval:

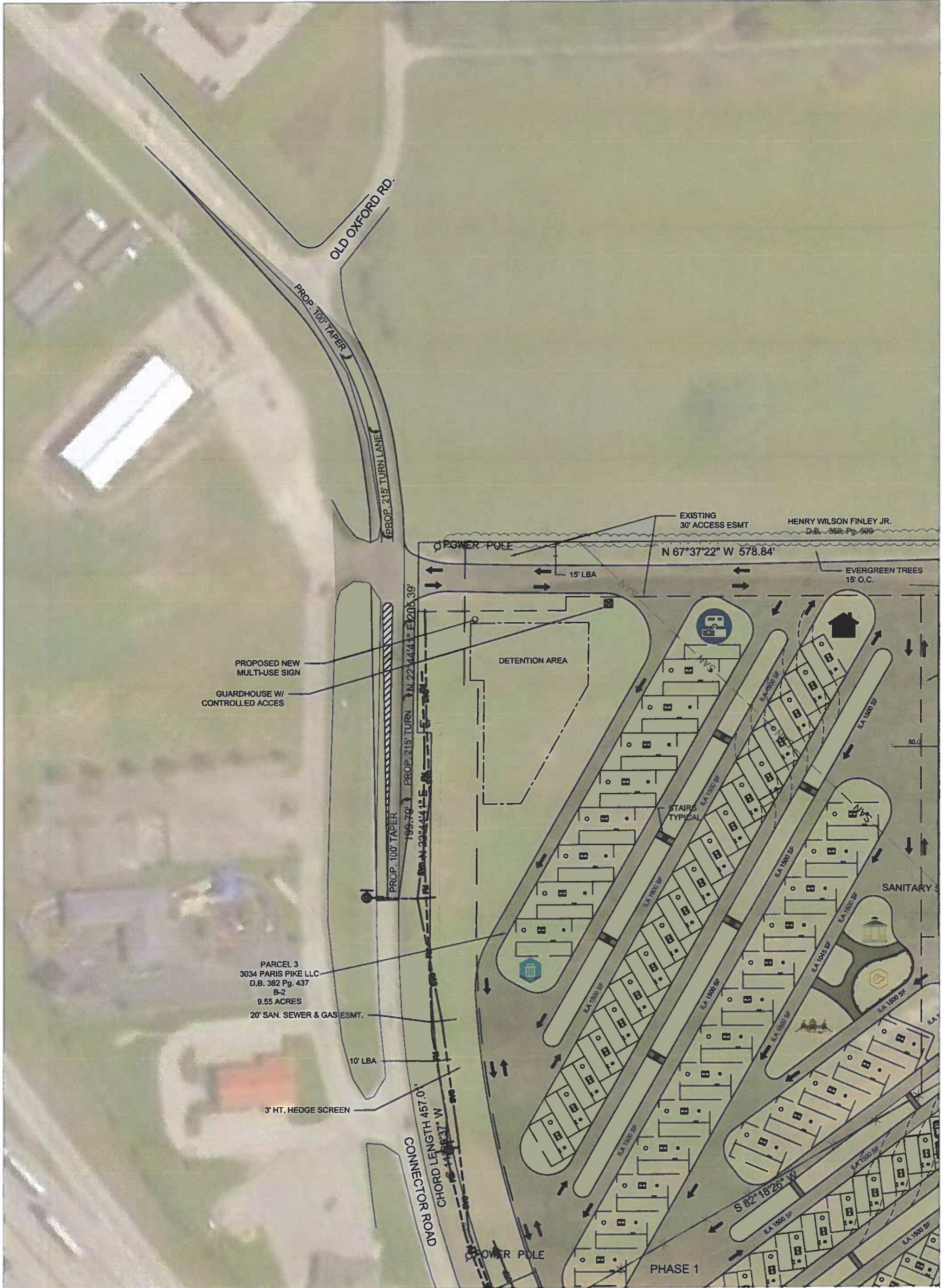
Waiver:

1. Waiver to omit a sidewalk along Connector Road.
2. Waiver to allow the use of gravel for the RV/trailer parking areas.

² (Zimmerman, 2019)

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. 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*.
7. All requirements of the Georgetown Fire Department.
8. The Applicant shall provide the additional tree canopy coverage to 20% in accordance with the dealership site to bring the dealership's tree canopy coverage to 20% in accordance with the Conditions of Approval for FDP-2017-05.
9. 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*.
10. The Applicant shall obtain KYTC approval and construct turn lanes (left and right) including decel lane on Connector Road for the entrance. Entrance/exit shall be striped to include 2 exit lanes and queue storage as determined necessary by traffic analysis.



PROPOSED NEW
MULTI-USE SIGN

GUARDHOUSE W/
CONTROLLED ACCES

PARCEL 3
3034 PARIS PIKE LLC
D.B. 382 Pg. 437
B-2
9.55 ACRES
20' SAN. SEWER & GAS ESMT.

10' LBA

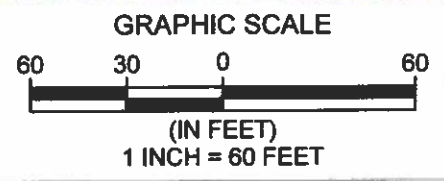
3' HT. HEDGE SCREEN

CONNECTOR ROAD
CHORD LENGTH 457.0'



CONNECTOR ROAD EXHIBIT

SCALE: 1" = 60'



THOROUGHRED ENGINEERING
P.O. BOX 481 LEXINGTON, KY 40588
(502) 363-1756
CIVIL DESIGN, LAND SURVEYING,
GEOTECHNICAL ENGINEERING, DRILLING SERVICES,
IBC SPECIAL INSPECTIONS, MATERIAL TESTING,
CM-CI-CONSTRUCTION SERVICES

PRELIMINARY DEVELOPMENT PLAN
BLUEGRASS CAMPGROUND
269 CONNECTOR ROAD, GEORGETOWN, SCOTT COUNTY, KENTUCKY

DATE: 12/28/2019
SCALE: 1" = 60'
DRAWN BY: LLS
CHECKED: MMD
SHEET:

RUMPKE TRANSFER STATION
Staff Report to the Georgetown-Scott County Planning Commission
January 9, 2020

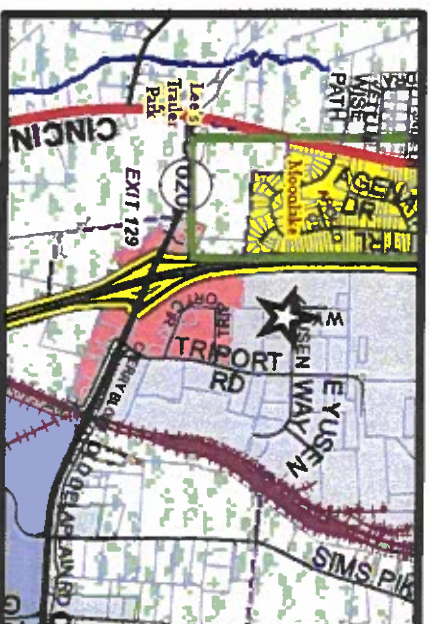
FILE NUMBER: PDP-2019-51

PROPOSAL: Development Plan for a Solid Waste Transfer Facility

LOCATION: 245 West Yusen Way

APPLICANT: Rumpke of Kentucky, Inc.

CONSULTANT: Abercrombie and Associates, Inc.



STATISTICS:

Existing Zone	I-1 (Light Industrial)
Surrounding Zones	I-1 (Light Industrial)
Acreeage	6.44 acres
Building Coverage	8% or 22,476 SF
Building Height	40 feet
Access	West Yusen, via Triport Road & Cherry Blossom Way

BACKGROUND:

The applicant is Rumpke Corporation of Kentucky, who is seeking to develop a solid waste transfer facility in the Triport Industrial Park. The subject property is a vacant lot in the Triport Industrial Park, 6.44 acres in size, located at 245 West Yusen Drive. The Applicant is seeking to regrade the property and construct a large office/industrial building surrounded by a concrete paved parking and storage lot. The building will be split into a 2-story office wing, with 2,230 SF per floor, an 8,101 SF 1-story parts and maintenance section, attached behind the office wing. Behind that will be an enclosed 11,275 SF Solid Waste tipping floor, accessible from the rear of the building.

