

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
AGENDA**

**April 14, 2016
6:00 p.m.**

I. COMMISSION BUSINESS

- A. Approval of March invoices
- B. Approval of March 10, 2016 minutes
- C. Approval of April agenda
- D. Items for postponement or withdrawal
- E. Consent Agenda

II. OLD BUSINESS

- A. PDP-2016-08 Clark's Pump 'n Shop Store – Preliminary Development Plan for a new gas station/convenience store with drive thru on .9 acres zoned B-2, located on the southeast corner of Paris Pike and McClelland Circle. POSTPONED
- B. PDP-2016-11 Core Controls – Preliminary Development Plan for a 9,750 sq. ft. industrial building on 2 acres zoned BP-1, located on the south side of Demand Court in the Lanes Run Business Park.
- C. PDP-2016-02 CSI Group Global HQ – Preliminary Development Plan for a 11,500 sq. ft. light industrial and professional office building on 6.62 acres, located on the corner of Corporate Blvd. and Technology Court in the Lanes Run Business Park. POSTPONED

III. NEW BUSINESS

- A. FSP-2016-12 Barnett Property – Final Subdivision Plat to create one new 5-acre tract, with 20.483 acres remaining in the parent tract, located at 3215 Ironworks Road, on the south side of Locksley Court.
- B. PSP-2015-13 Winding Oaks Cluster Subdivision – Preliminary Subdivision Plat for 29 residential cluster lots, one preserved tract, and two (2) non-buildable HOA lots on 150.51 acres zoned A-1, located on the south side of Ironworks Road, east of Cane Run Road.
- C. PDP-2016-14 Canewood Center Drive Restaurant & Bar – Preliminary Development Plan for a 5,686 sq. ft. restaurant and bar on .72 acres, located on lot #5 of the Canewood Center. POSTPONED
- D. PDP-2016-15 Bojangles – Preliminary Development Plan for a 3,808 sq. ft. restaurant with drive thru on 1.14 acres zoned B-2 (Highway Commercial), located on the northwest corner of Lexington Road and Lusby Path.

- E. PDP-2016-16 Creform Corporation – Preliminary Development Plan for a 45,388 sq. ft. industrial building on 6 acres zoned BP-1 (Business, Research, and Technology Park), located on Corporate Drive in the Lanes Run Business Park.
- F. FSP-2016-17 Harrison & Wright Properties – Final Subdivision Plat to create one new 8.8-acre tract and to transfer land to enlarge an existing tract from 5 acres to 7.592 acres, located at 6143 Owenton Road (east side, KY 227), west of Plummer Road.
- G. PDP-2016-18 Bluegrass Baptist Church – Preliminary Development Plan for a 12,555 sq. ft. church on 17.83 acres zoned A-1, located on the northwest corner of Ironworks Road and New Coleman Lane.
- H. PDP-2016-19 Overlook at Elkhorn Creek Phases III & IV – Amended Final Development Plan for 44 multi-family units on 4.77 acres and 112 multi-family units on 9.13 acres, zoned R-3, located on Dover and Scotland Drives. POSTPONED

IV. OTHER BUSINESS

- A. Kennel definition – PUBLIC HEARING
- B. FY 14-15 Audit
- C. Election of Officers
- D. Update of previously approved projects and agenda items

**GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION
REGULAR MEETING
MINUTES
March 10, 2016**

The regular meeting was held in the Scott County Courthouse on March 10, 2016. The meeting was called to order by Chair Rob Jones at 6:00 p.m. Present were Commissioners Jeff Caldwell, Janet Holland, Regina Mizell, John Shirley, Steve Smith, and Mark Sulski, Director Joe Kane, Planners Megan Chan and Matt Summers, Engineer Brent Combs, and Attorney Charlie Perkins. Absent were Commissioners Byron Moran and Frank Wiseman.

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

Motion by Caldwell, second by Holland, to approve the February 11, 2016 minutes. Motion carried.

Motion by Smith, second by Sulski, to approve the February 24, 2016 special meeting minutes. Commissioner Shirley stated for the record that he apologized for not being present at the special meeting, and that he would have voted to deny the increases in pay for the Planning Commissioners and Board of Adjustment members. Motion carried.

Motion by Mizell, second by Sulski, to approve the March agenda. Motion carried.

Postponements/Withdrawals

Chairman Jones stated that the Clark's Pump 'n Shop Store, Core Controls, and CSO Group Global HQ applications have been postponed to the April meeting.

Consent Agenda

Representatives of the Scariot Equipment and the Amerson Farms Knife Barn applications agreed to their respective conditions of approval and there were no comments from the public or Commission. Motion by Smith, second by Caldwell, to approve the Scariot Equipment and the Amerson Farms Knife Barn applications. Motion carried.

PSP-2016-07 Redus Kentucky – Preliminary Subdivision Plat for a 5-lot commercial subdivision on 37.02 acres zoned B-2, located on the northeast corner of Connect Road and Paris Pike.

Mr. Kane reviewed the staff report, stating that a Preliminary Development Plan was approved for the property in 2007, but the project was never started. The applicant wishes to now market the property in smaller lots.

Mr. Kane addressed the access easements, stating that the alignment will allow for the future connection to the stub out in the Rocky Creek subdivision to the east and also a potential connector road through the Finley property to the rear, should it develop. He discussed the entrances on Connector Road and the possibility that the shared entrance will be shifted to the south to line up with the entrance across Connector Road if required by KYTC. If the change is minor, and the number of lots does not change, the Final Subdivision Plat will not come back before the full Commission.

He noted that the landscape buffer shown between the residential area and commercial area should be shifted so that the existing tree line is not within the proposed access and utility easement.

He stated he would support another connection to the Finley property which would be shown on a development plan if those adjacent tracts ever develop.

The access easement from Paris Pike to the Finley property was discussed as a potential connection to Magnolia Drive.

Hank Burney of Wells Fargo, parent company of Redus Kentucky and owner of the property, stated that they have not been able to market the property because of its size; hence, the reason for subdividing. He stated that they did not want to add another easement to the Finley property between lots 1 and 2 at this point. He stated that the location of the access onto Connector Road is the result of meeting with KYTC and considering sight distance.

Commissioner Smith expressed concern about not showing an additional connection to the Finley property. Mr. Kane felt that a connection can be required at the development plan stage. He stated that a conditional approval can be added to require another access easement. Chairman Jones and Commissioner Shirley felt that sufficient connectivity is shown at this point.

Chairman Jones asked that a condition of approval be added requiring the Final Subdivision Plat to come back before the full Commission. Mr. Perkins stated that a condition of approval is not required for that to happen.

All those who spoke and intended to speak before the Commission were sworn in by Mr. Perkins.

Bruce Lankford, representing Henry W. Finley, adjacent property owner, stated that regulations require access to adjacent properties, and he felt that the access easement shown on the far east side of the property is insufficient. He asked that access also be shown between lots 2 and 3. Commissioner Shirley stated that the cost of giving up land for easements should be shared, since it will benefit Mr. Finley. Mr. Lankford stated that it will also benefit everyone using the development being considered now. The 1200' maximum for a residential block was discussed in relation to this property, as Mr. Finley's property is 1400' across.

Mr. Burney stated that access to the Finley property is not dependent on this property, as Mr. Finley can also petition KYTC for access to Connector Road. He added that if Mr. Finley will pay for half of the connecting road, he will add an access easement between lots 2 and 3. Chairman Jones felt that Mr. Finley would not be able to get an access easement onto Connector Road because of the sight distance. Commissioner Shirley disagreed with requiring another access easement because of the cost of the land given up.

Responding to Chairman Jones's question, Mr. Kane stated that the regulations have been met, but a secondary easement can still be required for sufficient connectivity to alleviate traffic. But when the type of future development on the site is unknown, then it is difficult to predict if additional connections will be necessary.

Mr. Lankford stated that since the future use of the property is unknown, they can discuss the issue again at the development plan stage. Mr. Perkins stated that for clarification, a condition can be added stating that the need for an additional easement will be reviewed at the time of Preliminary Development Plan. Mr. Burney did not support that condition.

Mr. Combs was not aware of any specific regulations that would require an additional connection at the subdivision plat phase. He stated that the adjoining property being A-1 makes it more difficult to predict its future use, which could be residential or commercial. Mr. Kane added that depending on the use, a traffic study could be required that indicates a need, or no need, for additional access.

Motion by Sulski, second by Shirley, to approve the Preliminary Subdivision Plat subject to the five (5) conditions, plus a sixth condition requiring the Final Subdivision Plat to come before the full Commission. Motion carried.

PDP-2016-09 Whitehouse Electric - Preliminary Development Plan for a 4,837 sq. ft. office/warehouse building on 2.2 acres zoned I-1, located at 109 Carley Drive in the Georgetown Industrial Park.

Mr. Kane reviewed the staff report. He stated that there were two concerns of the Royal Spring Wellhead Protection Committee: 1) Because of the difficulty in cleaning up any

potential spills in the gravel storage yard area, they recommended no hazardous materials be stored in the gravel area; and 2) all parking and vehicle use areas be asphalt.

He stated that the applicant received approval from the Board of Adjustment for the outdoor storage with no additional conditions, other than the area being fenced with a slatted chain link fence.

He noted that the most recent development plan shows asphalt in the loading and unloading areas, and the truck and vehicle storage area being moved out of the middle of the gravel lot closer to the building.

He recommended extending the asphalt area slightly so that vehicles are able to easily access the vehicle parking area. He also preferred that there be no access point on Summer Ct.

John Hunt, representing the applicant, stated that the gate onto Summer Court will be used infrequently, and it is an existing curb cut. Regarding extending the asphalt area, he will discuss that with the owner.

Chairman Jones asked if the parking satisfies the parking for the future expansion. Mr. Kane stated that parking is based on employees and service trucks, so it will probably need to be extended to the north, unless the expansion is used for warehousing only.

Commissioner Shirley asked how the gravel storage yard will be policed for vehicle parking. That matter was discussed briefly.

Motion by Sulski, second by Mizell, to approve the Preliminary Development Plan subject to the eleven (11) conditions of approval, plus the twelfth condition that the asphalt be extended to the west side of the parking pad enough to stay off the gravel storage yard. Motion approved.

Motion by Jones, second by Mizell, to approve the requested variance regarding the gravel outdoor storage yard. Motion carried.

Kennel definition discussion

Mr. Kane reported that currently a kennel is defined as a commercial operation of three or more dogs over 6 months of age, not including personal dogs. The purpose of the proposed amendment is to close a loophole in the definition allows someone to claim that they have a large number of personal dogs. The proposed amendment defines a kennel as a commercial operation or a rescue having 10 dogs, or the owning of 10 personal dogs, which would require a conditional use permit from the Board of Adjustment.

He stated that a public hearing will be held at the April meeting. Commissioner Holland noted that the County Attorney is working on an updated kennel ordinance.

Election of Officers

Mr. Kane stated that the Chair, Vice Chair, and the two additional members of the Executive Committee need to be elected, or re-elected. He stated that the Executive Committee makes interpretations on agenda items, help with personnel matters, budget issues, etc.

It was agreed that because Commissioner Holland's term is soon over and Commissioners Moran and Wiseman are not present, to hold the election at the April meeting.

The meeting was then adjourned.

Respectfully,

Rob Jones, Chair

Attest:

Charlie Perkins, Secretary

CORE CONTROLS
Staff Report to the Georgetown-Scott County Planning Commission
April 14, 2016
Postponed from March 10, 2016

FILE NUMBER: PDP-2016-11

PROPOSAL: Preliminary Development Plan for a 9,750 sf industrial building in Lanes Run Business Park.

LOCATION: Demand Court

APPLICANTS: Bob Church
116 Venture Court, Ste. 9
Georgetown, KY 40324

ENGINEER: Arthur Jones
Thoroughbred Engineering
146 South Broadway
Georgetown, KY 40324



STATISTICS:

Zone	I-1 enhanced
Surrounding Zones	I-1 enhanced
Acreage	2 acres
Water/sewer available	Yes/Yes
Access	Access via Demand Court
Variances Requested	None

BACKGROUND:

The subject property is a 2-acre lot on Demand Court in Lanes Run Business Park west. The applicant is proposing to build a 50' x 195' industrial building that will include a 3750 square foot office space and a 6000 square foot fabrication and storage area. Lanes Run Business Park west is zoned I-1 enhanced. I-1 is light industrial zoning; enhanced means the building and site design must conform with the BP-1 enhanced design and development standards. The standards are in place to achieve a campus-type feel in a natural setting. The proposed use on the site for an engineering/technical fabrication facility is permitted in I-1 enhanced zone district. The applicant owns two adjoining lots. Only Lot 2B is proposed for development at this time.

Building Standards

The BP-1 standards recommend that long flat facades be broken up by bump outs, recesses or changes in materials to eliminate boxy flat-faced buildings that have no character or visual interest. For this project, the office area is differentiated from the storage fabrication area by a change in roof height. Additional detailing is proposed to the façade to meet the standards including stone at the corners of the warehouse section and a 36" stone band on portions of the building. Approval of the Business Park Authority for the building design was granted on April 6th. Final sign-off by the Business Park Board will be required on Final Development Plan. The building as shown will meet minimum setbacks and the maximum building coverage area for the lot.

Parking and Circulation and Landscaping

The proposed parking lot contains a large area proposed for loading and unloading and a smaller area, less than 6000 square feet for employee parking. No interior landscape islands in the employee parking area because of its size and no internal VUA landscaping is required in loading and unloading areas. Internal VUA landscaping is required when a public or employee parking lot is expanded to 6000 square feet or 20 spaces. The perimeter VUA landscaping shown meets the minimum requirements. In addition, the minimum of 10% canopy coverage appears to be met with the tree protection area shown.

The applicant has provided a plan and calculations for interior VUA areas and landscaping. The plan appears to be able to meet all the requirements of the Landscape and Land Use Buffers Ordinance. A specie-specific landscape plan will be required along with Final Development Plan submittal. No landscaping variances have been requested or are being recommended.

Business Park Approval

The Georgetown Business Park Authority met on April 6, 2016 and approved the building design and materials. All requirements of the Business Park Board shall be addressed in the Final development Plan submittal.

Stormwater

A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan.

Water and Sewer

The Final Development Plan shall include a Certification of Sewer by Georgetown Municipal Water and Sewer Service and Certification of Water by Kentucky American. Discharges of affluent shall be regulated by applicable local, state and federal agencies. Approval will be required by the Georgetown Fire Department of hydrants for the sprinkler system.

Lighting and Signage

All signs shall be externally illuminated. No message board or scrolling type signs are permitted. Any freestanding monument sign shall be set back at least 10 feet from the edge of right-of-way, shall meet the I-1* size and design standards and shall require approval by the Business Park Authority.

Proposed building or parking lot lighting shall meet the standards for the I-1* District. Maximum height of any lighting structures shall be 25'. Lighting structures are to be dark or neutral color. All parking, road and security lights shall be cut-off luminaries.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plan for a 9,750 SF industrial building, with the following conditions of approval:

Conditions of Approval:

1. No outdoor storage of materials is permitted.
2. The applicant shall be responsible for providing landscaping which meets the minimum requirements of the Landscape and Land Use Buffer Ordinance on the Final Development Plan. A specie-specific landscape plan shall be included with the Final Development Plan.
3. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan.
4. Lighting fixtures shall meet the I-1* standards.
5. All applicable requirements of the Georgetown Fire Department.
6. All applicable requirements of the Business Park Authority including building design.
7. All applicable requirements of Georgetown Municipal Water and Sewer Service.
8. All applicable requirements of the *Subdivision & Development Regulations*.
9. All applicable requirements of the *Zoning Ordinance*.
10. 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.
11. 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.

• SITE TO BE USED FOR ENGINEERING/DESIGN, FABRICATION AND ASSEMBLY OF CUSTOM ELECTRIC MACHINE CONTROL SYSTEMS FOR MANUFACTURING (COMMERCIAL CONTROLS)
 • BUILDING WILL BE DESIGNED AND FABRICATED BY (BUILDING COMPANY YET TO BE SELECTED)
 • IT WILL BE A CONCRETE SLAB ON GRADE, CONVENTIONAL STEEL TRUSS RIGID FRAME SPANNING 50'
 • OVERALL HEIGHT 24'.