The project is adjacent to the Georgetown Public Works Department Facility, which also includes the Georgetown Police outdoor firing range. In front of the proposed facility on the opposite side of West Yusen Drive is a Ryder Truck Transport Facility. The Triport Industrial Park is adjacent to exit 129 of Interstate-75 and includes multiple trucking and storage facilities in addition to multiple manufacturing facilities.

SITE PLAN REVIEW:

Layout:

The submitted development plan shows one large approx. 105' x 230' building, which conforms to the setback, building coverage, and height requirements for the I-1 District. Employee and visitor parking is proposed in

front of the office section of the building in sufficient numbers to meet the parking requirements of the *Subdivision and Development Regulations*.

Stormwater is proposed to be handled by a detention basin to be created southwest of the building and parking lot. The detention basin is proposed to be sized to handle the runoff from project site. There is floodplain on the lot, that is proposed to be left undisturbed. Some replanting of the floodplain is proposed according to the preliminary landscape plan in order to create a riparian area in the floodplain along Dry Run Creek.

Access:

The proposed access for the site is from West Yusen Drive via Triport Road and Cherry Blossom Way. These roads are existing public streets. The site is within ¼ mile of Interstate 75. The plan shows two entrances to the project site from West Yusen Drive. The eastern entrance will allow truck access to a truck scale on the east side of the building and will allow vehicle access to the parking lot at the front of the building. The western entrance will allow access to the overnight parking, maintenance bays and employee parking and will allow traffic to flow around the building and exit from the truck scales.

The site is graded to allow access to the tipping floor at multiple levels. Trucks can drive onto the tipping floor from the rear and a retaining wall on the west side of the building will allow trailers to be parked on the side of the building at a lower level and be loaded from the tipping floor above.

Traffic Impact Study:

The Applicant has not submitted a Traffic Impact Study since the number of vehicle trips generated by the use does not meet the Traffic Study threshold of 100 peak hour trips. Triport Road was repaved in 2015 and is currently in good condition. Triport Industrial Park sees heavy truck traffic since the majority of uses in the park are trucking related or generate heavy truck traffic. The predominate long range need for Triport Industrial Park is a secondary public entrance point. The facility should not significantly increase truck traffic in the Industrial Park.

Land Use Buffers and Landscaping:

Section 6.12: Property Perimeter Requirements

No buffering is required per Section 6.12 since the site is surrounded by I-1 (Light Industrial) property. To the west of the project site is a vacant unwooded lot zoned I-1 (Light Industrial). Interstate-75 is approximately 1000 feet to the west at a higher elevation than the facility. To the west of I-75 is Moon Lake subdivision. Because of the elevation change to the west, a landscape buffer, even if it were to be required, likely would not create an effective screen. It is more important that the site be kept clean from debris and there be no overnight storage of solid waste that may cause odor issues in the area.

Section 6.13: Vehicular Use Area Perimeter Requirements

Vehicular Use Areas (VUAs) must be screened from public right-of-way. The development plan shows an appropriate amount of screening in front of the proposed VUA parking lot. While loading and unloading and storage areas are exempt from the screening requirements in the I-1 District, the automobile parking lots are not.

Section 6.22: Interior Landscaping for Vehicular Use Areas

The development plan shows 9,192 SF of VUA area, which requires 919 SF of interior VUA landscaped area, and 4 trees planted in those landscaped areas. The application, as drawn, provides 1500 SF of landscaped island area, planted with 4 trees and 34 shrubs.

Section 6.2215: Minimum Canopy Requirements

There is no existing tree canopy proposed to be preserved with the project, so the development will need to provide 10% or 28,005 SF of canopy coverage. The Preliminary Development Plan proposes to meet this requirement with 29,689 SF of canopy coverage spread throughout the site including a riparian buffer planted with 17 new trees.

Sewer

The proposed facility is within the Delaplain Disposal Service Area. Connection to the Delaplain Disposal, if available or the GMWSS sewer system is required as part of this development.

Miscellaneous Development Plan Comments:

The Above Ground Fuel Storage Tank shall conform to state requirements for spill containment. Overnight storage of roll-off containers will require approval of the Scott County Board of Adjustment for outdoor storage and any conditions of approval from BOA shall be incorporated into the conditions of Development Plan approval.

RECOMMENDATION:

Based on the findings above staff recommends **approval** of the Preliminary Development Plan with the following conditions:

Conditions:

1. All applicable requirements of the *Zoning Ordinance and Subdivision and 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. The project shall connect to Delaplain Disposal Sewer system or the Georgetown Municipal Sewer System.
4. There shall be no overnight outdoor storage of solid waste on the site. All additional conditions of Scott County Board of Adjustment shall be met.
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 will need to comply with all stormwater management requirements.
7. 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.
8. 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*.

SITE AREA:
THE AREA OF THE SUBJECT SITE IS 6.44 ACRES

ZONING SUMMARY:
SUBJECT PROPERTY IS ZONED LIGHT INDUSTRIAL (I-1) SCOTT COUNTY JURISDICTION. ALL ADJOINING PROPERTIES ARE ZONED LIGHT INDUSTRIAL (I-1).
MINIMUM LOT AREA PER ZONING CODE = 0.17 ACRES
SUBJECT LOT AREA = 6.44 ACRES
MINIMUM LOT FRONTAGE PER ZONING CODE = 60 FEET
SUBJECT LOT FRONTAGE = 582 FEET

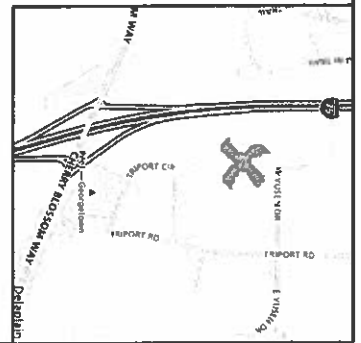
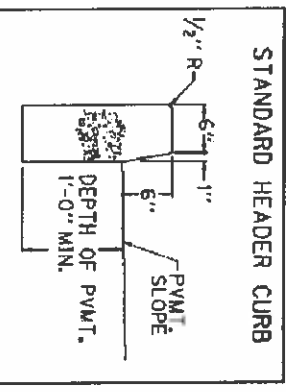
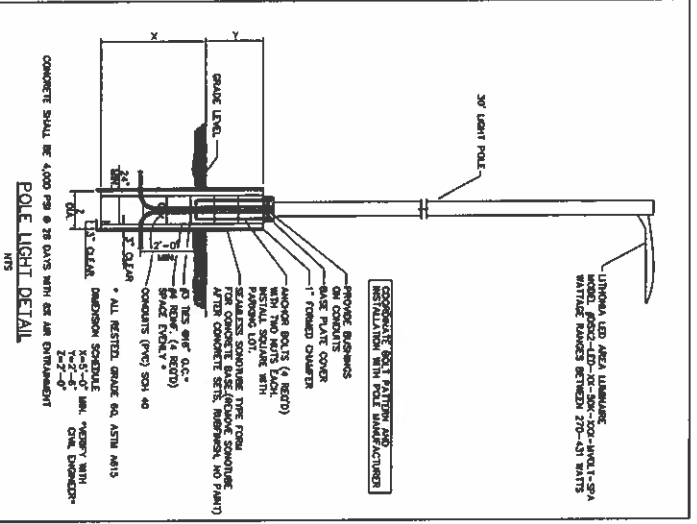
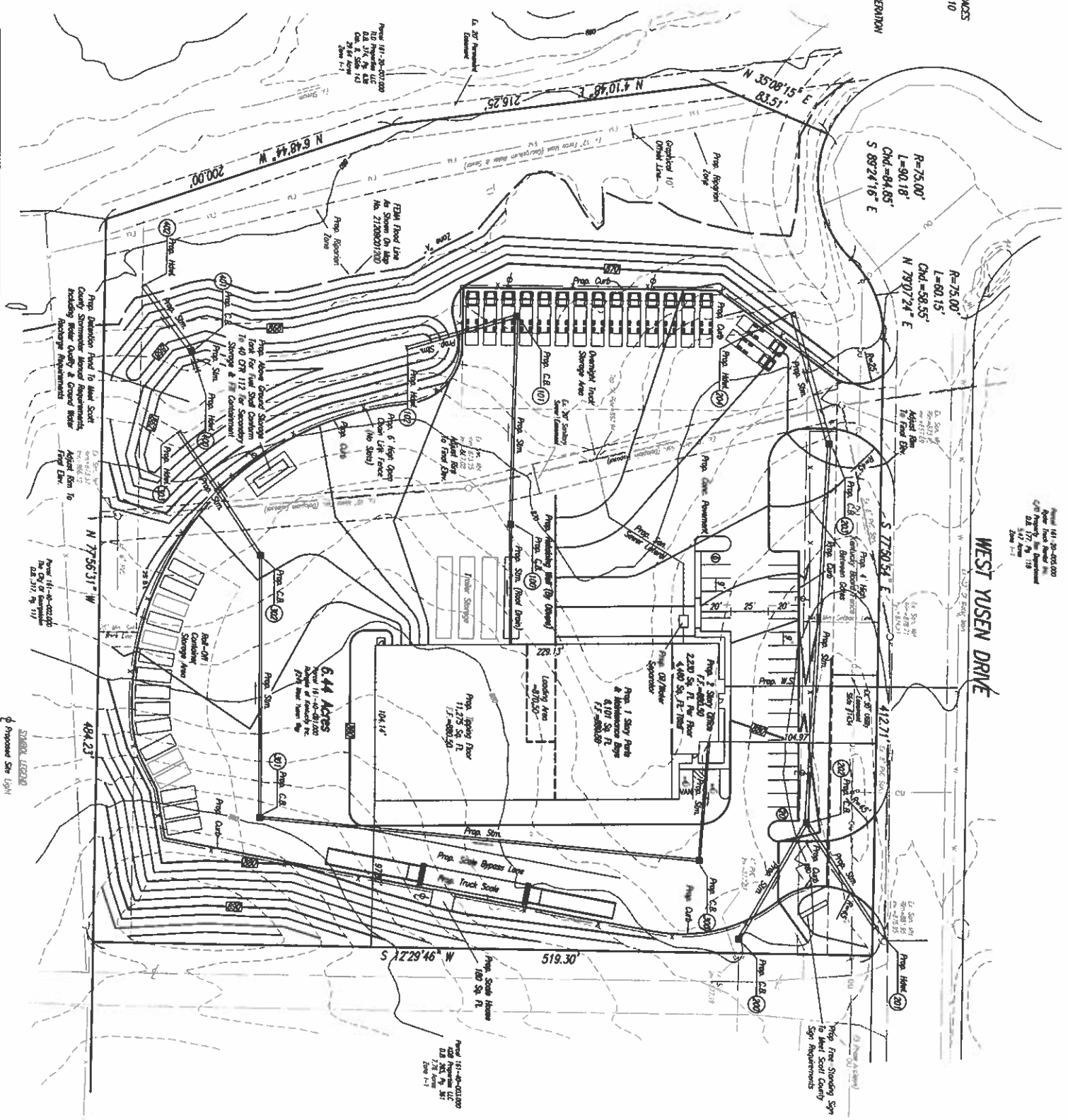
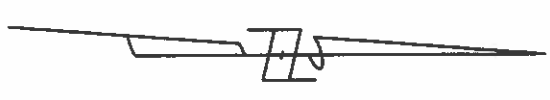
PERMITTED SUMMARY:
REQUIRED OFFICE PARKING = 1 PARKING SPACE/200 SQ. FT. x 4,480 SQ. FT. = 15 SPACES
REQUIRED INDUSTRIAL PARKING = 1 PARKING SPACE/2 EMPLOYEES x 20 EMPLOYEES = 10 SPACES
TOTAL REQUIRED PARKING = 25 SPACES (INCLUDE 2 HANDICAP SPACES)
TOTAL PROVIDED PARKING = 28 SPACES

TRIP GENERATION STATEMENT:
THIS SITE WILL GENERATE FEWER THAN 100 PEAK HOUR TRIPS. ANTICIPATED TRAFFIC GENERATION IS 60 TRIPS DURING THE PEAK HOUR.

ADJACENT REQUIREMENTS STATEMENT:
THIS PROJECT IS NOT WITHIN THE ROYAL SWING QUARTER REQUIREMENT AREA.

ADJ. STATEMENT:
A TRIP ENTRANCE PERMIT IS NOT REQUIRED FOR THIS PROJECT.

CONDOMINIUM USE STATEMENT:
THIS PROJECT WILL REQUIRE A CONDOMINIUM USE PERMIT FROM SCOTT COUNTY DCA FOR OUTDOOR STORAGE.



DESCRIPTION OF DIMENSIONS AND BOUNDARIES

1. THE PROPERTY CORNER THAT THE OWNERS OF THE PROPERTY SIGN AND RECORD HEREIN HAS BEEN SET BY THE SCOTT COUNTY PLANNING COMMISSION AND SCOTT COUNTY CLERK'S OFFICE. THE PROPERTY CORNER IS LOCATED AT THE INTERSECTION OF WEST YUSEN DRIVE AND REPORT ROAD. THE PROPERTY CORNER IS LOCATED AT THE INTERSECTION OF WEST YUSEN DRIVE AND REPORT ROAD. THE PROPERTY CORNER IS LOCATED AT THE INTERSECTION OF WEST YUSEN DRIVE AND REPORT ROAD.

DESCRIPTION OF PRELIMINARY PLAN APPROVAL

I HEREBY CERTIFY THAT THE PRELIMINARY DEVELOPMENT PLAN SHOWN ABOVE HAS BEEN FOUND TO COMPLY WITH THE ZONING AND DEVELOPMENT REGULATIONS FOR ZONING AND SCOTT COUNTY CLERK'S OFFICE. THE LOCATION OF SUCH BOUNDARIES OF A/R, AS ARE NOTED IN THE PLAN, SHALL BE APPROVED BY THE PLANNING COMMISSION. THIS APPROVAL DOES NOT CONSTITUTE APPROVAL TO BEGIN CONSTRUCTION OR OBTAIN A BUILDING PERMIT.

DATE: 11-26-19

REQUIRED NOTES:

1. THE SHOWN DEVELOPMENT PLAN IS SUBJECT TO THE APPROVAL OF THE PLANNING COMMISSION AND SCOTT COUNTY CLERK'S OFFICE. THE LOCATION OF SUCH BOUNDARIES OF A/R, AS ARE NOTED IN THE PLAN, SHALL BE APPROVED BY THE PLANNING COMMISSION. THIS APPROVAL DOES NOT CONSTITUTE APPROVAL TO BEGIN CONSTRUCTION OR OBTAIN A BUILDING PERMIT.
2. THE SHOWN DEVELOPMENT PLAN IS SUBJECT TO THE APPROVAL OF THE PLANNING COMMISSION AND SCOTT COUNTY CLERK'S OFFICE. THE LOCATION OF SUCH BOUNDARIES OF A/R, AS ARE NOTED IN THE PLAN, SHALL BE APPROVED BY THE PLANNING COMMISSION. THIS APPROVAL DOES NOT CONSTITUTE APPROVAL TO BEGIN CONSTRUCTION OR OBTAIN A BUILDING PERMIT.

OWNER/DEVELOPER/APPLICANT:
RUMPKA OF KENTUCKY, INC.
3990 GENERATION DRIVE
CINCINNATI, OHIO 45251
(800) 828-8171

PROPERTY ADDRESS:
245 WEST YUSEN WAY
GEORGETOWN, KENTUCKY 40324

DEED REFERENCE:
BOOK 0408, PAGES 586-589 OF THE SCOTT COUNTY CLERK'S RECORDS AT GEORGETOWN, KENTUCKY

Abercrombie & Associates, Inc.
Civil Engineering + Surveying
8111 Cheviot Road, Suite 200
Cincinnati, Ohio 45247
513-388-6787
www.aberacrombie-associates.com

PRELIMINARY DEVELOPMENT PLAN

Project: **RUMPKA SOLID WASTE TRANSFER FACILITY**
245 WEST YUSEN WAY
SCOTT COUNTY, KENTUCKY

DATE	11-26-19
DESIGNED BY	G.R.
CHECKED BY	SPH
SCALE	1" = 40'
REVISIONS	1. 11-26-19: G.R. COMMENTS
DATE	11-26-19
BY	PRM/GR-PRV