STANDARD REQUIREMENTS
 1. SITE SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THIS PLAN. ANY DEVIATION FROM THE PLAN, INCLUDING LANDSCAPING, SHALL FIRST BE APPROVED BY THE PLANNING DIRECTOR AND THE COMMISSION ENGINEER. MAJOR MODIFICATIONS OF THE PLAN SHALL FIRST BE APPROVED BY THE PLANNING COMMISSION.

2. STORM DRAINAGE FACILITIES, INCLUDING RETENTION BASINS, SHALL BE MAINTAINED FOR PROPER FUNCTIONING FREE OF ANY DEBRIS, SILT, OR TRASH.

3. A CERTIFICATE OF OCCUPANCY SHALL NOT BE ISSUED AND THE BUILDING SHALL NOT BE OCCUPIED UNTIL ALL SITE IMPROVEMENTS SHOWN ON THE FINAL DEVELOPMENT PLAN LISTED IN THESE CONDITIONS ARE EITHER INSTALLED, OR A BOND OR IRREVOCABLE LETTERS OF CREDIT IS ISSUED TO THE PLANNING DIRECTOR FOR 125% OF THE COST OF THE WORK REMAINING TO BE DONE, AS SUBSTANTIATED BY COST ESTIMATES APPROVED BY THE PLANNING DIRECTOR. LANDSCAPING MUST BE CERTIFIED AS COMPLETE BY THE LANDSCAPE INSPECTOR OR BONDED AS DESCRIBED ABOVE.

4. THERE SHALL BE NO GRADING OR CONSTRUCTION UNTIL THE FINAL DEVELOPMENT PLAN HAS BEEN APPROVED AND SIGNED BY THE PLANNING COMMISSION, EXCEPT AS CONSTRUCTION DRAWINGS ARE APPROVED BY THE PLANNING DIRECTOR FOR SITE DEVELOPMENT. THE BUILDING PERMIT SHALL NOT BE ISSUED UNTIL THE FINAL DEVELOPMENT PLAN IS APPROVED AND SIGNED.

DATE _____
 OWNER'S SIGNATURE _____

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

OWNER'S SIGNATURE _____

CERTIFICATION OF GEORGETOWN DEVELOPMENT AUTHORITY APPROVAL
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN OR SUBDIVISION PLAN SHOWN HEREON HAS BEEN REVIEWED AND FOUND TO COMPLY WITH THE GEORGETOWN DEVELOPMENT AUTHORITY GUIDELINES, INCLUDING ANY CONDITIONS OF APPROVAL OR EXCEPTIONS NOTED HEREON.

DATE _____
 DEVELOPMENT AUTHORITY CHAIRPERSON _____

CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN 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 EXCEPTION 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.

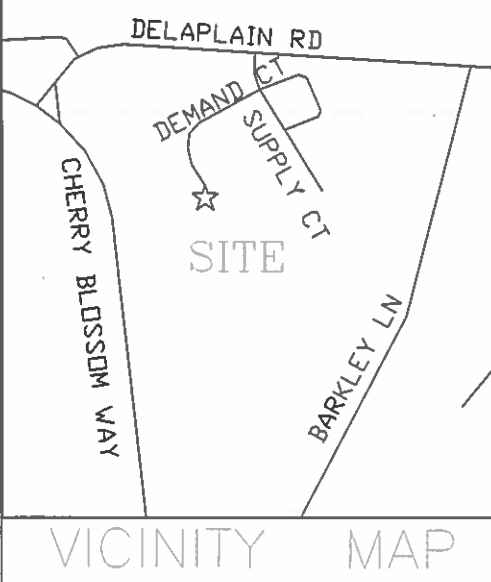
CHAIRMAN, SCOTT JOINT PLANNING COMMISSION

ACTION EQUIPMENT SOLUTIONS LOT 2A
 ZONED I-1
 1.270 ACRES

CORE CONTROLS LOT 2B
 ZONED I-1
 2.13 ACRES
 80.06 FT FRONTAGE

50 FT X 195 FT BUILDING
 3750 SF OFFICE SPACE
 6000 SF FABRICATION & STORAGE
 SLAB ON GRADE
 FFE: 922'

CORE CONTROLS LOT 2D
 ZONED I-1
 2.0 ACRES
 63.45 FT FRONTAGE



SITE SUMMARY:

LAND OWNER/DEVELOPER:
 CORE CONTROLS
 116 VENTURE, SUITE 9
 LEXINGTON, KY 40511

ENGINEER OF RECORD:
 ARTHUR JONES, P.E.
 KY #29460

LAND SURVEYOR OF RECORD:
 KENNETH JOHNSON, PLS #3325

SITE STATISTICS:

SITE AREA:	2.13 ± ACRES
ZONING:	I-1
USE:	OFFICE, ENGINEERING/DESIGN, FABRICATION, AND ASSEMBLY OF CUSTOM ELECTRIC MACHINE CONTROL SYSTEMS FOR MANUFACTURING
FRONTAGE:	80 FT
BUILDING SETBACK:	
FRONT:	50 FT
SIDE:	12 FT
BACK:	25 FT
BUILDING COVERAGE:	9,750 SF (10.5% OF LOT)
MAX. COVERAGE:	50 % OF LOT
SEWAGE:	OFFICE RESTROOMS & KITCHEN ONLY (NO INDUSTRIAL WASTE)
BUILDING HEIGHT:	1 STORY - 24 FT
MAX. HEIGHT:	6 STORIES OR 75 FT
SIGNAGE:	NONE
GROUND MONUMENT:	NONE
PARKING REQUIRED:	13 SPACES (ONE SPACE PER 300 SF OFFICE)
PARKING PROVIDED:	15 SPACES
PARKING AREA (VUA):	4,868 SF
VEHICULAR USE AREA (VUA) (LOADING / UNLOADING & STORAGE):	8,388 SF
TOTAL VUA:	13,256 SF
INTERIOR LANDSCAPING SPACE:	0 SF
PERIMETER LANDSCAPING:	211 FT x 4 FT = 844 SF
EXISTING TREE CANDY:	11,512 SF (12.4%)
PROPOSED TREE CANDY:	8,140 SF (8.8%)
REQUIRED TREE CANDY:	4,649 SF (5%)

WATER QUALITY & RECHARGE PLAN

• Once construction at the site is nearly complete, a vegetated swale will be constructed to direct all impervious runoff to the infiltration / detention structure. Soils from the parking area and the building will be sloped toward the swale, which will be constructed at minimum grade for low velocities & sediment retention and to promote infiltration. The vegetated swale will remain as a permanent storm water control measure.
 • The Infiltration and Detention basin will be constructed to retain 1.0" of storm runoff, with a constant elevation top for excess rainfall to create shallow overflow onto the grassed area below for further infiltration and sediment retention of higher rainfall amounts.

THOROUGHBREDED ENGINEERING
 SURVEYORS • ENGINEERS • PLANNERS (502) 863 - 1756
 146 S. BROADWAY, GEORGETOWN, KY 40324

PRELIMINARY DEVELOPMENT PLAN
CORE CONTROLS
 CIVIL, GEO. SURVEY, INSPECTION
 DEMAND COURT
 GEORGETOWN, SCOTT COUNTY, KY

DATE: 3/25/2016
 DRAWN BY: JAF
 SCALE: 1" = 20'
 REVISED: SKM
 ACAD NAME: JAF
 JOB NUMBER: 218
 PLAN: PRELIM PLAN

N 01°42'46" E 26.46'
 S 11°12'00" E 22.17'

S 04°53'11" E 52.98'
 N 02°15'48" W 32.42'
 N 00°04'48" E 33.69'

S 63°36'25" W 284.04' PROPOSED BOUNDARY LINE
 12' B.L.

S 11°49'42" E 312.36' PROPOSED BOUNDARY LINE
 12' B.L.

N 89°55'21" E 416.43'



LANDSCAPE NOTES:

1. THIN BRANCHES AND FOLIAGE BY 1/3 RETAINING NORMAL PLANT SHAPE, BUT NEVER CUT THE LEADER. REMOVE ALL BROKEN DISEASED OR WEAK BRANCHES AND MAKE ALL CUTS FLUSH WITH AS LITTLE STUB AS POSSIBLE.
2. PLANTS SHALL RETAIN SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.
3. DO NOT BREAK ROOTBALLS AND DO NOT ALLOW AIR POCKETS TO FORM WHILE BACK-FILLING.
4. TREES SHALL BE REMOVED AND REPLACED IF DEFOLIATION OR BROWNING OCCURS WITHIN 3 DAYS OF PLANTING.
5. MULCH ALL PLANTS AND PLANT BEDS AS PER DETAILS. SAUCERS SHALL BE SOAKED WITH WATER AND MULCHED IMMEDIATELY FOLLOWING PLANTING. EXTEND MULCH BEYOND SAUCER BERM AS SHOWN.
6. ALL ROOTBALLS REMOVED FROM CANS SHALL BE SCARIFIED PRIOR TO BACKFILLING AND SCARIFY ALL EDGES AND WALLS OF PLANT PITTS 4-INCHES DEEP.
7. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF PLANT MATERIAL AS PER PLANS AND SCHEDULE IS FOR CONTRACTOR CONVENIENCE ONLY.
8. PLANT MATERIAL LOCATIONS TO BE STAKED ON SITE. RECEIVE APPROVAL FROM LANDSCAPE ARCHITECT BEFORE INSTALLATION.
9. ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED.
10. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES BEFORE COMMENCING CONSTRUCTION AND SHALL BE RESPONSIBLE FOR ANY DAMAGE DURING CONSTRUCTION.
11. MAINTENANCE FOR PLANT MATERIAL SHALL INCLUDE WATERING, SPRAYING, MULCHING, MOVING OF LAWNS, FERTILIZING, PRUNING, ETC., AND IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR UNTIL FINAL APPROVAL BY LANDSCAPE ARCHITECT AND OWNER.
12. THE OWNER SHALL PROVIDE WATERING, AND THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE FIRST YEAR'S MAINTENANCE.
13. ALL PLANT MATERIAL ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AND OWNER BEFORE, DURING, AND AFTER INSTALLATION.
14. ALL PLANT MATERIAL SHALL CONFORM TO THE SIZE AND QUALITY AS SPECIFIED IN AMERICAN STANDARDS FOR NURSERY STOCK-CURRENT EDITION.
15. ALL DISTURBED AREAS NOT TO BE PLANTED ARE TO BE SEED MIXTURE UNLESS OTHERWISE NOTED. SEE SEED MIXTURE ON PLANTING SCHEDULE.
16. ENTIRE AREA OF ISLAND TO BE 3" MULCH BED OVER TOPSOIL. TOPSOIL EXTENDS FROM MULCH TO SUBGRADE.
17. A 12" STRIP OF SOD SHALL BE PLACED ALONG BACK OF CURB IN ALL DISTURBED AREAS WITH THE EXCEPTION OF ISLANDS.

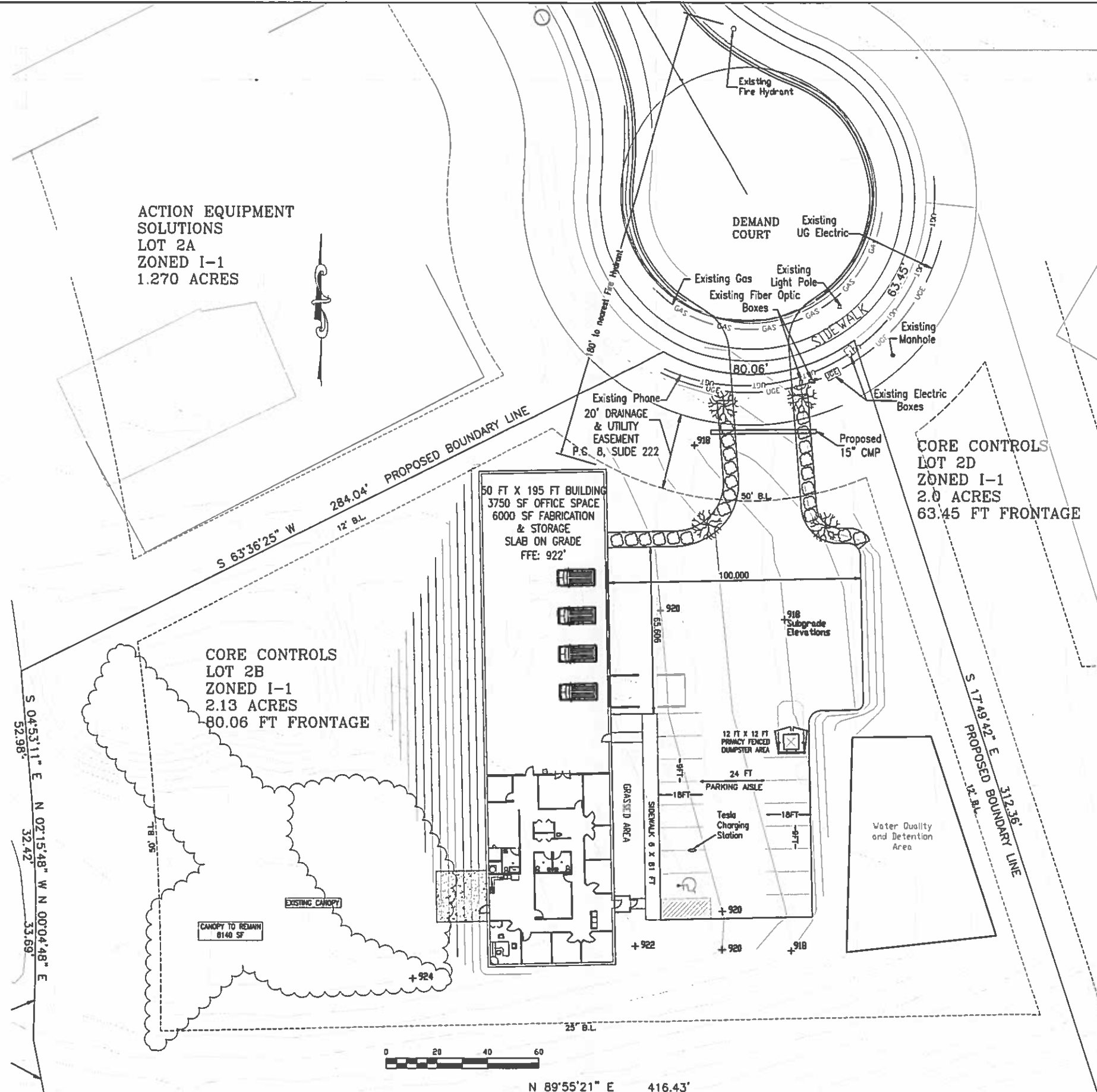
CERTIFICATION OF GEORGETOWN DEVELOPMENT AUTHORITY APPROVAL
 I hereby certify that the development plan or subdivision plat shown hereon has been reviewed and found to comply with the Georgetown Development Authority guidelines, including any conditions of approval or exceptions, noted hereon.

 Development Authority Chairperson

SITE STATISTICS

INTENDED USE - ENGINEERING/DESIGN, FABRICATION, ASSEMBLY OF CUSTOM ELECTRIC MACHINE CONTROL SYSTEMS FOR MANUFACTURING, AND OFFICE ZONE - I-1

TOTAL AREA - 2.13 ± ACRES
 BUILDING AREA - 9,750 SF
 TOTAL V.U.A. - 13,256 SF
 PARKING AREA - 4,868 SF
 LOADING / UNLOADING AREA - 8,388 SF
 PARKING REQUIRED - 13 SPACES (ONE SPACE PER 300 SF OFFICE SPACE)
 PARKING PROVIDED - 15 SPACES
 PROP. VUA INTERIOR TREES - 0
 PROP. VUA PERIMETER TREES - 4
 EXISTING TREE CANOPY - 11,512 SF (12.4%)
 PROPOSED TREE CANOPY - 8,140 SF (8.8%)
 REQUIRED TREE CANOPY - 4,649 SF (5%)



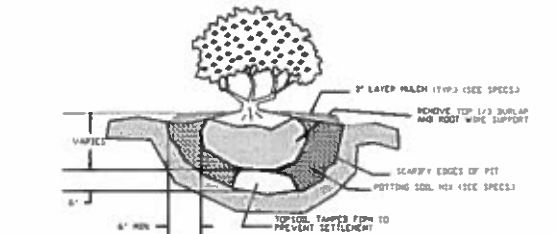
PLANTING SCHEDULE

KEY QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	REMARKS
1 0	GLEDTISIA TRIACANTHOS	HONEY LOCUST (THORNLESS)	1 3/4" CAL.	B&B	40" D.C. UNSHEARED
2 9	MALUS	CRABAPPLE	1 3/4" CAL.	B&B	25" D.C. UNSHEARED
3 54	EUDNYMIUS ALATUS "COMPACTA"	DWARF BURNING BUSH	24"-30" HT.	B&B	4" D.C.