STATE OF KENTUCKY
SCOTT HUBER
24812
LICENSED PROFESSIONAL ENGINEER



WEST YUSEN DRIVE

PLANT KEY

SYMBOL	BOTANICAL NAME	QTY	INSTALLATION SIZE	Mature Width & Cover % @ 10Yr	Mature Canopy Cover % @ 10Yr
ARA	Acer rubrum 'Amstron'	3	2.5' cal	15' W	4,770
ARO	Acer rubrum 'October Glory'	3	2'-cal	40' W	1,590
BRN	Betula nigra River Birch	3	8'-10'	50' W	1,963
GKC	Grasslandus disc. 'Yentucki Coffee'	2	2.5' cal	40' W	1,256
PAB	Picea abies 'Moriwa Square'	9	6' T	30' W	706
PST	Pinus strobus 'White Pine'	5	6' T	30' W	706
PVC	Pinus yr. 'Chickahotney'	6	2'-cal	20' W	314
QRO	Quercus alba 'Red Oak'	2	2.5' cal	45' W	1,590
SRI	Small tree/ shrub 'no. 31k'	5	2'-cal	20' W	314
				29,689 sq.ft.	
IVH	Ilex verticillata 'Green'	12			
JND	Juniperus x. med. 'Daub's Frosted'	22	24"		
JPS	Juniperus x. pfitz. 'Sea Green'	16	24"		
WNW	Wiburnum medium 'Winterthur'	10			

ZONING - BUFFER YARD PLANT CALCULATIONS

PERMETER LANDSCAPE - NOT APPLICABLE

- 400 sq ft per meter landscape for surrounding incompatible land use
- All surrounding land uses are zoned I-1

VERTICAL USE AREA PERMETER LANDSCAPE - NOT APPLICABLE

- Table pg 4th - provided full continuous hedge of maturity
- along 100' of public right-of-way

INTERIOR VERTICAL USE AREA LANDSCAPE

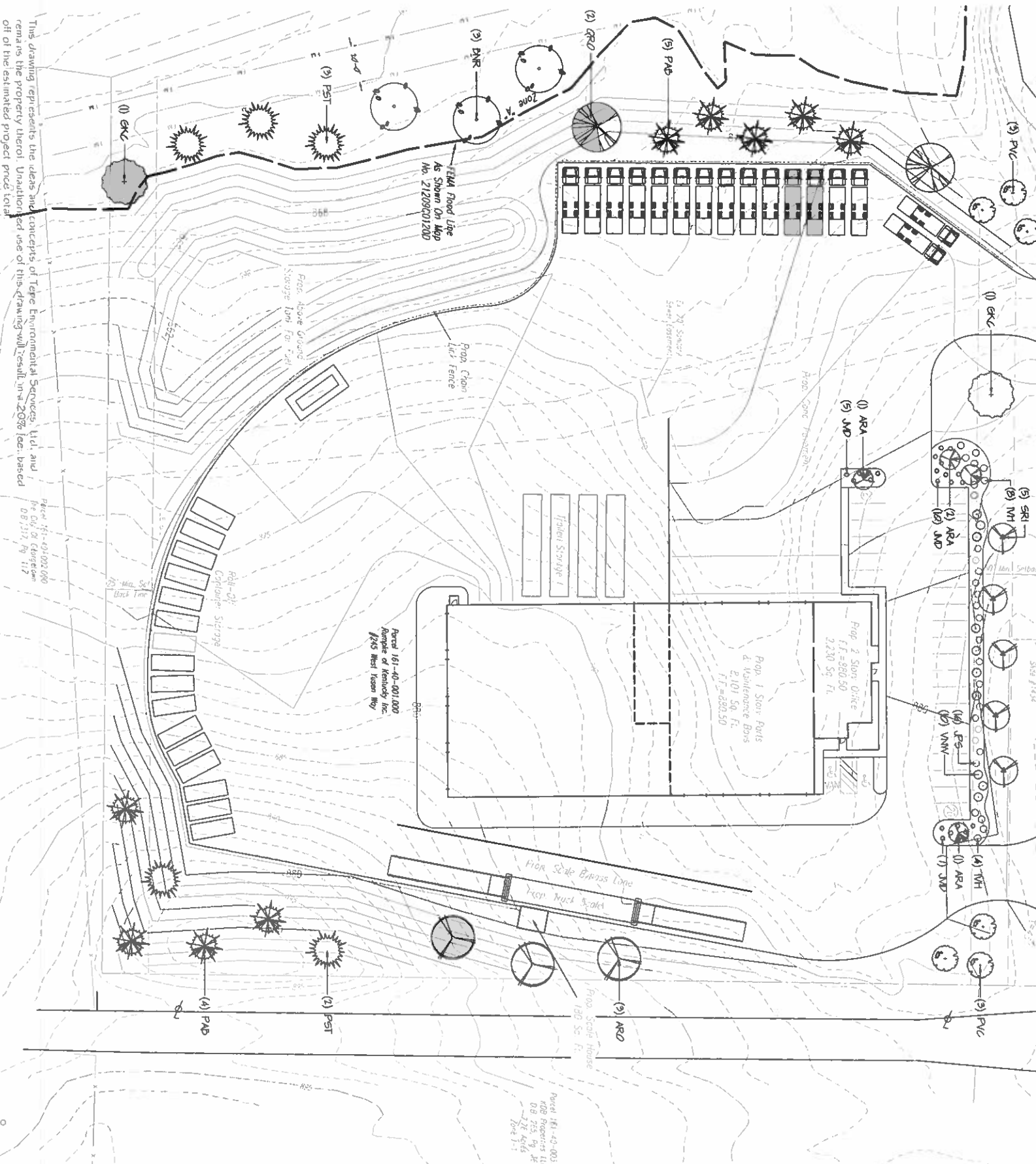
- Total area: 929 sq ft.
- Fronting area required: 39 sq ft. (800 sq ft. provided)
- 4 trees and 24 shrubs provided

TREE CANOPY REQUIREMENT

- Total developed property: 260,092 sq ft.
- 0% existing tree canopy preserved
- 0% new tree canopy required 260,092 sq ft. coverage required
- Mature tree canopy provided 53,000 sq ft. (see p. ont. ky)

PREPARATION AND PLANTING NOTES

- LOCATE ALL UNDERGROUND UTILITIES PRIOR TO STARTING WORK
- RELOCATE THE ONE UTILITIES PROTECTED SERVICE PROTECT STRUCTURES, UTILITIES, SERVICES, PAVEMENTS, AND OTHER FEATURES, AND LAMPS AND DESIGN EXTERIOR PLANTS FROM DAMAGE CAUSED BY PLANTING OPERATIONS
- ALL PLANTING BEDS ARE TO BE PREPARED AS FOLLOWS:
 - LOCATE BEDS TO A DEPTH OF 6" - 8" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 12" - 18" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 24" - 36" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 48" - 60" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 72" - 90" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 108" - 126" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 144" - 180" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 180" - 216" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 252" - 306" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 324" - 396" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 402" - 486" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 480" - 576" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 558" - 666" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 636" - 762" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 714" - 864" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 792" - 954" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 870" - 1,050" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 948" - 1,152" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,026" - 1,242" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,104" - 1,350" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,182" - 1,458" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,260" - 1,572" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,338" - 1,686" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,416" - 1,800" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,494" - 1,920" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,572" - 2,040" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,650" - 2,160" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,728" - 2,280" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,806" - 2,400" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,884" - 2,520" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 1,962" - 2,640" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,040" - 2,760" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,118" - 2,880" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,196" - 3,000" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,274" - 3,120" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,352" - 3,240" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,430" - 3,360" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,508" - 3,480" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,586" - 3,600" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,664" - 3,720" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,742" - 3,840" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,820" - 3,960" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,898" - 4,080" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 2,976" - 4,200" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,054" - 4,320" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,132" - 4,440" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,210" - 4,560" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,288" - 4,680" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,366" - 4,800" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,444" - 4,920" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,522" - 5,040" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,600" - 5,160" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,678" - 5,280" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,756" - 5,400" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,834" - 5,520" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,912" - 5,640" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 3,990" - 5,760" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,068" - 5,880" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,146" - 6,000" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,224" - 6,120" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,302" - 6,240" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,380" - 6,360" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,458" - 6,480" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,536" - 6,600" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,614" - 6,720" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,692" - 6,840" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,770" - 6,960" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,848" - 7,080" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 4,926" - 7,200" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,004" - 7,320" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,082" - 7,440" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,160" - 7,560" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,238" - 7,680" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,316" - 7,800" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,394" - 7,920" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,472" - 8,040" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,550" - 8,160" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,628" - 8,280" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,706" - 8,400" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,784" - 8,520" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,862" - 8,640" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 5,940" - 8,760" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,018" - 8,880" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,096" - 9,000" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,174" - 9,120" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,252" - 9,240" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,330" - 9,360" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,408" - 9,480" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,486" - 9,600" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,564" - 9,720" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,642" - 9,840" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,720" - 9,960" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,798" - 10,080" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,876" - 10,200" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 6,954" - 10,320" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,032" - 10,440" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,110" - 10,560" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,188" - 10,680" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,266" - 10,800" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,344" - 10,920" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,422" - 11,040" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,500" - 11,160" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,578" - 11,280" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,656" - 11,400" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,734" - 11,520" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,812" - 11,640" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,890" - 11,760" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 7,968" - 11,880" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,046" - 12,000" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,124" - 12,120" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,202" - 12,240" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,280" - 12,360" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,358" - 12,480" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,436" - 12,600" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,514" - 12,720" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,592" - 12,840" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,670" - 12,960" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,748" - 13,080" REMOVE STONES
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 - LOCATE BEDS TO A DEPTH OF 8,904" - 13,320" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 8,982" - 13,440" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,060" - 13,560" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,138" - 13,680" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,216" - 13,800" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,294" - 13,920" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,372" - 14,040" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,450" - 14,160" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,528" - 14,280" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,606" - 14,400" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,684" - 14,520" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,762" - 14,640" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,840" - 14,760" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 9,918" - 14,880" REMOVE STONES
 - LOCATE BEDS TO A DEPTH OF 10,000" - 15,000" REMOVE STONES
- KEEP ADVISORY PAVING AND CONSTRUCTION CLEAN, AND MAINTAIN WORK AREAS IN AN ORDERLY MANNER FOR THE ENTIRE PROJECT
- REMOVE ALL DEBRIS FROM THE PROJECT SITE
- OTHER CONTRACTORS SHALL BE RESPONSIBLE FOR OTHER CONTRACTORS AND TRUCKS, AND OTHER MAINTAIN PROTECTION DRIVE INSULATION
- REMOVE SURPLUS SOIL AND WASTE MATERIAL, INCLUDING EXCESS SLURRY, UNDESIRABLE SOIL, TRASH, AND DEBRIS, AND LEGALLY DEPOSE OF THEM OFF OWNER'S PROPERTY



CALL US BEFORE YOU DIG
800-552-6000 (Toll Free)
Call First - It's The Law!

Have the following checklist read before you call:

<input type="checkbox"/> Know the location of your utilities.	<input type="checkbox"/> Call 811 or visit 811.org.
<input type="checkbox"/> Know the location of your water lines.	<input type="checkbox"/> Call your water utility.
<input type="checkbox"/> Know the location of your gas lines.	<input type="checkbox"/> Call your gas utility.
<input type="checkbox"/> Know the location of your sewer lines.	<input type="checkbox"/> Call your sewer utility.
<input type="checkbox"/> Know the location of your fire hydrants.	<input type="checkbox"/> Call your fire department.
<input type="checkbox"/> Know the location of your traffic signals.	<input type="checkbox"/> Call your local government.
<input type="checkbox"/> Know the location of your street lights.	<input type="checkbox"/> Call your local government.
<input type="checkbox"/> Know the location of your drainage ditches.	<input type="checkbox"/> Call your local government.
<input type="checkbox"/> Know the location of your underground storage tanks.	<input type="checkbox"/> Call your local government.
<input type="checkbox"/> Know the location of your overhead power lines.	<input type="checkbox"/> Call your electric utility.
<input type="checkbox"/> Know the location of your buried power lines.	<input type="checkbox"/> Call your electric utility.
<input type="checkbox"/> Know the location of your buried telecommunications lines.	<input type="checkbox"/> Call your telecommunications utility.

Scale: 1" = 30'-0"

1" = 30'-0"

North

Sheet Title:
LANDSCAPE PLAN

Designer:
David M. Kuehlein

Project Number:
19286

Scale:
1" = 30'-0"

Sheet:
L100

19-0195

Issue Date:
11/06/2019 5:20:19

Revisors:
11/06/2019 2:20:19
11/06/2019 12:20:19
11/06/2019 10:20:19

RUMPKE OF SCOTT CO., KY
LANDSCAPE IMPROVEMENT PROJECT

Tepe Environmental Services, Ltd.
7021 Cleves Warsaw Road
Cincinnati, OH 45235
(513) 941-4500 tepeservices.com

Client:
Abercrombie & Assoc.
3377 Compton Rd.
Cincinnati, Ohio 45225

This drawing represents the ideas and concepts of Tepe Environmental Services, Ltd., and remains the property thereof. Unauthorized use of this drawing will result in a 20% fee, based off of the estimated project price.

COMMONWEALTH TOOL AND MACHINE FINAL DEVELOPMENT PLAN

Staff Report to the Georgetown-Scott County Planning Commission
January 9, 2020

FILE NUMBER: FDP-2018-41

PROPOSAL: Final Development Plan to construct a 170,000 square foot manufacturing building.

LOCATION: Corner of Endeavor Drive and Enterprise Way (future) in Lanes Run Business Park.

APPLICANT: Commonwealth Tool and Machine

ENGINEER: Duke Martin
Duke Engineering



STATISTICS:

Zone	I-1 (Light Industrial; but subject to the BP-1 performance standards)
Surrounding Zones	I-1 (Light Industrial; but subject to the BP-1 performance standards)
Proposed Use	Manufacturing
Site Acreage	16.07 acres
Building Area	125,934 SF (Phase 1); 44,215 SF (Phase 2); 170,149 SF (Total)
Max. Building coverage	40%
Building Coverage	24.33% (Phase 1 and Phase 2)
Parking Required	2 spaces for every 3 employees on major employment shift (49 spaces)
Parking Provided	102 spaces (3 handicap accessible, 1 van accessible)
Access	Endeavor Drive (2 accesses proposed)
Variances/Waivers	1. Variance to exceed the maximum distance between landscaped areas by 220 feet.

BACKGROUND:

This project received preliminary approval from the Planning Commission in September 2018 with three (3) variances related to the utility transformer, early grading, and landscaping. The Applicant was approved for a 153,000-square foot building for manufacturing (Phase 1 and Phase 2). The Applicant intends to phase the construction of the building. At this time, the Applicant is prepared to construct 125,934-square feet of building.

The Project Site is a 16.07-acre parcel that is zoned I-1 (Light Industrial) and is located on the corner of Endeavor Drive and Enterprise Way (future) in the Lanes Run Business Park. All the surrounding land is also zoned I-1 (Light Industrial). Properties zoned light industrial within the business park are subject to the BP-1 performance standards.

Final Development Plan Review:

Setbacks and Building Standards:

The Project Site is subject to the BP-1 performance standards and has the following setback requirements:

Front: 50-foot

Side: 20-foot

Rear: 30-foot (50-foot when serviced from the rear)

The proposed building locations on the Final Development Plan meet the required building setbacks. The Applicant is proposing 170,149 square feet of building area, or 24.3% of the lot area, under the 40% maximum building ground coverage allowed.

Site Layout:

The proposed layout has changed from the Preliminary to the Final Development Plan. The loading/unloading area is now shown on the northern side of the Phase 1 building area, and the proposed future building area (Phase 2) is now shown in the rear of the Phase 1 building area. The Applicant is proposing to construct an additional 37 parking spaces in conjunction with Phase 1 for a total of 102 parking spaces. Below is a breakdown of the site changes from the Preliminary to the Final Development Plan.

	Preliminary Development Plan	Final Development Plan	Difference
Main	75,600 SF	90,000 SF	14,400 SF
Office	19,200 SF	19,200 SF	0 SF
Water + Jet	7,200 SF	16,500 SF	9,300 SF
Phase 2	51,000 SF	44,215 SF	6,785 SF
Total	153,000 SF	170,000 SF	17,000 SF (11%)

Land Use Buffers and Landscaping:

The Final Development Plan complies with all the landscaping requirements of the *Landscape and Land Use Buffers Ordinance*.