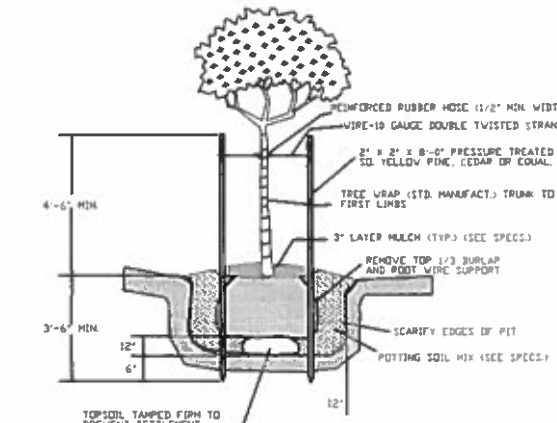
NOTE:
 DEVELOPER MAY SUBSTITUTE TREE TYPES, WITH APPROVAL FROM THE GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION.

- (1) LARGE CANOPY TREE
- (2) SMALL CANOPY TREE
- (3) HEDGE

SEED DISTURBED AREAS	FESTUCA ARUNDINALEA	KENTUCKY 31 FESCUE	SEED TO GRASS 7#/1,000 SF	65% SEED MIX. SEE SPECS.
	AGROSTIS ALBA	RED TOP	SEED TO GRASS 7#/1,000 SF	10% SEED MIX. SEE SPECS.
	FESTUCA RUBRA	CREeping RED FESCUE	SEED TO GRASS 7#/1,000 SF	20% SEED MIX. SEE SPECS.
	TRIFOLIUM REPENS	WHITE CLOVER	SEED TO GRASS 7#/1,000 SF	5% SEED MIX. SEE SPECS.



TYPICAL SHRUB PLANTING/NO SCALE



TYPICAL TREE PLANTING AND STAKING NO SCALE

THOROUGHbred ENGINEERING
 SURVEYORS & ENGINEERS & PLANNERS (502) 863 - 1756
 146 S. BROADWAY, GEORGETOWN, KY. 40324

LANDSCAPING PLAN
 CORE CONTROLS
 CIVIL, GEO. SURVEY, INSPECTION
 DEMAND COURT
 GEORGETOWN, SCOTT COUNTY, KY

DATE: 3-25-16
 DRAWN BY: JAF
 SKM
 ACAD NAME: PRELIM PLAN
 JOB NUMBER: 218

BARNETT PROPERTY
Staff Report to the Georgetown-Scott County Planning Commission
April 14, 2016

FILE NUMBER: FSP-2016-12

PROPOSAL: Final Subdivision Plat to create one new tract of 5 acres, with 20.483 acres remaining in the parent tract.

LOCATION: 3305 (new) & 3215 Ironworks Road (KY 1973), south side of Locksley Court

APPLICANT: Robyn Barnett

SURVEYOR: Joel Day



STATISTICS:

Zone	A-1 (Agricultural)
Surrounding Zones	A-1 (Agricultural), R-1A (Single-Family Residential)
Acreage	Tract 1A (new): 5.000 acres Tract 1 (remainder): 20.483 acres
Proposed Use	Agricultural
Access	Via Ironworks Road (KEPT No. 07-2016-00106 approved)
Variance Requested	None

BACKGROUND:

The subject property contains 25.483 acres, and is located on the north side of Ironworks Road (KY 1973), and south side of Locksley Court. The subject property and land to the east and south are zoned A-1, Agricultural. The property adjoins Lancelot Estates to the north and west, which is zoned R-1A. The proposed subdivision will create one new tract: Tract 1A of 5.000 acres with proposed access and frontage along Ironworks Road. Tract 1 (parent tract) will be left with a remainder of 20.483 acres.

This application is considered a major subdivision and required to be reviewed by the Planning Commission because a subdivision of the original parent tract was platted in 2013. That plat, recorded in Cabinet 11, Slide 16, subdivided the original 91.483 acre tract into three tracts: Tract 1 of 25.483 acres (which is the subject property in this current application), Tract 2 of 5.000 acres, and Tract 3 of 61.000 acres.

Plat Review:

The proposed subdivision meets all planning requirements at this time. Both the new tract and remainder show the required 50-foot setbacks on all property lines and have at least 250 feet of width at the building line. The Health Department will need to conduct a site evaluation for Lot 1A (5 acres) to certify that an on-site septic system is appropriate.

Tract 1A proposes a new entrance from Ironworks Road (KY 1973), which has received review and approval for an encroachment permit from the State: KEPT No. 07-2016-00106. The parent tract (Tract 1) will continue to use the existing entrance from Ironworks Road (KY 1973).

The Applicant has a coordinated with the GIS department to apply for the new addresses shown for Tract 1A.

RECOMMENDATION:

Approve the Final Subdivision Plat to create Tract 1A of 5.000 acres, leaving Tract 1 with a remainder of 20.483 acres, with the following conditions of approval:

Conditions of Approval:

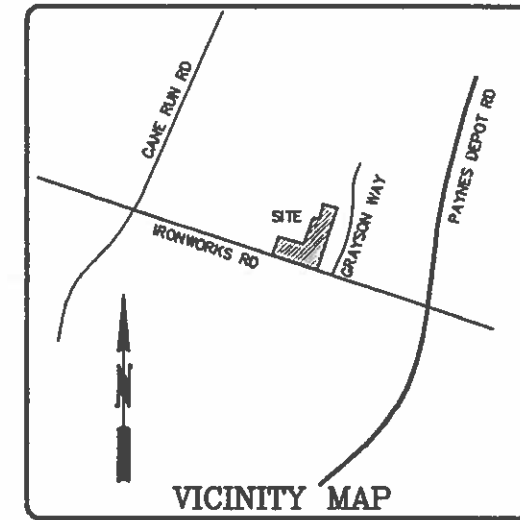
1. Any future subdivisions, revisions, or amendments to the approved subdivision plat must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
2. All applicable requirements of the *Zoning Ordinance*.
3. All applicable requirements of the *Subdivision & Development Regulations*.
4. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved subdivision plat.

I HEREBY CERTIFY THAT THAT GEORGETOWN MUNICIPAL WATER & SEWER SERVICE (GMWSS) HAS THE CAPACITY WITHIN THE WATER DISTRIBUTION SYSTEM TO SUPPLY THE PROPERTY SHOWN HEREON WITH WATER SERVICE. PROVISION OF SERVICE WILL BE CONTINGENT UPON THE REVIEW AND APPROVAL OF ALL ON-SITE AND OFF-SITE PLANS AND SPECIFICATIONS FOR THE PROPOSED SYSTEM. CONSTRUCTION OF THE WATER DISTRIBUTION /SEWER COLLECTION SYSTEM TO BE BY/AT THE COST OF THE OWNER, WITHOUT REIMBURSEMENT, BUILT TO GMWSS APPROVED SPECIFICATIONS AND WITH APPROVAL BY GMWSS OF THE AS-BUILT IMPROVEMENTS AND/OR THE BONDING AMOUNT; AND, DEDICATED TO G.M.W.S.S.

G.M.W.S.S. AUTHORIZED REPRESENTATIVE _____ DATE _____

LEGEND

- 1/2" x 18" STEEL REBAR W/ID CAP MARKED "MERIDIAN/LS2536" -SET
- IRON BAR FOUND--AS NOTED
- ⊙ SURVEYOR'S MAG--NAIL--SET
- ⊙ SURVEYOR'S MAG--NAIL--FOUND
- ⊗ 1/2" x 18" STEEL REBAR W/ID CAP MARKED "WITNESS/LS2536" SET AS WITNESS 20.0' ON LINE



THE PURPOSE OF THIS PLAT IS TO DEPICT THE SURVEY AND DIVISION OF ONE FIVE ACRE TRACT.

FURTHER SUBDIVISION OF THIS PROPERTY WILL REQUIRE REVIEW AND APPROVAL BY THE GEORGETOWN-SCOTT COUNTY JOINT PLANNING COMMISSION.

NEW ENTRANCES OFF STATE MAINTAINED ROADS WILL REQUIRE A KY DOT ENTRANCE PERMIT.

CURRENT ZONING OF THE SUBJECT PROPERTY IS AGRICULTURAL (A-1).

NO PREVIOUSLY ESTABLISHED UTILITY EASEMENTS OR DRAINAGE EASEMENTS ARE ELIMINATED OR OTHERWISE ALTERED BY THIS DIVISION. NO TEMPORARY OR PERMANENT STRUCTURES ARE TO BE CONSTRUCTED IN NOR ENCROACH UPON ANY DRAINAGE EASEMENT.

I CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN HEREON AND THAT I HEREBY ADOPT THIS PLAN OF SUBDIVISION, ESTABLISH SETBACK LINES, AND DEDICATE ANY PUBLIC RIGHTS-OF-WAY AND/OR EASEMENTS INDICATED UPON THIS PLAT OF MY OWN FREE WILL AND CONSENT.

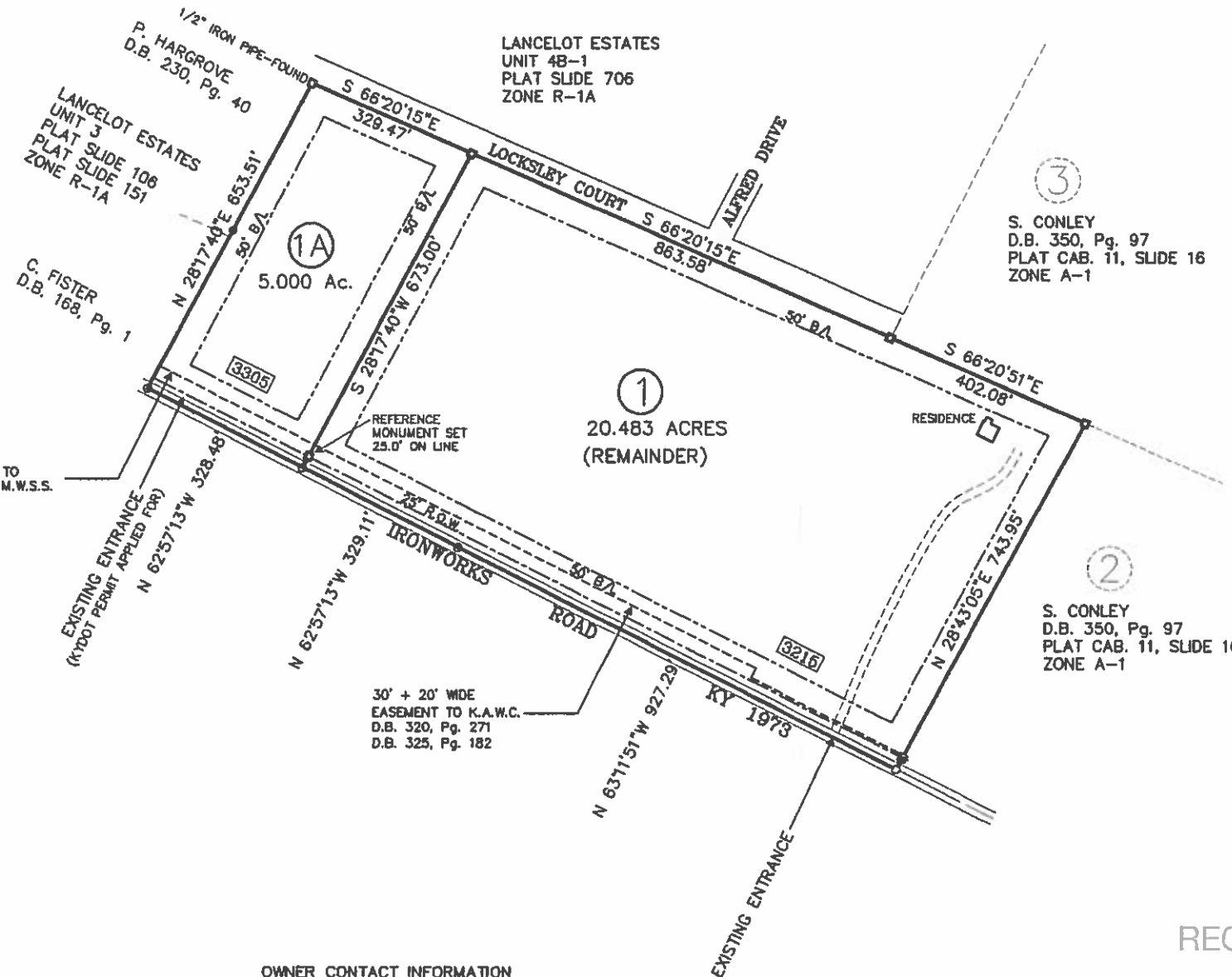
ROBYN BARNETT _____ DATE _____

I CERTIFY THAT THE SEWAGE DISPOSAL SYSTEM(S) INSTALLED OR PROPOSED FOR INSTALLATION ON THE PROPERTY SHOWN HEREON MEETS THE REQUIREMENTS OF THE KENTUCKY STATE HEALTH DEPARTMENT AND IS HEREBY APPROVED.

HEALTH DEPARTMENT REPRESENTATIVE _____ DATE _____

I HEREBY ATTEST TO THE FOLLOWING TO THE BEST OF MY KNOWLEDGE, BELIEF, AND ABILITY; THIS PLAT DEPICTS A RURAL SURVEY MADE BY MYSELF USING THE METHOD OF RANDOM TRAVERSE WITH AN ERROR-OF-CLOSURE OF 1:19365 AND AN ACCUMULATED ANGULAR ERROR OF 00-00'-25". BEARINGS AND DISTANCES HAVE BEEN ADJUSTED FOR CLOSURE USING THE LEAST SQUARES METHOD. BASIS OF BEARINGS SHOWN IS RECORD BEARING TAKEN FROM SURVEY OF ADJOINING CLAYTON ACRES. LAST DATE OF FIELD SURVEY WAS JANUARY 9, 2013.

Wm. JOEL DAY, P.L.S. No. 2536 _____ DATE _____



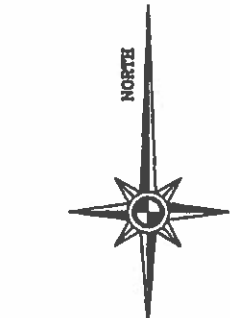
③
S. CONLEY
D.B. 350, Pg. 97
PLAT CAB. 11, SLIDE 16
ZONE A-1

②
S. CONLEY
D.B. 350, Pg. 97
PLAT CAB. 11, SLIDE 16
ZONE A-1

RECEIVED
MAR 30 2016
PLANNING COMMISSION

OWNER CONTACT INFORMATION

ROBYN BARNETT
105 GRAYSON WAY
GEORGETOWN, KY 40324



MERIDIAN ASSOCIATES, LLC
SURVEYORS
120 EAST MAIN STREET, GEORGETOWN, KY 40324
TELEPHONE (502) 863-6070 - FACSIMILE (502) 863-0019

MARCH 29, 2016

STATE OF KENTUCKY
WM. JOEL DAY
2536
LICENSED PROFESSIONAL LAND SURVEYOR

FINAL SUBDIVISION PLAT
BARNETT PROPERTY
3305 IRONWORKS ROAD, GEORGETOWN, SCOTT COUNTY, KENTUCKY
ROBYN BARNETT - D.B. 375, Pg. 97 - PLAT CAB. 11, SLIDE 16
THIS PLAT REPRESENTS A BOUNDARY SURVEY & COMPLIES WITH 201 KAR 18:150

NOT VALID UNLESS THIS PRINT CARRIES THE ORIGINAL SEAL AND SIGNATURE

WINDING OAKS CLUSTER SUBDIVISION
Staff Report to the Georgetown-Scott County Planning Commission
April 14, 2016

FILE NUMBER: PSP-2016-13

PROPOSAL: Preliminary Subdivision Plat request for a cluster subdivision with twenty-nine (29) residential cluster lots, one preserved tract, and two (2) non-buildable HOA lots on 150.51 acres zoned A-1

LOCATION: South side of Ironworks Road east of Cane Run Road

APPLICANT: Matt and Brittany Welch

ENGINEER: Barrett Partners, Inc.