However, the Applicant submitted an "Alternative Landscaping Proposal" that proposes to only construct interior landscape islands on the periphery of the vehicular use area. The regulations state that the maximum distance between landscaped areas shall be 120-feet. The Applicant requests a variance to exceed the maximum distance between landscaped areas by 220 feet for a maximum distance between landscaped areas of approximately 340 feet. Staff feels that the proposed interior VUA landscaping does not meet the intent of the Zoning Ordinance for landscaped areas to be properly dispersed in peninsular or island types. Further,

Staff does not feel that a strict application of the regulations would create an undue hardship on the applicant. Staff would recommend denial of the variance and this requirement be met on the Final Development Plan.

Both landscape plans show the required landscape area and required number of interior trees.

RECOMMENDATION:

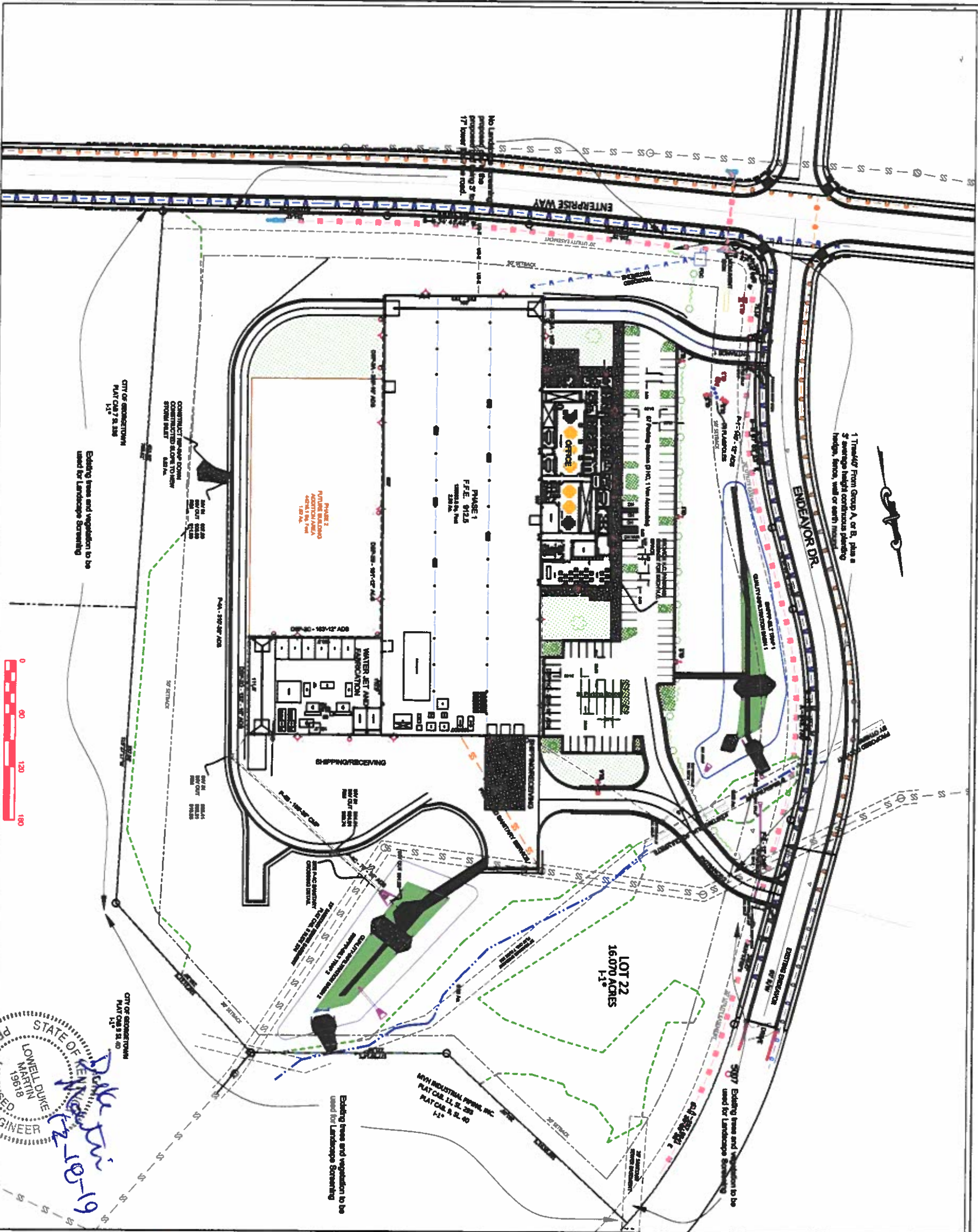
Staff recommends **approval** of the Final Development Plan to construct a 170,000 square foot manufacturing building, with the following conditions of approval:

Variance (Staff is recommending denial):

1. Variance to exceed the maximum distance between landscaped areas by 220 feet.

Conditions of Approval:

1. The Final Development Plan is still subject to all conditions of approval from the Preliminary Development Plan (PDP-2018-41).
2. All applicable requirements of the *Subdivision & Development Regulations*.
3. All applicable requirements of the *Zoning Ordinance*.
4. All signage shall comply with the Sign Ordinance, and any non-conforming signage shall be removed.



1 Tree/40' From Group A or B, plus a 3' average height continuous planting hedge, fence, wall or earth mound.

LEGEND

EXISTING CONTOUR	— 940 —
PROPOSED CONTOUR	— 940 —
EXISTING WATER LINE	— W —
EXISTING UNDERGROUND ELECTRIC	— UOE —
EXISTING SANITARY	— S —
EXISTING GAS LINE	— G —
PROPERTY LINE	— P —

LANDSCAPING DETAILS

Interior Parking Landscaping Requirements:

Total Vehicular Use Area: 37,893.5 Sq. Ft.
 Area of Interior Parking Landscaping Required = 37,893.5 Sq. Ft. x 10% = 3,789.35 Sq. Ft.
 Proposed Interior Parking Landscaping Area: 3,899.2 Sq. Feet, OK
 Planting Landscaping Trees Required: 3,899.2/250 = 15.6, 16 Trees Provided.

Existing Natural Heavy Vegetative Area (Combination of Trees/Bushes) To Remain:

Total Project Property: 16.07 Acres
 Estimated Existing Heavy Vegetative Area: 6.08 Acres
 Estimated Vegetative Canopy to Remain: 1.82 Acres
 1.82 Ac. / 6.08 Ac. = 29.9 % of Current To Remain
 1.82 Ac. / 16.07 Ac. = 11.33% of Total Property (5.0% OK)

Proposed Tree

3 Feet Average Height Continuous Planting Hedge, Fence, Wall or Earth Mound.

Miscellaneous Landscaping

Perimeter Trees Will Be From The Following List Depending on Availability At The Time of Planting:
 Red Budds
 Dogwoods
 Cherry
 Hawthorn
 White King
 Oak

Interior Island Trees Will Be From The Following List Depending on Availability At The Time of Planting:
 Burning Bush
 Junidi
 Viburnum

LIGHTING DETAILS

- EXTERIOR GROUND MOUNTED FLOODLIGHT
 OLS - 16,261 LUMENS
- EXTERIOR LIGHTING POLE MOUNTED (25' MAX. HT. POLE)
 OLS1 - 20,798 LUMENS
 OLS2 - 20,823 LUMENS
 OLS4 - 41,600 LUMENS
- EXTERIOR LIGHTING BUILDING MOUNTED
 TYPE K - 11,005 LUMENS
 TYPE L - 7,419 LUMENS
- EXTERIOR EMERGENCY LIGHTING BUILDING MOUNTED
 TYPE N - 600 LUMENS

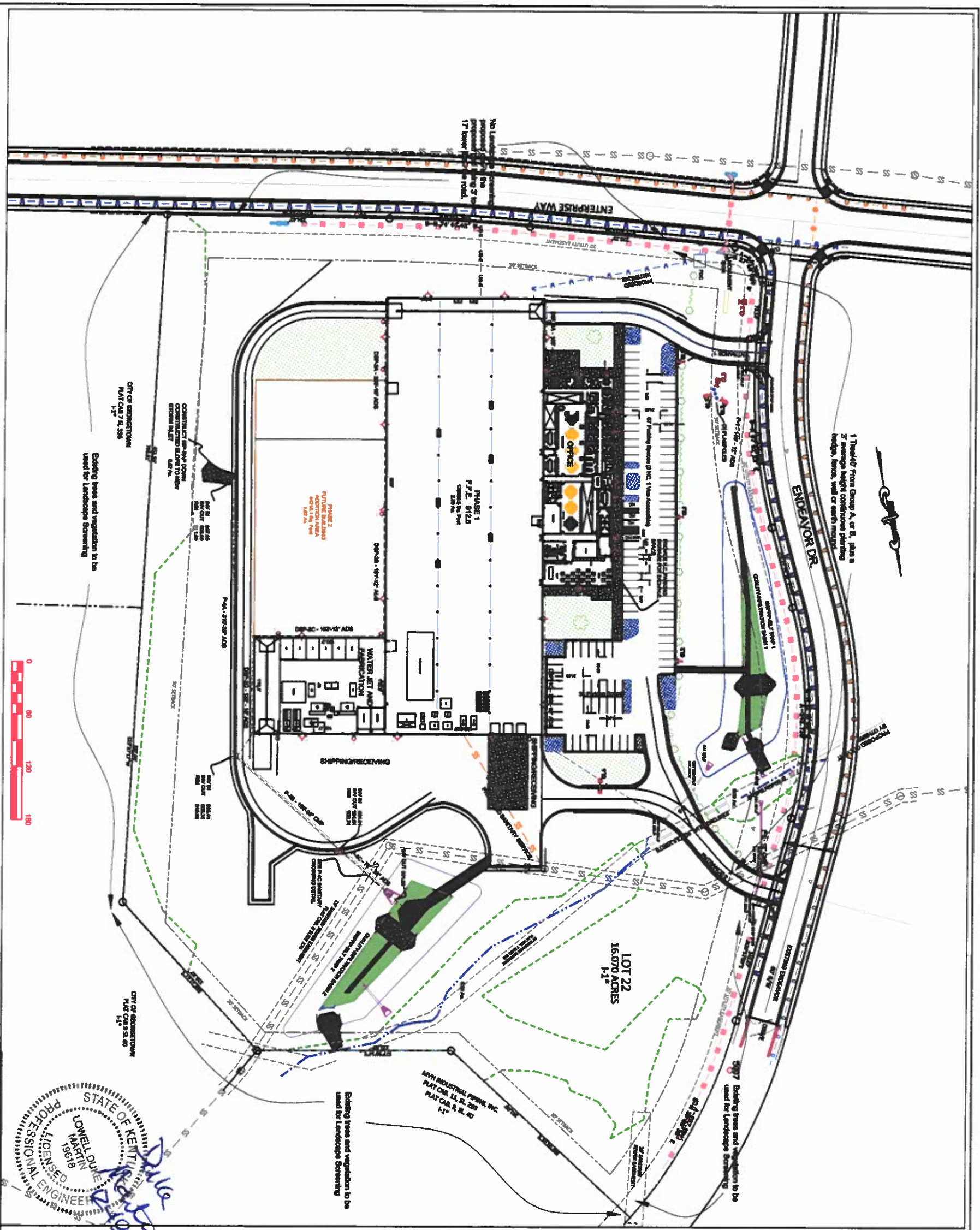
STATE OF KENTUCKY
 PROFESSIONAL ENGINEER
 LOWELL DUKE
 NARRIN
 1998
 10-19

COMMONWEALTH TOOL AND MACHINE INC.,
 LANES RUN BUSINESS PARK - LANDSCAPE AND LIGHTING PLAN

DRAWN	DATE	SCALE
CHECKED	DATE	1" = 50'
DATE	DATE	
11/27/19		

DUKE ENGINEERING COMPANY
 P.O. BOX 584, UT. STUBBINS, KENTUCKY 40303
 PHONE: (502) 697-4015
 www.duke-engineering.com

SH 5 OF 6



LEGEND

EXISTING CONTOUR	— 940 —
PROPOSED CONTOUR	— V — V — V —
EXISTING WATER LINE	— — — — —
EXISTING UNDERGROUND ELECTRIC	— — — — —
EXISTING SANITARY	— S — S — S —
EXISTING GAS LINE	— G — G — G —
PROPERTY LINE	— — — — —

LANDSCAPING DETAILS

Interior Parking Landscaping Requirements:

Total Vehicular Use Area: 37,893.5 Sq. Ft.
 Area of Interior Parking Landscaping Required = 37,893.5 Sq. Ft. x 10% = 3,789.35 Sq. Ft.
 Proposed Interior Landscaping Area: 3,918.3 Sq. Feet, OR
 Parking Landscaping Trees Required: 3,918.3/250 = 15.7, 16 Trees Provided.

Existing Natural Heavy Vegetative Area (Combination of Trees/Bush) To Remain:

Total Project Property: 16.07 Acres
 Estimated Existing Heavy Vegetative Area: 6.08 Acres
 Estimated Vegetative Canopy to Remain: 1.82 Acres
 1.82 Ac. / 6.08 Ac. = 29.9 % of Current To Remain
 1.82 Ac. / 16.07 Ac. = 11.33% of Total Property (<5.0% OK)

Proposed Tree

3 Feet Average Height Continuous Planting
 Hedges, Fences, Wall or Earth Retention.

Miscellaneous Landscaping

Perimeter Trees Will Be From The Following List Depending on Availability At The Time of Planting:
 Sugar Maple
 Red Maple
 Oak

Interior Island Trees Will Be From The Following List Depending on Availability At The Time of Planting:
 Red Buds
 Dogwoods
 Cherry
 Hawthorn Winter King

Perimeter Shrubs Will Be From The Following List Depending on Availability At The Time of Planting:
 Burning Bush
 Juddii Viburnum

LIGHTING DETAILS

EXTERIOR GROUND MOUNTED FLOODLIGHT
 OL3 - 16,261 LUMENS

EXTERIOR LIGHTING POLE MOUNTED (25' MAX. HT. POLE)
 OL1 - 20,789 LUMENS
 OL2 - 20,823 LUMENS
 OL4 - 41,800 LUMENS

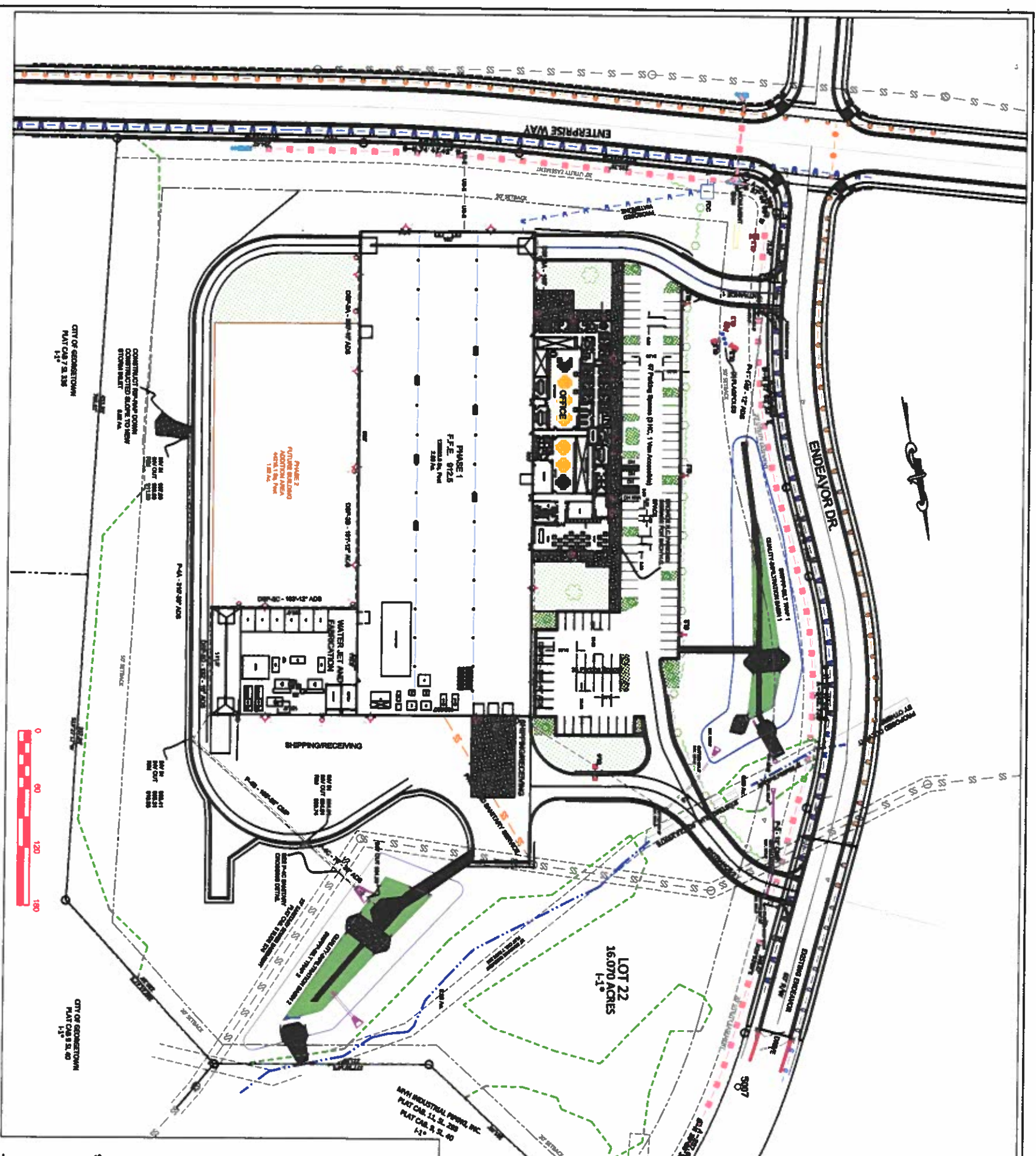
EXTERIOR LIGHTING BUILDING MOUNTED
 TYPE K - 11,008 LUMENS
 TYPE L - 7,419 LUMENS