STATISTICS:

Zone	A-1
Surrounding zones	A-1
Acreage	150.51
Dwelling Units/Acre	1 du/5 acres
Dwelling Units Proposed	Twenty-nine (29) cluster lots, one preserved tract, and two (2) non-buildable HOA lots
Dwelling Units Permitted	30
Minimum Lot Size Proposed	1.75
Maximum Lot Size Proposed	2.0
New Street Required	Yes
Linear feet of new street	4,300
Water/Sewer available	Yes/No
Access	Via Ironworks Road, a State-maintained, collector road
VariANCES	to allow two non-buildable HOA lots Maximum cul-de-sac length exceeding 1200'

KEY ISSUES/COMMENTS:

The applicant requests Preliminary Subdivision Plat approval for a cluster subdivision in rural Scott County. The subject property was rezoned from A-1 to A-5 for a cluster subdivision on 150.51 acres in August 2015.

KEY ISSUES/COMMENTS: (cont.)

The property is located on the south side of Ironworks Road, a State-maintained, collector road, and on the east side of Cane Run Road, a local County road. It has been used for agricultural purposes for many decades and includes some historic stone fencing along Ironworks Road, a farm entrance from Ironworks Road and two large barns. The subject property is located in the prime farmland belt which covers most of the southern portion of the county between the north and south Elkhorn Creeks. The subject property contains some known karst features and sinkholes. Soils are mainly Maury series, rich and gently sloping. The subject property is bordered on the north by Ironworks Road, a State minor rural collector road and on the west by Cane Run Road, a newly paved County road. There is an existing farm entrance from Ironworks Road, which will remain with the property to serve the proposed preserved tract. The proposed cluster lots are proposed to be served by a new local public street which will be accessed from Cane Run Road.

The subject property has public water available. There is currently adequate water pressure in the area to provide for fire protection. The applicant will be required to reserve water availability from GMWSS. The applicant will be required to install public water mains to serve the lots and hydrants, sufficiently spaced to provide fire protection. The water company has noted that a second feed to provide a water loop to the subdivision will be required. The subject property is located in County fire district #5, with a station on US 460 approximately four (4) miles away and can be served by the Scott County Fire Department. It is located in Georgetown-Scott County Emergency Medical District #3 and can be served by EMS services. It is located in Western Elementary and Scott County Middle School Districts. The proposed development will likely generate approximately twenty (20) school age children at build out.

The lots are proposed to use individual lot septic systems for sewage disposal. The lot sizes proposed are 1.75-2.00 acres, the minimum sizes recommended for septic systems by the Environmental Health Department. Preliminary soil analysis has been completed by the WEDCO Environmental Health Department and a determination has been made that the subdivision is acceptable for septic tanks and leach fields. Final approval of the lots will be required by the Environmental Health Department prior to final plat approval. All utilities required for residential development are available to the site.

The applicant is proposing to access all the cluster lots from a new entrance off Cane Run Road. Cane Run Road is a local road with 17'-18' pavement width and narrow shoulders with a tree lined embankment on the subject property side of the road. The posted speed limit is 35 miles per hour on Cane Run Road in front of the subject property. Traffic on Cane Run Road is estimated at 300 vehicles per day between I-64 and Ironworks Road. The widening of Cane Run Road would be difficult. Local policy has been to require developers to widen existing County roads to an 18' pavement standard profile along the frontage as development occurs. This development would be required to widen the road to provide at least 9' width from the centerline with a 2' shoulder along their property frontage. Beyond the pavement and shoulder the existing hill slope could be maintained to avoid the unnecessary clearance of mature trees along the road.

As discussed at the zone change public hearing, traffic has been increasing on Ironworks Road according to Kentucky Transportation Cabinet counts. West of the subject property at sta. 518 west of Midway Road, annual average daily trips (AADT) were 970 per day in 2008 up to 1340 AADT in 2011. Traffic counts at sta. 510 at Grayson Way east of the subject property were 2250 AADT in 2013. Ironworks Road is a rural two-lane road with narrow shoulders, stone fences and trees and embankments close to the roadway. The road is also hilly, making passing sight distance poor.

The applicants provided a traffic study with the zone change application, completed by Jacobs Engineering Group, Inc. The traffic study looked at the proposed entrance on Ironworks Road and concluded that based on the volume of traffic generated by the development and the amount of traffic forecasted for the year 2019 (year of estimated build-out), there would be manageable impact to the existing highway network.

Environmental Assessment

A Geotechnical study was completed by Malcolm Barrett, Geotechnical Engineer, to identify surface features indicative of karst (subsurface rock weathering) conditions that might adversely affect the project. Nine potential karst features were identified. Each karst feature identified in an area of potential development was explored and the process of investigation involved removing soil to identify potential caverns, cavities, high water table, etc. None of the areas identified appear to affect the constructability of the development. The internal subdivision road does not impact karst features on the site. All karst features will need to be handled according to current ordinances including labelling on the Final Subdivision Plat as unbuildable, protecting and avoiding these areas during construction and increasing lot sizes to account for environmentally sensitive areas on lots. Stormwater drainage may not be increased into sinkhole areas post-development. All other requirements of the Environmentally Sensitive Lands Ordinance must be followed during development.

There is a blue line stream that crosses the farm on its southern end. The applicant hired Eco-Tech Consultants to analyze whether an Army Corps of Engineers Permit would be required for the site development. They determined that no jurisdictional waters were present using the US Army Corps of Engineers evaluation criteria. Their analysis was submitted to the US Army Corps of Engineers, Louisville District, for final determination. Final determination will need to be provided prior to Construction Plan approval.

Stormwater Requirements

The proposed development will utilize open ditches and drainage swales for stormwater drainage. The site drains from the north to the south through two fairly shallow drainage swales. The perimeter of the property will remain preserved open space in perpetuity. The proposed internal road network will channel rainwater from the roadway along ditches that will parallel the road. Stormwater will likely be piped in a couple of areas under the road to the rear of lots internal to the subject property.

Midwest Engineering submitted a preliminary drainage analysis. The post development scenario indicated 4.35 acres of impervious area added, for an approximate 3.2% increase in flow rate for the 100 year, 24 hour storm. A preliminary routing showed that a detention pond with a storage capacity of 3.5 acre feet would reduce the post development flows to pre development flows. The plat shows the proposed location of the detention pond – downstream of all of the lots.

The drainage from the lots on the eastern side of the property is piped across the street in two locations and into or through karst features on lots 24-26. The applicant will need to design the flow so it does not increase or decrease pre-development flows into these sinkholes. The final design will be reviewed at Construction Plan submittal, but there are options available to divert water around the sinkholes or to let it flow in the ditches beyond this area before it crosses over to the west side of the street. This will depend on final engineering calculations of the flows which will be required prior to construction plan approval.

The buildable area on Lots 19 and 20 are being affected by the natural drainage swale. This plan indicates a blue line stream to the rear of these lots and the road and lot drainage being routed between these lots to the proposed detention area. At final plat stage, these lots will have minimum floor elevations and probably preclude basements. The runoff from the buildable area of all of the proposed lots will drain to the right-of-way and flow in the ditches adjoining the new streets and bypass the adjoining property to the east. Also, the area that drains toward Ironworks Road will remain in its current state.

The development must meet all requirements of the stormwater manual and final review will take place at the time of Construction Plan submittal. Stormwater runoff may not be increased post development onto adjoining property.

Cluster Subdivision Layout

A preliminary cluster ordinance evaluation has been done to evaluate how the proposed subdivision conforms with the existing cluster regulations. The proposed subdivision has been designed to maintain the preserved area in one contiguous preserved tract. Whether the preserved area lot is wide or large enough to support a viable farm operation has not been determined. The intent of requiring the preserved area to be in one contiguous tract was to allow the preservation and continued use of prime agricultural land for viable agricultural purposes. All residential lots access an internal road system. No cluster lots will have direct lot access to Ironworks Road or Cane Run Road.

Cluster Regulations Analysis:

- A. Cluster development density: one dwelling unit per five acres (1du/5acres): **Development complies.**
- B. Lot size: 1.75 acre (minimum), with a maximum of 2.0 acres. All applications for cluster residential development must receive approval from the Health Department prior to Planning Commission approval of final plat: **The applicant will be seeking preliminary approval from the Scott County Health Department for lot sizes ranging from 1.75 to 2.0 acres.**
- C. The remaining acreage (i.e., 3.0 acres per cluster lot/dwelling unit) must be preserved for agriculture or open space. The reserved area must be set aside in one contiguous tract. A note shall be placed on the Final Subdivision Plat restricting future subdivision of the reserved area or lots: **The remaining property has been preserved as one preserved tract. There are also two HOA tracts labelled unbuildable that cannot be further subdivided. 88.75 acres, or 59% of the farm, will be preserved as permanent open space/farmland. 3.06 acres, or 2% of the farm will be in open space/HOA lots.**
- D. If a property is proposed for both cluster development and 5-acre tract development, each type of application must be reviewed by the Planning Commission as a separate application. **N/A**
- E. The maximum number of cluster lots is based on the acreage of the farm proposed for cluster development: **Based on the farm's size, a maximum of thirty (30) cluster residences are allowed. Of the total one hundred fifty (150) acres, 51.56 acres are currently proposed for cluster development. The thirty (30) residential credits will be developed as twenty-nine (29) cluster lots and one preserved tract. There will be 7.14 acres of road right-of-way.**
- F. For cluster development containing 100 lots or more, accel/decal lanes, turn lanes, and secondary access points will be required. **N/A**
- G. Individual lot standards are as follows:
 1. **Lot size:** 0.5 acre minimum, 2.0 acre maximum (outside the floodplain): **All lots comply.**
 2. **Lot width:** 150' minimum at the building setback line. (The lot cannot exceed a 2:1 depth-to-width ration) **All lots comply.**

3. **Front Yard Setback:** 50'; **or** 75' setback along an existing public road (from edge of pavement): **All lots comply.**
 4. **Rear Yard Setback:** 100'; however, for lots that abut adjacent farm property under different ownership than the applicant for the cluster proposal, a minimum 50' tree preservation easement must be established adjacent to the common property line, and within the required rear yard setback, where no existing vegetation could be removed or disturbed, unless demonstrated to be sick or dead. The preservation area shall also include required or additional landscaping/buffering. **All lots comply.**
 5. **Side Yard Setback:** 25' OR 100' if side yard abuts any property other than another cluster lot; in such circumstance, the side yard shall be treated as a rear yard regarding building setbacks and landscape buffers: **All lots comply.**
- H. Environmentally Sensitive Areas may not be included within the cluster lot development, without a variance to increase the allowable lot size by the amount of acreage that is environmentally sensitive; otherwise, those areas must be part of the preserved acreage.
More detailed study of potential sinkholes on cluster lots may require those lots to be amended prior to final plat approval. It appears preliminarily that all lots comply.
- I. All cluster proposals that include more than 30 lots (includes cluster lots and preserved lots) shall submit, for review and approval, a Traffic Impact Study (TIS). The TIS is required prior to Final Subdivision Plat review and approval of the 30th lot. If it is determined that the parent tract has been prematurely subdivided in order to avoid this requirement, the Planning Commission may require the TIS based on the configuration of the parent tract and any existing lots at the time these regulations were adopted. The required TIS may be waived upon recommendation of the Commission staff, where the road upon which the cluster is proposed is adequate for the anticipated traffic generated by the development. The adequacy of the road will be reviewed based on the carrying capacity of the existing roads based on the ITE Trip Generation Manual, 6th (or latest) Edition and the AASHTO Policy on Geometric Design of Highway and Streets, 1990 (or latest) Edition: **Traffic Study was completed.**
- J. Cluster lots may share a common rear lot line with other cluster lots subject to all Health Department requirements: **N/A**
- K. **Required Landscaping/Buffering:** Landscaping and buffering shall be required as follows [Note: existing screening/trees may be used towards these requirements subject to review and approval of the Planning Commission]:
1. Where cluster lots abut an adjacent farmland owned by someone other than the applicant, a minimum 50' tree preservation easement must be established adjacent to the common property line, and within the required rear yard setback, where no existing vegetation could be removed or disturbed unless demonstrated to be sick or dead. The preservation area shall also include required or additional landscaping/buffering as determined by the following formula: there shall be a double row of evergreens/deciduous trees on 40' center and fencing. The ratio of evergreens and deciduous trees should not exceed 2:1: **All requirements have been met as shown on plan.**
 2. Where cluster lots abut an existing road, trees shall be required on 30' centers along the existing road frontage of the cluster lots. The ratio of evergreens and deciduous trees should not exceed 2:1: **All requirements are addressed on plan.**
 3. All proposed landscaping shall exclude any species of trees and shrubs that may be deemed harmful to livestock.: **To be addressed in Final Landscape Plan**
 4. Proposed cluster lots may be located adjacent to the public road and existing property lines subject to the Planning Commission review and approval and subject to the landscaping standards in this item. **Buffer area provided between lots and public roads.**

L. Sufficiency of infrastructure:

New road construction required, as follows (*items 1-8 apply to both public and private roads, unless otherwise noted*):

1. **Pavement width: 18' (Requirement amended to 20')**
Pavement depth: 8" base (rock); 2" binder; 1" asphalt
2. **Shoulders:** Public Roads = 6" gravel plus 6' earth shoulders on each side
Private Roads = 2' gravel shoulders on each side.
3. **Ditches & Cross-Drains:** Both sides of the road must be ditched at a 2:1 slope. Cross-drains for driveways and roads (existing or new) are also required (*to allow stormwater to flow to the nearest drainage structure*). **All lots comply.**
4. **Cul-de-sacs:** Cul-de-sac geometry shall conform to the requirements contained in Appendix VII. Alternative cul-de-sac designs may be allowed where approved by the Fire Chief and the Commission Engineer/Planning Director, so long as all lots have sufficient and safe access for emergency vehicles. **Cul-de-sac design comply. Length requires variance.**
5. **Turn Lanes/Accel & Decel Lanes:** For cluster developments containing 100 lots or more, accel/decel lanes, turn lanes, and secondary access points will be required.
6. Entrance improvements at county/state roads shall include 55' radii at intersections and 100' taper for the new street back to the edge of the public road. For accesses onto a state road, a copy of the approved entrance permit must be submitted prior to final plat review and approval. **Entrance design will be reviewed and approved as part of Construction Plan review.**
7. Stub streets must be provided to adjacent property where future connectivity will enhance the overall development. **N/A**
8. A note is required on the final plat regarding Scott County's policy on road dedication and acceptance if the roads are to be public; a homeowners' agreement is required for private roads showing ownership and maintenance.
Roads will be reviewed as part of Construction Plan approval. Preliminary Plat is in compliance.

M. Any cluster proposal for mobile homes must be located within 5 minute response time of a fire station and have adequate water pressure for fire protection, including the installation of fire hydrants per item N. **N/A No mobile homes are proposed.**

N. All cluster lots shall have municipal water. In addition, fire hydrants are required to be installed where the appropriate (required) size water lines are present (in order to maximize fire protection): **Municipal water is available to this site. Existing water main is adequately sized for fire protection.**

O. One dwelling credit must remain with the preserved acreage: **Preserved tract retains one dwelling credit.**

P. **Fencing:** Each cluster pod shall be fenced at its edges prior to final plat approval, with #9 woven wire mesh or equivalent, and post spacing 12' on centers. A note is required on the final plat regarding this requirement. A note is also required that prospective owners of any property are subject to any requirements of the Kentucky Fence Law (KRS 259.10 et. Seq.). The required fence may not be bonded. **Note must be added to Final Subdivision Plat stating the minimum requirements of #9**

wire mesh and posts spaced on 12' centers. Fencing must be shown around entire cluster development: Lots 2-28.

- Q. Notice of the cluster application is required to be sent to all adjacent property owners by First Class Mail and a sign must be placed on the property. The notices and the sign must contain information regarding the nature of the proposal, date and time of the Planning Commission meeting, location of the Planning Commission meeting, and the Planning Commission's address and phone number where additional information may be obtained. **Applicant has complied with notification requirements.**
- R. All applicable standards of the *Subdivision & Development Regulations* will be required, including Erosion Control, Drainage Plans, and Construction Plans: **Construction plans will be submitted prior to Final Subdivision Plat approval.**
- S. The final plat of the cluster development and preserved property including all required restrictive covenant/deed restrictions, and homeowner's association documents (if applicable), shall note and convey that the acreage reserved for agricultural/open space is restricted to its noted use. This covenant shall terminate at such time as the property is annexed into a city and approved by the appropriate legislative body of that city for a zone classification change (rezoning) to an urban use. **The applicant has provided staff with a copy of the draft deed restrictions. These must be reviewed by staff for inclusion of all requirements of the cluster ordinance prior to Final Subdivision Plat approval.**
- T. A note is required on the final plat, "Prospective purchasers of residential lots are placed upon notice that hunting and fishing within accepted safety guidelines and agricultural uses and production, including the use of machinery in the normal course of activity, are common and legal practices in the A-1 zone. It is understood that these uses must be expected to occur in and around A-1 developments. These practices, if conducted within accepted safety guidelines, shall not constitute a nuisance within the meaning of KRS 401.500 et.seq. Also see the Kentucky Right to Farm Act". **Note must be provided on Final Subdivision Plat.**
- U. The developer must note on the preliminary and final subdivision plat(s) the types of dwellings (e.g. mobile homes, conventional frame construction, manufactured homes, etc.) which shall be permitted within this development. This requirement shall avoid potential buyer misunderstanding of the consequences of their investment. **Included as Note on Preliminary Plan. Conventional Framed Homes only. No mobile homes allowed.**
- V. A note shall be placed on the final plat that the preserved area cannot be further subdivided. A copy of the use and deed restriction, including preserved areas, must be reviewed and approved by the Planning Commission and recorded with the Scott County Clerk's Office; a note shall be placed on the final subdivision plat indicating the recording reference. **This must be provided before Final Subdivision Plat approval.**
- W. Preserved acreage has no Conditional Uses permitted. Those tracts are not eligible for consideration of Conditional Use Permits by the Board of Adjustment. **Must be noted on Final Plat.**
- X. The Planning Commission may require a master plan of the entire farm illustrating overall cluster/rural lot layout, access, internal road system, fencing, landscaping/buffering. **Provided.**
- Y. All cluster lots shall have access to internal roads only, not direct access (driveways) onto the existing public road: **Development complies with internal road requirements.**
- Z. Existing stone fences may not be removed or altered except where the proposed road is to be installed, including the required sight triangle: **A stone fence exists on the site and runs along Ironworks Road. Fence preservation plans must be approved by Planning Commission staff prior to Final Subdivision Plat approval.**
- AA. All applicants for cluster residential subdivision approval must provide a copy of the soils map for the subject property or a soil certification from the USDA-NRCS office prior to Planning Commission review and approval: **Soils map has been provided.**

BB. A Homeowner's Agreement is required for cluster proposals. Until such time as Scott County accepts any roads designed to public standards, the ownership and maintenance of the roads, right-of-way, and any drainage structures will be the responsibility of the homeowners. **Maintenance agreement must be noted on Final Subdivision Plat.**

Variance requests:

The applicant has requested two variances along with this application. The first is to provide two unbuildable HOA lots within and around the cluster lots. Both lots would set aside land that would provide buffer area or otherwise improve the subdivision and would not impact the farmability or usability of the preserved tract. The cul-de-sac length shown is approximately 1400'. The Subdivision and Development Regulations state that the maximum block length without a stub road or turn-around should be 1200'. The layout of the lots already pushes the cul-de-sac back into the area of the blue line stream. There has been no justification provided to warrant approval of the extra length; in fact, extension of the road would push the buildable areas of the two end lots close to the existing blue line stream.

CONCLUSION:

The subject property conforms to the requirements of the Cluster Ordinance with one exception that is not critical to the project, but is part of an effort by the developer to screen/buffer the cluster lots and provide an amenity for the development in the form of unbuildable HOA lots. There are two HOA lots proposed. One is proposed to buffer the rear of the cluster lots from Cane Run Road and one is proposed at the terminus of the main drive into the subdivision.

A variance to the Subdivision and Development Regulations regarding the length of the cul-de-sac has not been supported by any justification.

All utilities are available to the site. A submitted traffic study has shown that the amount of traffic anticipated from thirty homes will not decrease the level of service of the local roads or cause issues related to congestion.

RECOMMENDATION:

Variances:

Recommend **Approval** of variance for two non-buildable HOA lots.

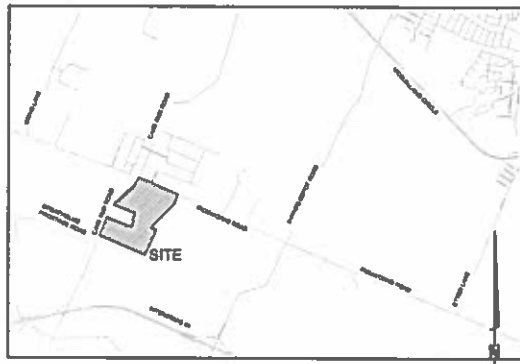
Recommend **Denial** of request to increase the cul-de-sac length beyond 1200'.

Recommend **Approval** of a Preliminary Subdivision Plat for twenty-nine (29) residential cluster lots, two HOA tracts and one 88.75 acre preserved tract, subject to:

1. All requirements of the Scott County Health Department regarding onsite septic systems.
2. All requirements of the Cluster Regulations and Environmentally Sensitive Lands Ordinance regarding sinkholes and other environmentally sensitive lands.
3. All requirements of the Kentucky Division of Water and US Army Corps of Engineers, as applicable.
4. No cluster lots may directly access Ironworks Road or Cane Run Road.
5. Provide a species-specific landscape plan with the Final Subdivision Plat.
6. Note Scott County Road Acceptance Policy on Final Subdivision Plat.

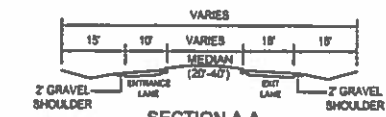
7. Final entrance location shall meet separation and sight distance requirements and widening of Cane Run Road to 9' from centerline with 2' shoulder along property frontage shall be reviewed and approved by the Planning Commission Engineer.
8. Note must be added to Final Subdivision Plat stating the minimum requirements of #9 wire mesh and posts spaced on 12' centers. Fencing must be shown around entire cluster development. (Note: fence must be installed prior to Final Subdivision Plat approval and cannot be bonded.)
9. Provide staff with approved road names in accordance with the *Street Name and Numbering Guide*.
10. A copy of the use and deed restrictions, including preservation areas, must be reviewed and approved by the Planning Commission staff and recorded with the Scott County Clerk's Office; a note shall be placed on the Final Subdivision Plat indicating the recording reference.
11. A Homeowner's Agreement is required for cluster proposals and must be provided to Planning Commission staff prior to Final Subdivision Plat.
12. Note maintenance agreement for roads, right-of-way, and any drainage structures on Final Subdivision Plat.
13. Stone fence along Ironworks Road shall be preserved during development.
14. Right to Farm note is required on the Final Subdivision Plat:

"Prospective purchasers of residential lots are placed upon notice that hunting and fishing within accepted safety guidelines and agricultural uses and production, including the use of machinery in the normal course of activity, are common and legal practices in the A-1 zone. It is understood that these uses must be expected to occur in and around A-1 developments. These practices, if conducted within accepted safety guidelines, shall not constitute a nuisance within the meaning of KRS 401.500 et.seq. Also see the Kentucky Right to Farm Act".
15. Prior to any construction or grading, 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.
16. Any revisions or amendments to the approved Subdivision Plat must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
17. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
18. Provide Planning Commission staff (GIS division) with a digital copy of the approved Final Subdivision Plat.

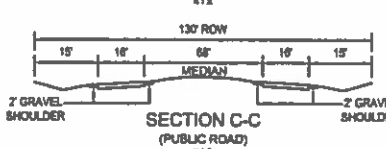
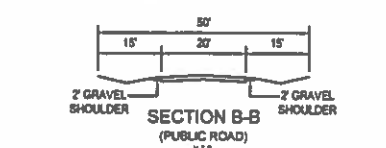


SITE STATISTICS	
EXISTING ZONE	A-5
AREA	150.51 ACRES
LOTS	
AGRICULTURE (PRESERVED)	1 88.75 ACRES
CLUSTER	29 51.56 ACRES
HOA (NO DWELLING CREDITS)	2 3.06 ACRES
TOTAL	32 143.37 ACRES
DENSITY	
MIN. LOT SIZE	1.75 ACRES (CLUSTER)
LOT FRONTAGE	150 FT. MIN.
AREA IN ROW	7.14 ACRES
YARDS (SEE TYPICAL LOT DETAIL)	
FRONT YARD	50'
REAR YARD	100'
SIDE YARD	25'

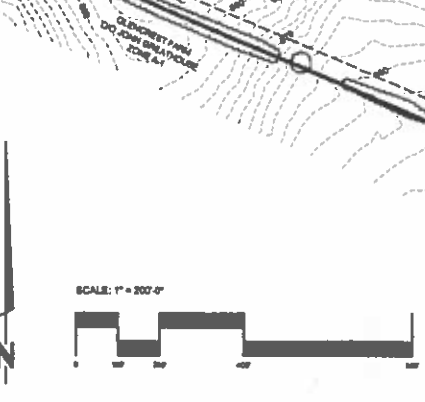
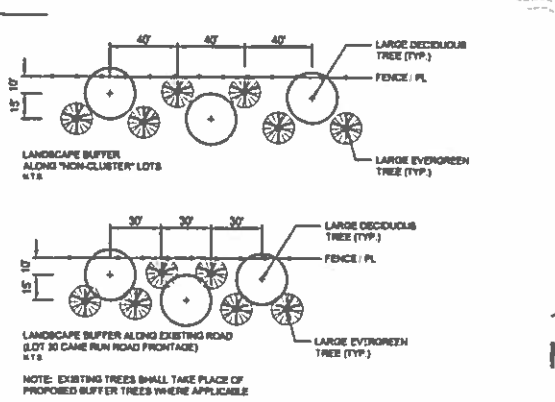
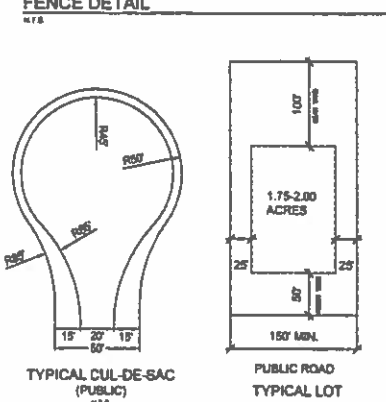
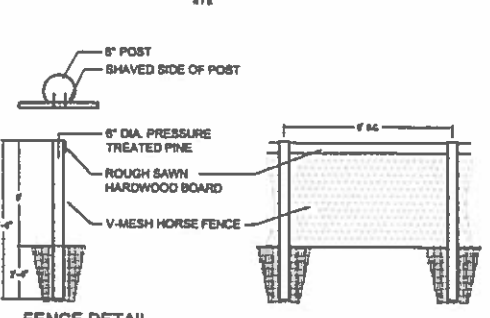
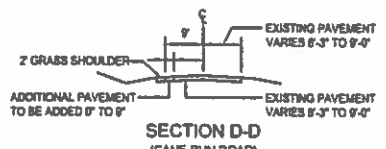
VICINITY MAP
SCALE: 1" = 4000'



SECTION A-A
(PUBLIC ROAD)
NOTE: MEDIAN AND GATE HOUSE TO BE MAINTAINED BY THE HOA



SECTION C-C
(PUBLIC ROAD)
NOTE: LANDSCAPE MEDIAN TO BE MAINTAINED BY THE HOA



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

OWNER _____ DATE _____

CERTIFICATION OF PRELIMINARY PLAT APPROVAL
I HEREBY CERTIFY THAT THE PRELIMINARY SUBDIVISION PLAT 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. UPON CERTIFICATION OF THE CHAIRMAN/ENGINEER OF THE APPROVAL OF THE WATER QUALITY PROTECTION PLAN AND ALL CONSTRUCTION PLANS, CONSTRUCTION MAY BEGIN.

CHAIRMAN, GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION _____ DATE _____

- GENERAL NOTES**
- THIS PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED UPON A RECORDED SUBDIVISION PLAT.
 - THIS PLAN MAY BE AMENDED WITH THE APPROVAL OF THE GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION.
 - ACCESS SHALL BE LIMITED TO THE PORTS INDICATED ON THIS PLAN.
 - CONSTRUCTION DOCUMENTS MUST BE APPROVED PRIOR TO ANY CONSTRUCTION OF THAT PHASE OF THE PROJECT.
 - LOCATION OF EXISTING SANITARY BENCHES, WATER MAINS, STORM DRAINS, UTILITIES AND OTHER UNDERGROUND STRUCTURES WILL BE PROVIDED WITH THE CONSTRUCTION DOCUMENTS FOR EACH PHASE. FIRE HYDRANTS ARE PRELIMINARILY SHOWN. LOCATION TO BE REVIEWED AND APPROVED BY OAHMS AND COUNTY FIRE DEPARTMENT.
 - LOCATION AND TYPE OF MONUMENTATION WILL BE PROVIDED ON THE FINAL PLATS AT THE TIME OF RECORDING.
 - PROPOSED UTILITY AND OTHER EASEMENTS SHALL BE PROVIDED ON THE FINAL RECORDING PLATS.
 - RADIUS CURVE DATA AND PROPOSED CHANGES TO EXISTING STREETS SHALL BE SHOWN ON THE CONSTRUCTION PLANS.
 - STREET NAMES SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE X OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS.
 - LOCATION, SIZE, AND TYPE OF WATER MAINS, AND OTHER UTILITIES FACILITIES FOR STORM WATER DRAINAGE AND OTHER PROPOSED IMPROVEMENTS AND OVERLOT DRAINAGE SHALL BE PROVIDED WITH CONSTRUCTION DOCUMENTS FOR EACH PHASE OF CONSTRUCTION.
 - STATEMENT OF DEED RESTRICTIONS AND PROTECTIVE COVENANTS AND HOMEOWNERS ASSOCIATION REQUIREMENTS, IF ANY, SHALL BE PROVIDED PRIOR TO THE SIGNING OF FINAL PLATS.
 - PROPOSALS FOR ACCOMPLISHING THE INSTALLATION OF IMPROVEMENTS SHALL BE PROVIDED PRIOR TO THE SIGNING OF THE FINAL PLAT.
 - THE TREE PRESERVATION EASEMENT (T.P.E.) SHALL BE LANDSCAPED AND MANAGED IN ACCORDANCE WITH SECTION "K" OF THE RURAL CLUSTER REGULATIONS.
 - DWELLINGS SHALL BE CONVENTIONAL FRAME CONSTRUCTION. NO MOBILE OR MODULAR HOMES SHALL BE PERMITTED IN THIS DEVELOPMENT.
 - FURTHER SUBDIVISION OF LOTS IS PROHIBITED WITHOUT APPROVAL OF THE DEVELOPER AND THE PLANNING COMMISSION.
 - ROADS TO BE BUILT IN ACCORDANCE WITH SCOTT COUNTY SPECIFICATIONS AND ACCEPTANCE.
 - EXISTING TREES ALONG PROPERTY PERIMETER SHALL NOT BE REMOVED UNLESS FOR IMPROVING TREE STANDS OR APPROVED ROAD IMPROVEMENTS. THE EXISTING TREES MAY BE USED FOR THE LANDSCAPE BUFFER WITH ADDITIONAL TREES PROVIDED WHERE THERE ARE GAPS.
 - UTILITY EASEMENTS SHALL BE OUTSIDE OF THE TREE PRESERVATION EASEMENT.
 - BRINKHOLE RELATED NON-BUILDABLE AREAS FINISHED FLOOR ELEVATION AND RELATED NOTES SHALL BE PROVIDED AND CERTIFIED BY A GEOTECHNICAL ENGINEER ON THE FINAL SUBDIVISION PLAT. SUCH AREAS SHALL BE DETERMINED TO BE UNSUITABLE FOR ANY CONSTRUCTION ACTIVITY AND NO BUILDINGS, PARKING AREAS OR OTHER STRUCTURES SHALL BE PERMITTED WITHIN THIS AREA. STRUCTURES LOCATED ADJACENT TO THE CLOSED CONTOUR OF A BRINKHOLE OR ADJACENT TO AN IMMEDIATE BRINKHOLE DRAINAGE AREA SHALL NOT BE PERMITTED TO HAVE A BASEMENT OR FIRST FLOOR ELEVATION LOWER THAN AN ELEVATION, UNDER DRAINAGE OR OTHER COMPARABLE SOURCE, TO BE DETERMINED ON A CASE-BY-CASE BASIS. GROUND ELEVATION BEING AT LEAST TWO (2) FEET ABOVE THE 100 YEAR 24-HOUR STD PM FLOOD (BASED ON AVERAGE NO OUTFLOW FROM THE BRINKHOLE) MINIMUM FLOOR ELEVATIONS FOR EACH LOT ARE REFERENCED AND SHOWN ON THE FINAL SUBDIVISION PLAT.
 - KYTC ENCROACHMENT PERMIT WILL BE REQUIRED FOR ACCESS TO IRONHORNS ROAD
 - PLANS FOR THE ROADS SHALL BE SUBMITTED TO THE PLANNING COMMISSION ENGINEER AND CONSTRUCTION COMPLETED OR BONDED PRIOR TO FINAL SUBDIVISION PLAT.
 - AREA OF CLUSTER LOTS SHALL BE FENCED OR BONDED AT EDGES PRIOR TO FINAL PLAT APPROVAL PER SECTION "M" OF THE RURAL CLUSTER REGULATIONS.
 - A HOMEOWNERS ASSOCIATION WILL BE FORMED FOR OWNERSHIP AND MAINTENANCE OF HOA DESIGNATED AREAS.
 - THERE SHALL BE NO FURTHER SUBDIVISION OF LOT 32 VARIANCE.