EXTERIOR EMERGENCY LIGHTING BUILDING MOUNTED
 TYPE N - 800 LUMENS



COMMONWEALTH TOOL AND MACHINE INC.
 LANEX RM BUSINESS PARK - LANDSCAPE AND LIGHTING PLAN

OWNER	DATE	SCALE
DUXE ENGINEERING COMPANY	11-20-19	1" = 40'
DESIGNED BY	DATE	
CHECKED BY	DATE	
DATE	11/22/19	SH 5 OF 6



NO.	DATE	DESCRIPTION
001	11/20/20	PRELIMINARY
002	12/15/20	REVISED
003	01/10/21	REVISED
004	02/05/21	REVISED
005	03/01/21	REVISED
006	04/01/21	REVISED
007	05/01/21	REVISED
008	06/01/21	REVISED
009	07/01/21	REVISED
010	08/01/21	REVISED
011	09/01/21	REVISED
012	10/01/21	REVISED
013	11/01/21	REVISED
014	12/01/21	REVISED

NOTE: PROPERTY LINES SHOWN BASED ON A PROPERTY SURVEY BY HDR ENGINEERING, INC. SEE FINAL PLAT FOR ANY ADDITIONAL PROPERTY INFORMATION AND CERTIFICATION.



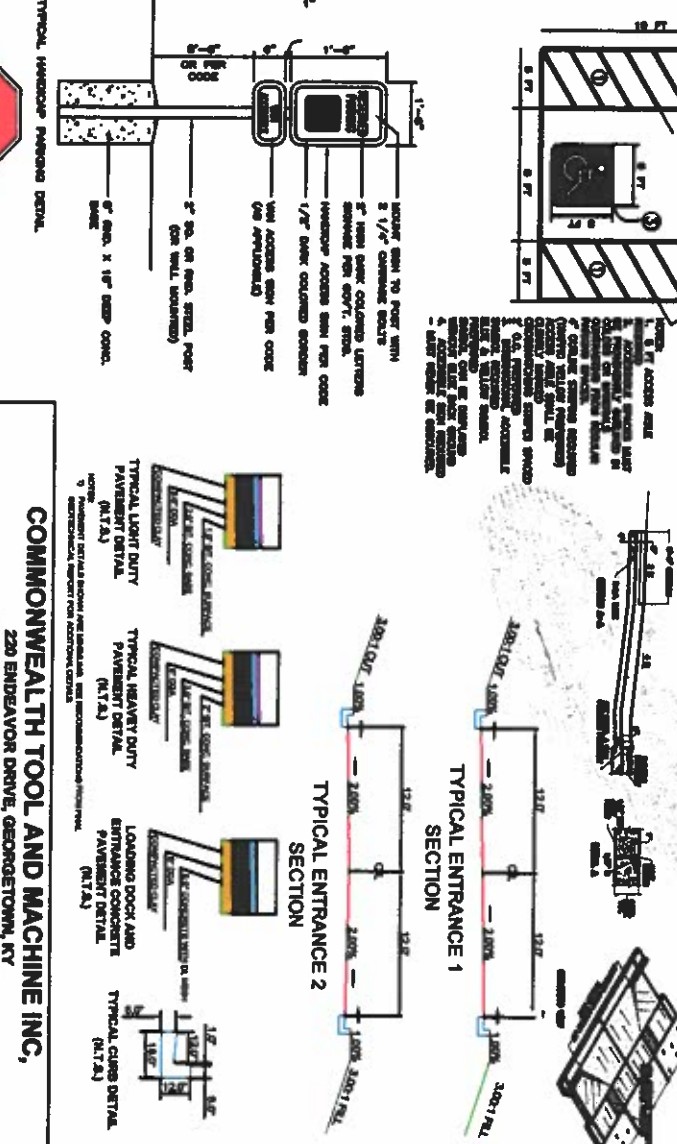
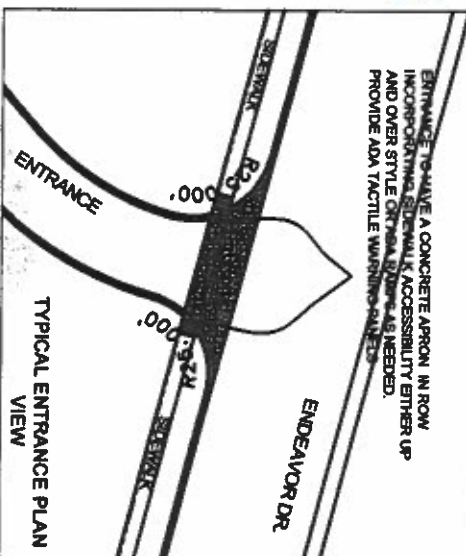
STATE OF NEW YORK
 LOWELL J. MURPHY
 19018
 LICENSED PROFESSIONAL ENGINEER
 0-18-201

LEGEND

- WATER LINE
- UNDERGROUND ELECTRIC
- EXISTING SANITARY
- GAS LINE
- FIBER OPTICS
- PROPERTY LINE (BY OTHERS)
- STREAM
- EASEMENT (BY OTHERS)
- EXISTING VEGETATION REMAINING
- PROPOSED STORM
- EXTERIOR GROUND MOUNTED FLOODLIGHT
- EXTERIOR LIGHTING POLE MOUNTED
- EXTERIOR LIGHTING BUILDING MOUNTED
- EXTERIOR EMERGENCY LIGHTING BUILDING MOUNTED

SITE STATISTICS:
 Total site area: 16.07 acres
 Existing building: 11,000 sq ft
 Proposed new manufacturing building: 23,411 sq ft
 Source of funding: Kentucky-American Water
 Source of sewerage disposal: Georgetown Municipal Water & Sewer (MWS)
 South of Property
 Proposed building height: 36 feet
 Proposed building coverage:
 Phase 1 coverage = 2.89 ac.
 Phase 2 coverage = 1.02 ac.
 Total building coverage = 4.91 ac. / 19.07 = 23.41%

PARKING STATISTICS:
 Required Parking by regulations: 73 Employees on major shift, @ 2 spaces for every 3 employees (73 / 3 * 2) = 49 spaces
 Proposed Parking: 102 spaces (includes 3 H.C., 1 Vm Accessibility)



COMMONWEALTH TOOL AND MACHINE INC.,
 220 ENDEAVOR DRIVE, GEORGETOWN, KY
 LANIER'S RUN BUSINESS PARK - DEVELOPMENT PLAN
 CASE NUMBER: POP-2018-41

DATE	11/20/20	SCALE	1" = 40'
CHECKED		DATE	
DRAWN		DATE	
DUKE ENGINEERING COMPANY P.O. BOX 604, 101 STEPHENSON AVENUE GEORGETOWN, KY 40325 www.dukeeng.com			
SH 2 OF 6			