OWNER/DEVELOPER: WELCH REAL ESTATE HOLDINGS, LLC.
1138 LEXINGTON ROAD, SUITE G
GEORGETOWN, KY 40324

DATE: MARCH 1, 2016

Barrett Partners, Inc.
PLANNING AND LANDSCAPE ARCHITECTURE
209 East High Street • Lexington, Kentucky 40507
859.381.9697
www.barrettpartnersinc.com

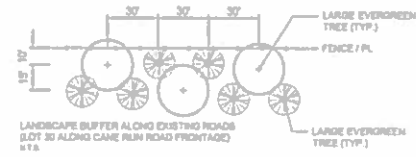
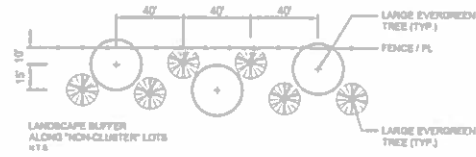
WINDING OAKS
CANE RUN ROAD/IRON WORKS ROAD
GEORGETOWN, SCOTT COUNTY, KENTUCKY

PRELIMINARY CLUSTER SUBDIVISION PLAT

Revised: 2016-03-01
2016-03-01



VICINITY MAP
SCALE: 1" = 400'



NOTE: EXISTING TREES SHALL TAKE PLACE OF PROPOSED BUFFER TREES WHERE APPLICABLE

SCALE: 1" = 200'



ZONING REQUIRED LANDSCAPE EXHIBIT

Revised:

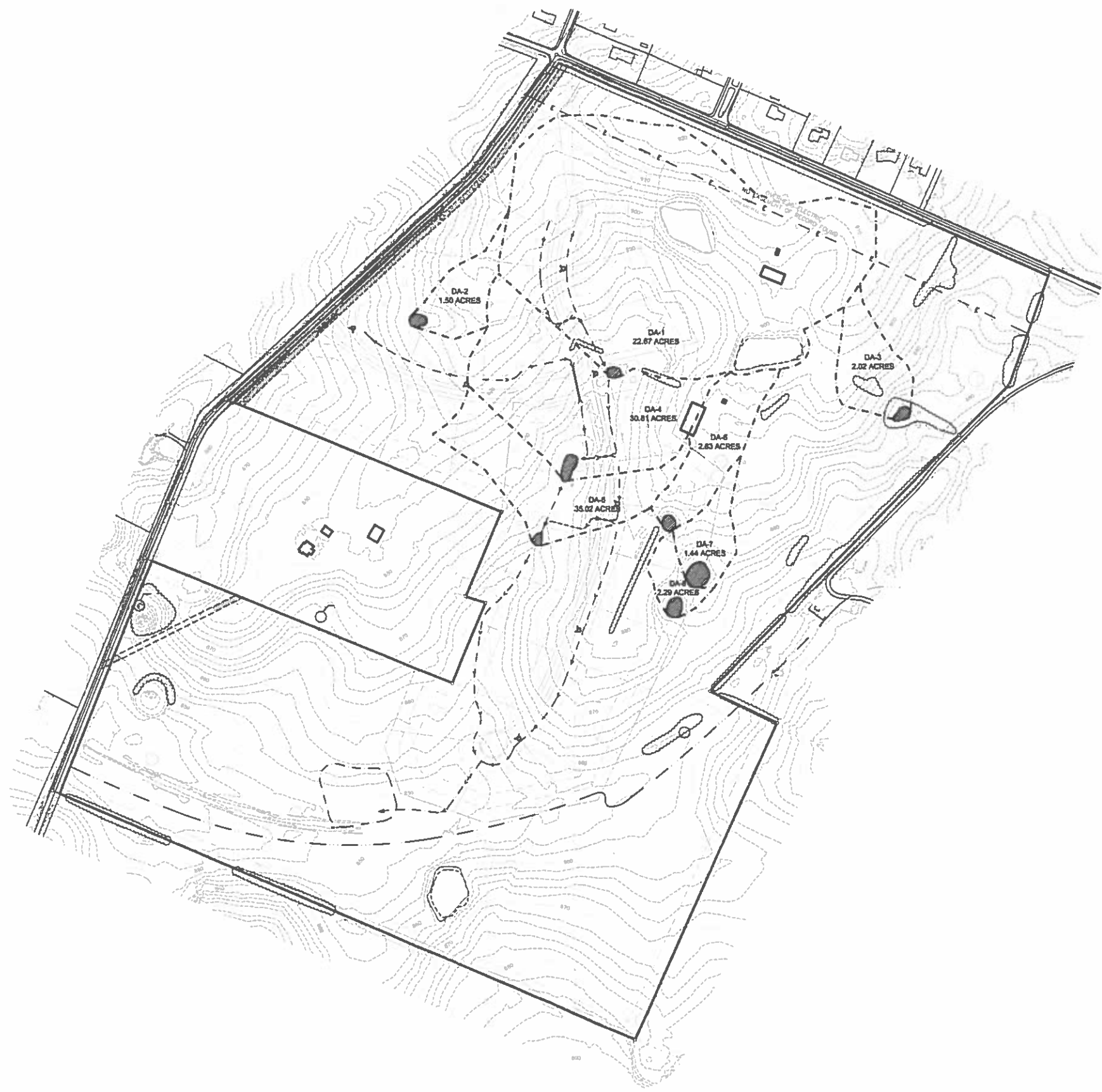
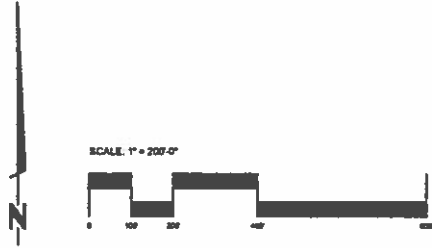
2/16/16

DATE: MARCH 1, 2016

WINDING OAKS
1045 CANE RUN ROAD
GEORGETOWN, SCOTT COUNTY, KENTUCKY

B **Barnett Partners, Inc.**
PLANNING AND LANDSCAPE ARCHITECTURE
209 East High Street • Lexington, Kentucky 40507
859.381.9697

www.barnettpartnersinc.com



NOTES:
 1. SINKHOLES, SINKHOLE RELATED NON-BUILDABLE AREAS, AND ASSOCIATED UNSURFACED FLOOR ELEVATIONS SHALL BE FULLY ADDRESSED AS PART OF THE CONSTRUCTION PLAN REVIEW AND DURING CONSTRUCTION IN ACCORDANCE WITH THE SCOTT COUNTY SUPERVISION AND DEVELOPMENT REGULATIONS AND BEST MANAGEMENT PRACTICES AS PRESCRIBED BY A LICENSED GEOGRAPHICAL ENGINEER AND THE PLANNING COMMISSION ENGINEER.

SINKHOLE DRAINAGE AREAS EXHIBIT

Revised:
 2016.03.28

WINDING OAKS
 1045 CANE RUN ROAD
 GEORGETOWN, SCOTT COUNTY, KENTUCKY

DATE: MARCH 1, 2016

B *Barnett Partners, Inc.*
 PLANNING AND LANDSCAPE ARCHITECTURE
 209 East High Street - Lexington, Kentucky 40507
 859.381.9697
 www.barnettpartnersinc.com

BOJANGLES
Staff Report to the Georgetown-Scott County Planning Commission
April 14, 2016

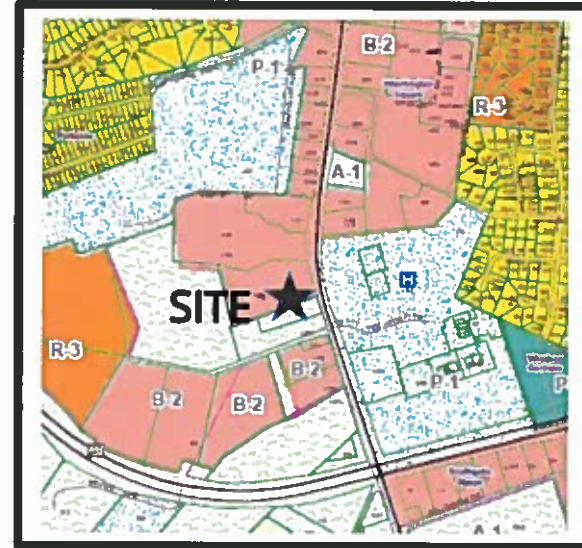
FILE NUMBER: PDP-2016-15

PROPOSAL: Preliminary Development Plan for a 3808 SF restaurant with drive-thru

LOCATION: Lexington Road, at intersection with Lusby Path

APPLICANT: Bojangles c/o Lee Blakely

ENGINEER: Harvey Johnson/The Roberts Group



STATISTICS:

Existing Zone	B-2 Highway Commercial
Surrounding Zones	B-2 Highway Commercial, P-1 in the vicinity
Acreage	1.14 Acres
Proposed Use	Restaurant
Building Coverage	3808 SF (7.7%)
Building Height	Not indicated
Parking	25 spaces required 45 spaces proposed
New street required	No
Water/sewer available	Yes/Yes
Access	Via Lexington Road (requires KYTC permit)
Variance Requested	Sidewalk

BACKGROUND:

The subject property is located at 1153-1163 Lexington Road. The subject property covers an area of two lots, one of which has an old home previously used for a daycare business and one of which is used by Sunshine Grow Shops. There is also an 18' access easement between the Sunshine Grow Shops lot and the Victory Life Church that will remain unaffected and will separate the project site from the church by a strip of land. The applicant will consolidate the two existing lots to create a new parcel for the proposed restaurant. The Final Plat approval for the new lot will be required prior to construction.

KEY ISSUES/COMMENTS:

The subject property has double frontage, with both Lexington Road and Lusby Path adjoining the property. The new parcel is proposed to be 1.14-acres, zoned B-2 Highway Commercial. Surrounding zoning includes B-2 for all adjoining parcels.

General Site Layout:

The proposed development is for a 3808 square foot fast-food restaurant with a drive-thru on a 49,658 square foot or 1.14-acre lot. The building is centrally located on the lot. The subject property will have direct access from Lexington Road but also secondary access from a private access easement to Lusby Path that will serve multiple lots. The proposed building layout meets all setback and lot coverage requirements.

Vehicular and Pedestrian Access:

The main entrance is proposed from Lexington Road, the location of which will allow the consolidation of two existing entrances into one. The proposed entrance is to have a left and right turn lane exiting and one 16' entrance lane with approximately two cars of stacking distance. The proposed entrance is approximately 100 feet north of Lusby Path which is aligned with the southern entrance to the Georgetown Hospital complex. The entrance onto Lexington Road will require approval of KYTC. No comments have been received from KYTC on the entrance location or design.

The main building will sit central to the lot, set back approximately 75' from Lexington Road. Vehicular traffic will circulate around the building with parking on the front and two sides of the building. The rear of the building will have a drive aisle, with a landscape island to the rear and a paved drive beyond that providing a secondary entrance to Lusby Path. This secondary access drive will be shared by future development to the west and could be extended at a future date to the Victory Life Church property.

Sidewalks are required along existing road frontage. A five-foot sidewalk already exists along Lexington Road. The applicants are proposing to tie into that sidewalk to provide pedestrian access to the patio area and front door of the restaurant. A sidewalk will also be constructed along Lusby Path. Because of the restricted width of the private access easement, the sidewalk along Lusby Path will need to be 4 ½' wide and integral to the curb in order to leave space for a landscape planting strip on the perimeter of the parking lot. A sidewalk is shown around the building to the proposed entrances and a crosswalk is shown to the handicap spaces.

The site requires 25 parking spaces, based on 1 space per 150 square feet of restaurant. The parking lot provides parking spaces for 45 vehicles, with two (2) spaces indicated for handicap accessible parking. The handicap spaces are located at the north entrance of the building. The applicants have shown a truck circulation plan that shows delivery trucks can navigate around the parking lot. Large delivery trucks could also utilize the secondary entrance to turn around and navigate the sight. The Planning Commission Engineer will have final review of curb radius proposed at the time of Final Development Plan approval.

Variance Request:

The applicant is providing sidewalks along Lusby Path on the subject property, however, the applicant is requesting a variance to allow these sidewalks to be constructed at four feet in width integral to the curb along this private access easement due to the restricted width.

Landscaping:

The landscaping shown will satisfy the vehicle use area and canopy standards for the site. The following table shows the landscape statistics:

Vehicle Use Area Required:	3,161 square feet
Vehicle Use Area Provided:	3,496 square feet
Interior Trees Required/Provided:	13/13 trees
Perimeter Trees Required/Prov'd:	23 trees
Canopy Standard Req'd/Prov'd:	11,325 SF (23% coverage for site)

The Final Development Plan will require a specie-specific landscape plan to satisfy the Vehicular Use Area interior and perimeter requirements and the canopy coverage standards. The number and type of each tree will be included.

Stormwater:

Preliminary stormwater plans have been analyzed by the Planning Commission Engineer and staff is satisfied that the requirements of the Stormwater Ordinance can be met. Final stormwater plans and calculations will be reviewed at time of Final Development Plan review. The development will be required to conform with the adopted stormwater manual for the City of Georgetown and a post-construction stormwater maintenance plan or agreement will be required.

A grease trap will be required by the Health Department and GMWSS. The dumpster for the restaurant is located on the south side of the parking lot and will require an oil separator and Health Department approval. One freestanding sign location is shown on Lexington Road and a second is shown at the entrance from Lusby Path. The proposed location is appropriate and will need to be reviewed and permitted by Building Inspection.

Signage:

No sign package has been submitted with the Preliminary Development Plan. Since there will be at least one additional lot that will share access with this site, it will be beneficial for the proposed monument signs at the two entrances to have shared space for all the lots.

RECOMMENDATION:

Recommend **approval** of the Preliminary Development Plan for Bojangles Restaurant, with the following variance and conditions of approval.

Variance: _____

1. Allow 4' sidewalk along Lusby Path instead of the required 6' wide sidewalks for commercial areas.

Conditions of Approval:

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. This includes a Grading Permit with fee and a Land Disturbance Permit with erosion control surety.
2. No additional freestanding signs shall be permitted at the entrances for other outlots. Sign space should be shared among outlots.
3. 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).
4. All applicable requirements of the *Zoning Ordinance* and *Subdivision & Development Regulations*.
5. All requirements of GMWSS regarding the provision of sanitary sewer.
6. All applicable requirements of the Georgetown Fire Department.
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. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan. All stormwater and runoff shall be managed so as not to create additional off-site impacts.
9. The applicant shall submit a specie-specific landscape plan with the Final Development Plan. This plan shall satisfy the Vehicular Use Area interior and perimeter requirements as well as the overall canopy standards.
10. A Final Subdivision Plat recording the new Lot is required prior to Final Development Plan approval.

VICTORY LIFE CHURCH, INC.
Deed Book 340, Page 832
1141 Lexington Road

MURPHY & LUSBY
DEVELOPMENT CO., INC.
ZONE B-2

BOJANGLE'S RESTAURANT
PROTOTYPE BO-8-0
3808 SQUARE FEET

JAMES B. BEVINS
Deed Book 195, Page 435
Parcel A & Existing 3.00 Acre Parcel of
Plat Cabinet 8, Slide 118
1175 Lexington Road

JAMES B. BEVINS
Deed Book 342, Page 626
Tract 1 of
Plat Cabinet 8, Slide 118
1171 Lexington Road

KEY NOTES:

1. PAINTED DIRECTIONAL ARROWS. SEE DETAIL 1/C-5.
2. PAINTED STRIPES. SEE DETAIL 2/C-5.
3. CONCRETE CURB AND GUTTER. SEE DETAIL 2/C-6.
4. LANDSCAPE AREA. SHEET L-1.
5. H.C. SIGNAGE. SEE DETAIL 6/C-5.
6. CONCRETE PAVEMENT. SEE DETAIL 6/C-7.
7. ASPHALT PAVEMENT. SEE DETAIL 4/C-7.
8. DUMPSTER CONTAINED AND ASPHALT TRANSITION. SEE DETAIL 5/C-7.
9. H.C. AREA TO BE PAINTED W/ BLUE STRIPES. SEE DETAIL 2 & 3/C-5.
10. HANDICAP ACCESS. SEE DETAIL 6/C-5.
11. KU TRANSFORMER PAD. SEE SHEET C-14.
12. TRASH ENCLOSURE. SEE ARCH. PLANS.
13. CONCRETE SIDEWALK W/ TURN DOWN. SEE DETAIL 1/C-6.
14. GREASE INTERCEPTOR. SEE DETAIL 7/C-5.
15. NEW SANITARY SEWER MANHOLE. SEE GMSH DETAIL SHEETS.
16. NEW STORM CONCRETE INLET. SEE DETAIL --/--.
17. CONCRETE DRIVEWAY & SIDEWALK PER KYTC REQUIREMENTS. SEE DETAIL 5/C-6.
18. NEW CONCRETE CURB TO BE INSTALLED PER KYTC STANDARDS. SEE DETAIL 1/C-7. G.C. TO FIELD VERIFY LENGTH FOR BIDDING PURPOSES.
19. PLASTIC WHEEL STOP. SEE DETAIL 5/C-5.
20. PEDESTRIAN CROSSWALK. SEE DETAIL 5/C-6.
21. MONUMENT SIGN.
22. MENU BOARD.
23. OIL/WATER SEPARATOR W/PLAST DRAINAGE BASIN WITH SHOUT. SEE DETAIL 1/C-8.
24. NEW "STOP" SIGNAGE. SIM. TO DETAIL 6/C-5.
25. NEW "ONE WAY ONLY" SIGNAGE. SIM. TO DETAIL 6/C-5.
26. 4" SCH 40 PVC CONDUIT FOR LANDSCAPE IRRIGATION. IRRIGATION CONTRACTOR TO SUPPLY IRRIGATION DESIGN.
27. IRRIGATION CONTROL BOX.
28. FLAG POLE BY OWNER.
29. SITE LIGHTING.
30. OUTLET CONTROL STRUCTURE. SEE DETAIL 6/C-6.

GENERAL NOTES:

1. THE INFORMATION SHOWN HEREIN IS FROM A ALTA/ACSM LAND TITLE SURVEY ENTITLED "MURPHY & LUSBY DEVELOPMENT COMPANY, INC. PROPERTY" PREPARED BY DORIS ENGINEERING, 771 ENTERPRISE DRIVE, LEXINGTON, KY 40518 1-859-253-1425 DATED 1-15-2016.
2. THE LOCATIONS OF ALL UTILITIES SHOWN ON THESE PLANS ARE BASED ON THE AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF UTILITIES WITH THE UTILITY OWNERS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
3. ALL HANDICAP SITE FEATURES SHALL BE CONSTRUCTED TO MEET ALL FEDERAL, STATE AND LOCAL CODES.
4. ANY DISCREPANCY IN THIS PLAN AND ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER PRIOR TO START OF CONSTRUCTION. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SETBACKS, EASEMENTS, AND DIMENSIONS SHOWN HEREON BEFORE BEGINNING CONSTRUCTION.
5. PRIOR TO STARTING CONSTRUCTION, THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION OF ANY ITEM SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED ALL PLANS AND ANY OTHER DOCUMENTATION FROM ALL OF THE PERMITTING AND ANY OTHER REGULATORY AUTHORITIES. FAILURE OF THE CONTRACTOR TO FOLLOW THIS PROCEDURE SHALL CAUSE THE CONTRACTOR TO ASSUME FULL RESPONSIBILITY FOR ANY SUBSEQUENT MODIFICATION OF THE WORK MANDATED BY ANY REGULATORY AUTHORITY.
6. THE GENERAL CONTRACTOR SHALL CONTACT ALL OWNERS OF EASEMENTS, UTILITIES AND O.R.N.'S, PUBLIC OR PRIVATE, PRIOR TO WORKING IN THESE AREAS.
7. CONTRACTOR SHALL ERECT CHAINLINK FENCING WITH GREEN HOPE FABRIC AROUND WORK AREA AND MAINTAIN THE SITE IN A MANNER SO THAT WORKERS AND PUBLIC SHALL BE PROTECTED FROM INJURY, AND ADJOINING PROPERTY PROTECTED FROM DAMAGE.
8. ACCESS TO UTILITIES, FIRE HYDRANTS, STREET LIGHTING, ETC., SHALL REMAIN UNDISTURBED, UNLESS COORDINATED WITH RESPECTIVE UTILITY.
9. CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCTION OPERATIONS.
10. ALL DIMENSIONS ARE TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.
11. DO NOT SCALE THIS DRAWING AS IT IS A REPRODUCTION AND SUBJECT TO DISTORTION.
12. THE GENERAL CONTRACTOR SHALL REMOVE ALL TRASH AND DEBRIS FROM THE SITE UPON COMPLETION OF THE PROJECT AND AT LEAST ONCE A WEEK DURING CONSTRUCTION.
13. THE GENERAL CONTRACTOR SHALL KEEP THE AREA OUTSIDE THE "CONSTRUCTION LIMITS" BROOM CLEAN AT ALL TIMES.
14. FINISH WALK AND CURB ELEVATIONS SHALL BE 6" ABOVE FINISH PAVEMENT GRADE UNLESS NOTED DIFFERENT ON PLAN.
15. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB.
16. ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE KYTC STANDARDS.
17. ALL STREET SURFACES, DRIVEWAYS, CURBS, CURB AND COUNTERS, EXISTING UTILITIES, ROADSIDE DRAINAGE DITCHES AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH THE STANDARDS OF THE GOVERNING ENTITY.
18. ALL DIMENSIONS ARE 90 DEGREES UNLESS OTHERWISE NOTED.

CERTIFICATION OF OWNERSHIP AND DEDICATION
I (we) hereby certify that I am (we are) the owner(s) of the property shown and described herein and that I (we) hereby adopt this plan/plan of the development with my (our) free consent; establish the minimum building restrictions lines, and dedicate all streets, alleys, walks, parks, and other open spaces to public or private use as shown, in accordance with the Georgetown-Scott County Subdivision and Development Regulations, unless otherwise noted.

1. Site shall be constructed and maintained in accordance with this plan. Any deviation from the plan, including landscaping, shall first be approved by the Planning Director and the Commission Engineer. Major modifications of the plan shall first be approved by the Planning Commission.
2. Storm drainage facilities, including retention basins, shall be maintained for proper function free of any debris, silt, or trash.
3. A Certificate of Occupancy shall not be issued and the buildings shall not be occupied until all site improvements shown on the Final Development Plan and listed in these conditions are either installed, or a bond or irrevocable letter of credit is submitted to the Planning Director for 125% of the cost of the work remaining to be bonded, as substantiated by cost estimates approved by the Planning Director. Landscaping must be certified as complete by the Landscape Inspector or bonded as described above.
4. There shall be no grading or construction until the Final Development Plan has been approved and signed by the Planning Commission, except as construction drawings are approved by the Planning Director for site development. The building permit shall not be issued until the Final Development Plan is approved and signed.

_____, 2016
(Signature of owner or owners)

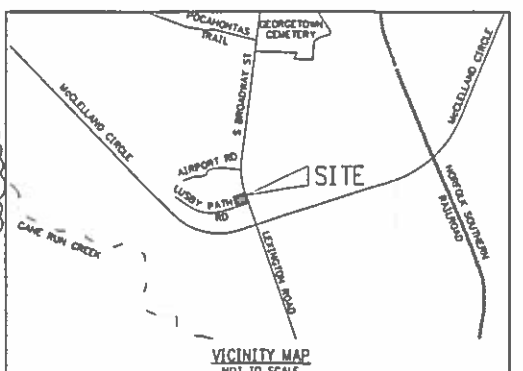
CERTIFICATION OF PRELIMINARY DEVELOPMENT PLAN APPROVAL
I hereby certify that the development plan shown herein has been found to comply with the Subdivision and Development Regulations for Georgetown and Scott County, Kentucky, with the exceptions of such variances, if any as are noted in the minutes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

_____, 2016
Chairman, Georgetown-Scott County Planning Comm.



PRELIMINARY SITE DEVELOPMENT PLAN
SCALE: 1"=20'
0 20 40 80
SCALE IN FEET

OWNER:
MURPHY & LUSBY
DEVELOPMENT CO. INC.
121 LOCH LOMOND
GEORGETOWN, KY 40324
CONTACT: GEORGE LUSBY
502-863-7850
PROPERTY DEED BOOK AND PAGE NUMBERS:
DB 294 PG 136 & DB 294 PG 135



SCOPE OF WORK WITHIN KYTC R/W:
ALL IMPROVEMENTS (I.E. GRADING, SIDEWALK, DRIVEWAY ENTRANCE, ETC.) WITHIN HWY 25 SHALL BE CONSTRUCTED PER KYTC PERMIT CRITERIA AND APPROVAL.

LEGEND:
⑩ PROPOSED PARKING SPACES

SITE STATISTICS:

TOTAL SITE ACREAGE	49,850 SF/1.14 AC.
ZONE	B-2
FRONT BUILDING SETBACK	50 FT
SIDE BUILDING SETBACK	N/A
REAR BUILDING SETBACK	N/A
PARKING FORMULA:	1 SPACE/150 SF OF COMMERCIAL FLOOR AREA
COMMERCIAL FLOOR AREA	= 3,800 SF
REQUIRED PARKING	= 25 SPACES
PROPOSED PARKING	= 45 SPACES
MAX. FLOOR AREA RATIO	50% MAX. BUILDING COVERAGE
PROPOSED MAX. FLOOR AREA RATIO	3,806 SF/49,850 SF = 7.7%

BOJANGLE'S
1153-1163 LEXINGTON ROAD
GEORGETOWN, KENTUCKY 40324

LOCATION:

TRC Roberts Group, Inc.
Engineers, Landscape Architects
1400 S. MAIN ST., SUITE 200
LEXINGTON, KY 40503
859-276-2000 | 859-276-7901 Faxline

ENGINEER:

RECEIVED
MAR 30 2016
PLANNING COMMISSION

Bojangle's
8432 SOUTHERN PINES BLVD.
CHARLOTTE, N.C. 28273
CONTACT: LEE BAKELY

CLIENT:

DRAWN BY:
RAC

CHECKED BY:
RVH

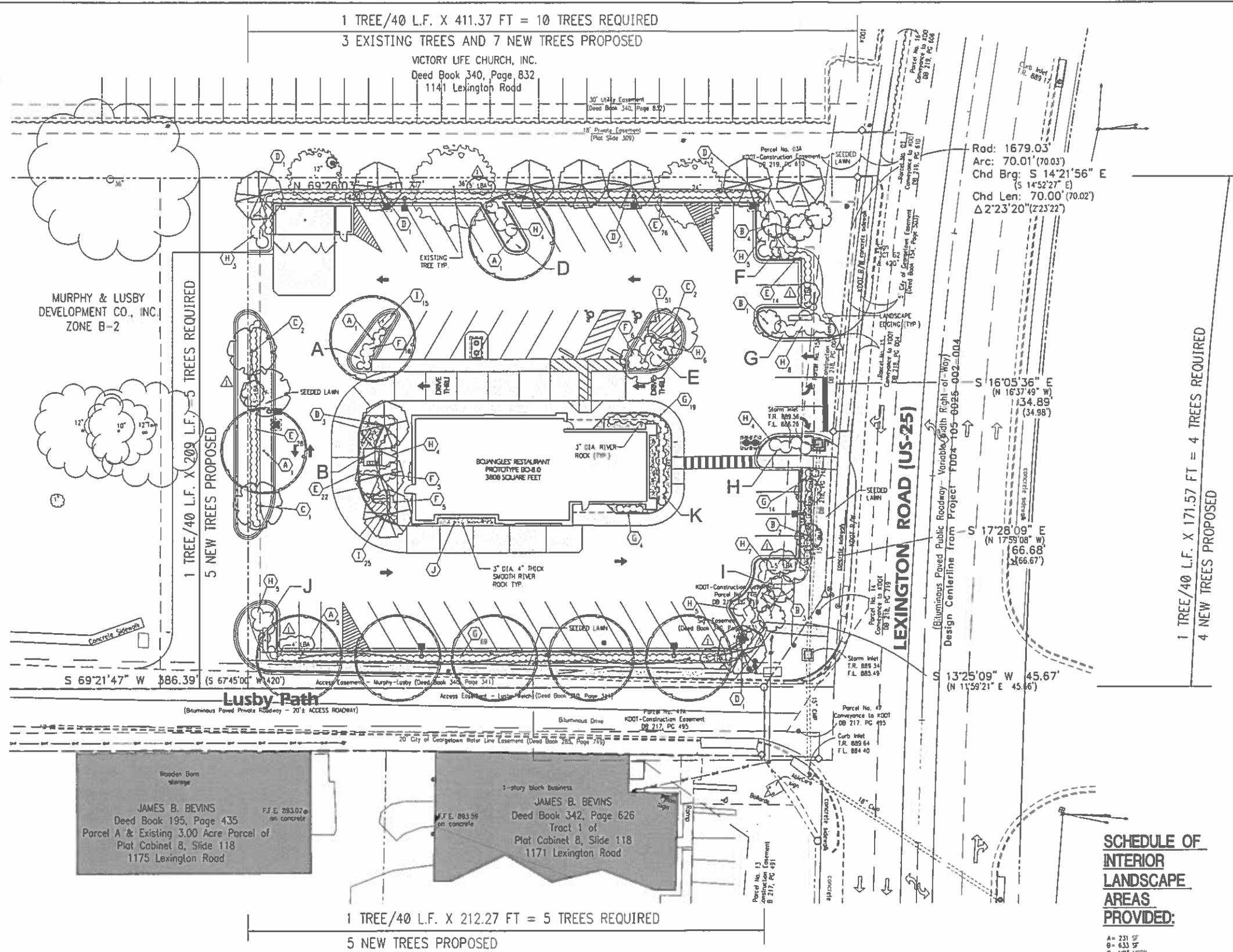
DATE:
February 9, 2016

REVISIONS:
03-30-16 PLANNING COMMISSION COMMENTS

SHEET TITLE:
PRELIMINARY SITE DEVELOPMENT PLAN

SCALE: 1" = 20'

SHEET NUMBER:
C-1



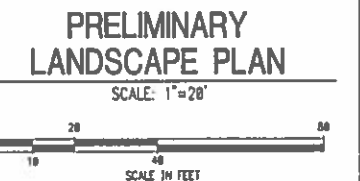
LANDSCAPE NOTES:

- ALL LANDSCAPED AREAS ARE TO RECEIVE 4" OF TOP SOIL, SEED, RED MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED PER EARTHWORK SPECIFICATIONS.
- ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL, FREE OF PESTS AND DISEASE.
- ALL PROPOSED TREES NOT IN A LANDSCAPE BED WILL HAVE A 4' RADIUS MULCH RING AROUND THE TRUNK.
- ALL PLANTS MUST BE CONTAINER GROWN OR BALLED AND BUR LAPPED AS INDICATED IN THE PLANT LIST.
- ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED AND MEET ALL REQUIREMENTS SPECIFIED.
- ALL PLANTS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER INSTALLATION.
- ALL TREES MUST BE COTED OR STAKED AS SHOWN IN THE DETAILS.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPLIANCES, ETC. WHICH OCCURS AS A RESULT OF THE LANDSCAPE CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PROCEEDING WITH THE WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR DELIVERY SCHEDULE AND PROTECTION BETWEEN DELIVERY AND PLANTING PER SPECIFICATIONS TO MAINTAIN HEALTHY PLANT CONDITIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING (INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) ALL OF THE PLANT MATERIALS AND LAWN UNTIL FINAL ACCEPTANCE. CERTIFICATE OF OCCUPANCY OR A MOVABLE STAND OF GRASS IS ACHIEVED. WHOEVER IS LAST TO THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD DEFINED OF ONE YEAR BEGINNING ON THE DATE OF TOTAL ACCEPTANCE. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE THE END OF THE GUARANTEE PERIOD.
- AFTER BEING DUG AT THE NURSERY SOURCE, ALL TREES IN LEAF SHALL BE ACCLIMATED FOR TWO (2) WEEKS UNDER A MIST SYSTEM PRIOR TO INSTALLATION.
- ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DETRIOLATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
- STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" (MOST CURRENT EDITION) REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
- ALL MULCH AREAS AROUND TREES (4" DIAMETER, TYP.) ARE TO BE COMPLETELY COVERED WITH TRIPLE HAMMERED, RED HARDWOOD MULCH TO A MINIMUM DEPTH OF FOUR INCHES.
- LOCATIONS OF EXISTING BURIED UTILITY LINES SHOWN ON THE PLANS ARE BASED UPON BEST AVAILABLE INFORMATION AND ARE TO BE CONSIDERED APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS OF UTILITY LINES AND ADJACENT TO THE WORK AREA. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITY LINES DURING THE CONSTRUCTION PERIOD.
- SAFE, CLEARLY MARKED PEDESTRIAN AND VEHICULAR ACCESS TO ALL ADJACENT PROPERTIES MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS. FOR NEW PLANTING AREAS, REMOVE ALL PAVEMENT, GRAVEL, SUB-BASE AND CONSTRUCTION DEBRIS.
- LARGE MATURING TREES MAY NOT BE PLANTED WHERE OVERHEAD DISTRIBUTION OR TRANSMISSION LINES EXIST. IF TREES CONFLICT WITH POWER LINES OR SIGNS, CALL THE OWNER TO RESOLVE BEFORE PLANTING.
- NO SUBSTITUTIONS SHALL BE MADE WITHOUT THE WRITTEN AUTHORIZATION OF THE PROJECT LANDSCAPE ARCHITECT.
- ALL PLANT LOCATIONS SHALL BE STAKED IN THE FIELD FOR APPROVAL BY PROJECT LANDSCAPE ARCHITECT OR THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- ALL PROPOSED TREES WITHIN SIGHT TRIANGLES AND ALONG ROADWAYS TO BE LANDED UP TO CLEAR SIGHT OBSTRUCTION.
- ALL DISTURBED AREAS TO BE SOODED WITH TALL FESCUE, FULLY LANDSCAPED, OR HYDROSEDED AS SHOWN ON PLANS.
- PLANTING PERIODS EXCLUDE ALL LAWNWORK AND PLANTING BETWEEN MARCH 15TH AND MAY 15TH OR BETWEEN SEPTEMBER 15TH AND NOVEMBER 15TH, OR AS OTHERWISE DIRECTED BY THE OWNER.

PLANT LIST:

KEY	QTY	PLANT	REMARKS	MATURE HEIGHT
A	8	SASSAPARILLA <i>Sassafras albidum</i>	1-3/4" CALIPER B&B	30-60 FT
B	10	REJAZM CRAB <i>Malus 'Regium'</i>	1-3/4" CALIPER B&B	12-15 FT
C	5	PINK FLOWERING DOGWOOD <i>Cornus florida 'Rubra'</i>	1-3/4" CALIPER B&B	20 FT
D	11	SWEETBAY MAGNOLIA <i>Magnolia virginiana</i>	1-3/4" CALIPER B&B	20 FT
E	140	BERLIN RABE HYDRANGEA <i>Hydrangea macrophylla 'Berlin Rabe'</i>	No. 5 Cont. 3" O.C.	3 FT
F	26	FOTHERGILLA <i>Fothergilla gardenii</i>	18" HT B&B 3" O.C.	3 FT
G	186	CHAMZIN HOLLY <i>Ilex glabra 'Chamzin'</i>	No. 5 Cont. 3" O.C.	3 FT
H	51	OTTO LUYKEN LAUREL <i>Prunus laurocerasus 'Otto Luyken'</i>	No. 2 Cont. 3" O.C.	3 FT
I	91	VINCA <i>Vinca minor</i>	No. 1 Cont. 12" O.C.	6" HT.
J		SEASONAL ANNUALS FOR THE PLANTING SEASON COLOR AND TYPE TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANTING.		

TURF = LOCALLY GROWN TURFGRASS (500 - NO SEEDING, UNLESS NOTED OTHERWISE) TO BE LOCATED IN ALL REMAINING LANDSCAPE AREAS.
G.C. / LANDSCAPE CONTRACTOR TO VERIFY QUANTITY OF ALL PLANT MATERIAL.
SEE TREE AND SHRUB DETAILS 1 AND 2/ L-2
SEE LANDSCAPE EDGING DETAILS ON SHEET L-2
PLANTING LOCATIONS ARE GRAPHICAL REPRESENTATIONS ONLY. ANY AND ALL QUANTITIES SHOWN OR INVOLVED ON THESE PLANS ARE FOR ESTIMATION PURPOSES ONLY.



"Kentucky 811"
Call Before "U" Dig
For Buried Line/Cable Locations

VEHICULAR USE AREA INTERIOR LANDSCAPE REQUIREMENTS:

NET VEHICULAR USAGE AREA (VUA):	30,161.0 SQ. FT.
REQUIRED VUA LANDSCAPE AREA AT 10%:	3,161.0 SQ. FT.
PROVIDED VUA LANDSCAPE AREA:	3,496.0 SQ. FT.
REQUIRED VUA TREES (1 TREE PER 250 SQ. FT.):	13 TREES (3,161 SQ. FT. / 250 SQ. FT. = 13)
PROVIDED VUA TREES:	13 TREES
REQUIRED PERIMETER TREES:	AS SHOWN

TREE INVENTORY

SITE AREA:	114 ACRES (49,650.0 SF)
REQUIRED CANOPY COVERAGE (20%):	1.14 ACRES (49,650.0 SF) x 20% = .23 ACRES (11,325.0 SF)
LESS TREE CANOPY TO BE SAVED/PROTECTED:	EXISTING TREES: 0.076 AC. (3,301 SF) 3,301 SF / 49,650 SF = 6.6%
TOTAL TREE CANOPY TO BE PROVIDED:	EXISTING TREES: 0.076 AC. 3,301 SF LARGE TREES: 750 SF x 8 = 6,000 SF SMALL TREES: 100 SF x 28 = 2,800 SF TOTAL: 11,901 SF

LOCATION:
BOJANGLES' RESTAURANT
1183-1185 LEXINGTON ROAD
GEORGETOWN, KENTUCKY 40324

ENGINEER:
The Roberts Group, Inc.
1183-1185 Lexington Road, Lexington, KY 40503
859-276-2006 / 859-276-2011 Faxline

RECEIVED
MAY 30 2016
PLANNING COMMISSION

CLIENT:
BOJANGLES'
8432 SOUTHERN PINES BLVD.
CHARLOTTE, N.C. 28273
CONTACT: LEE BAKELY

DRAWN BY:
RMC

CHECKED BY:
RVH

DATE:
February 9, 2016

REVISIONS:
83-38-16 PLANNING COMMISSION COMMENTS

SHEET TITLE:
PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 20'

SHEET NUMBER:
L-1

CREFORM CORPORATION
Staff Report to the Georgetown-Scott County Planning Commission
April 14, 2016

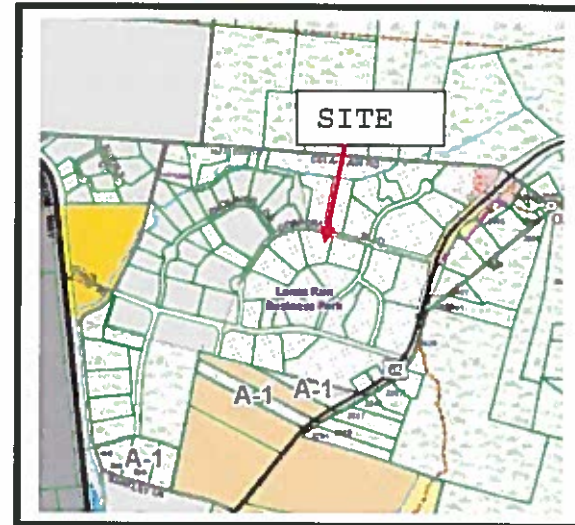
FILE NUMBER: PDP-2016-16

PROPOSAL: Preliminary Development Plan for a 45,388 square foot industrial building in Lanes Run Business Park.

LOCATION: Corporate Drive

APPLICANTS: Creform Corp
150 Corporate Blvd.
Georgetown, KY 40324

ENGINEER: Chris Mischel
Palmer Engineering
301 East Main St., Suite 900
Lexington, KY 40507



STATISTICS:

Zone	BP-1
Surrounding Zones	BP-1
Acreage	6 acres
Water/sewer available	Yes/Yes
Access	Access via Corporate Blvd.
Variances Requested	None

BACKGROUND:

The subject property is 6-acre lot in the Lanes Run Business Park on the south side of Corporate Drive west of the recently approved Country Boy Brewery site. The Applicant is requesting Preliminary Development Plan approval for a multi-phase development that includes a 45,388 square foot manufacturing building and a future 59,522 square foot building addition.

The initial plan is to build a 45,388 square foot building that includes 15,388 square feet of office area and a 30,000 square foot manufacturing/assembly area facing Corporate Blvd. with employee parking in the front and to the west of the building. The main entrance will be on the east side of the lot and be shared with truck and automobile traffic. The main drive will continue to the east of the building. The loading and unloading and a turnaround for truck traffic will be in the rear. A future phase includes area for expansion to the south and additional parking on the west side of the lot.

The subject property is zoned BP-1 and is in the Lanes Run Business Park. The BP-1 is the business park zone whose purpose is to allow light industrial and diverse high paying technological advanced jobs in a campus-type, natural setting. To achieve this, building siting, design and materials are regulated. The proposed use on the site, engineering/design, fabrication and assembly of custom machines for manufacturing is a permitted use in the Lanes Run Park under the category technical production facilities.

Building Standards

The Preliminary Development Plan shows a building that is 150' x 250'. The building design and materials is reviewed by the Business Park Authority. The Business Park Authority met and approved the building layout and building design and materials on April 6, 2016. The building as shown meets minimum setbacks and the maximum building area coverage of 40% of the lot. It is recommend that an amended Final Development Plan be required for review and approval by Planning Commission staff at the time the future building future phases are proposed. At that time, review and approval of the building design will also be required by the Business Park Authority Board.

Parking and Circulation and Landscaping

The proposed parking lot will be in front and to the west of the proposed building. The proposed use requires forty-one (41) spaces. The required parking for manufacturing/industrial uses is one space per two employees on maximum shift plus 1 space per 300 square feet of office space. Forty-seven (47) spaces including four (4) handicap spaces are being provided.

No internal VUA landscaping is required in loading and unloading areas. Internal VUA landscaping is required when a public or employee parking lot is 6000 square feet or 20 spaces. The proposed parking lot requires interior VUA landscaping, the access drive and the loading dock areas are exempt for VUA landscaping. Landscaping is also required on the VUA perimeter facing Corporate Blvd. and a minimum of 10% canopy coverage is required on site.

The applicant has provided a plan and calculations for interior VUA areas and landscaping. The plan appears to be able to meet all the requirements of the Landscape and Land Use Buffers Ordinance. A specie-specific landscape plan will be required along with Final Development Plan submittal. No landscaping variances have been requested or are being recommended.

Business Park Approval

The Georgetown Business Park Authority met on April 6, 2016 and approved the project as presented. The applicant will have to return to the BIT Park Authority at a later date for approval of any future building design.

Stormwater

A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan.

Water and Sewer

The Final Development Plan shall include a Certification of Sewer by Georgetown Municipal Water and Sewer Service. Discharges of affluent shall be regulated by applicable local, state and federal agencies. Approval will be required by the Georgetown Fire Department of any future expansion.

Lighting and Signage

All signs shall be externally illuminated. No message board or scrolling type signs are permitted. Any freestanding monument sign shall be set back at least 10 feet from the edge of right-of-way, shall meet the BP-1 size and design standards, and shall require approval by the Business Park Authority.

Proposed building or parking lot lighting shall meet the standards for the BP-1 District. Maximum height of any lighting structures shall be 25'. Lighting structures are to be dark or neutral color. All parking, road and security lights shall be cut-off luminaries.

RECOMMENDATION:

Staff recommends **Approval** of the Preliminary Development Plan for a 45,388 square foot building with an associated parking, loading and unloading area and a future 59,522 SF building expansion area, with the following conditions of approval:

Conditions of Approval:

1. A Final Development Plan shall be submitted for review and approval of Planning Commission Staff for phase one construction. An amended Final Development Plan shall be submitted for review and approval of Planning Commission staff for any future phases, including the proposed future building.
2. Any future phases including signage, building design and materials will require review and approval of the Business Park Authority Board.
3. No outdoor storage of materials is permitted. The applicant shall be responsible for providing landscaping which meets the minimum requirements of the Landscape and Land Use Buffer Ordinance on the Final Development Plan. A specie-specific landscape plan shall be included with the Final Development Plan.
4. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan.
5. Lighting fixtures shall meet the BP-1 standards.
6. All applicable requirements of the Georgetown Fire Department.
7. All applicable requirements of Georgetown Municipal Water and Sewer Service.
8. All applicable requirements of the *Subdivision & Development Regulations*.
9. 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.
10. 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.

PRELIMINARY DEVELOPMENT PLAN NOTES:

- Each contiguous interior Landscape Area contributed a maximum of 1500 SF towards the total Interior Landscape Area denoted in the Site Data.
- The Owner will work with the City of Georgetown to develop a maintenance agreement for the Stormwater BMP.
- All landscaping shown on this plan is existing trees and shrubs.
- Storm water quality will be provided by an on site storm detention pond on the southwest corner of the property.
- All maintenance of the 6" and 4" sanitary sewer laterals are the responsibility of the Owner/Developer.
- A KYTC permit is not required on this development.

CERTIFICATION OF OWNERSHIP AND DEDICATION

I (we) hereby certify that I am (we are) the owner(s) of the property shown and described herein and that I (we) hereby dedicate this plat/plan of the development with my (our) free consent, establish the minimum building restriction lines, and dedicate all streets, alleys, walks, parks, and other open spaces to public or private use as shown, in accordance with the Georgetown-Scott County Subdivision and Development Regulations, unless otherwise noted.

For all Final Development Plans add the following "Standard Requirements" after the above paragraph.

- Site shall be constructed and maintained in accordance with this plan. Any deviation from the plan, including landscaping, shall first be approved by the Planning Director and the Commission Engineer. Major modifications of the plan shall first be approved by the Planning Commission.
- Storm drainage facilities, including retention basins, shall be maintained for proper functioning free of any debris, silt, or trash.
- A Certificate of Occupancy shall not be issued and the buildings shall not be occupied until all site improvements shown on the Final Development Plan and listed in these conditions are either installed, or a bond or irrevocable letter of credit is submitted to the Planning Director for 125% of the cost of the work remaining to be done, as substantiated by cost estimates approved by the Planning Director. Landscaping must be certified as complete by the Landscape Inspector or bonded as described above.
- There shall be no grading or construction until the Final Development Plan has been approved and signed by the Planning Commission, except as construction drawings are approved by the Planning Director for the site development. The building permit shall not be issued until the Final Development Plan is approved and signed.

Mar. 29 (date), 2016

[Signature]
 (signature of owner or owners)

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 obtaining building permits.

20

Chairman, Georgetown-Scott County Planning Comm.

PURPOSE OF THIS PRELIMINARY DEVELOPMENT PLAN:

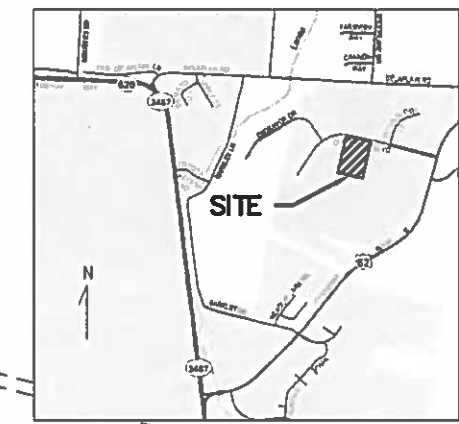
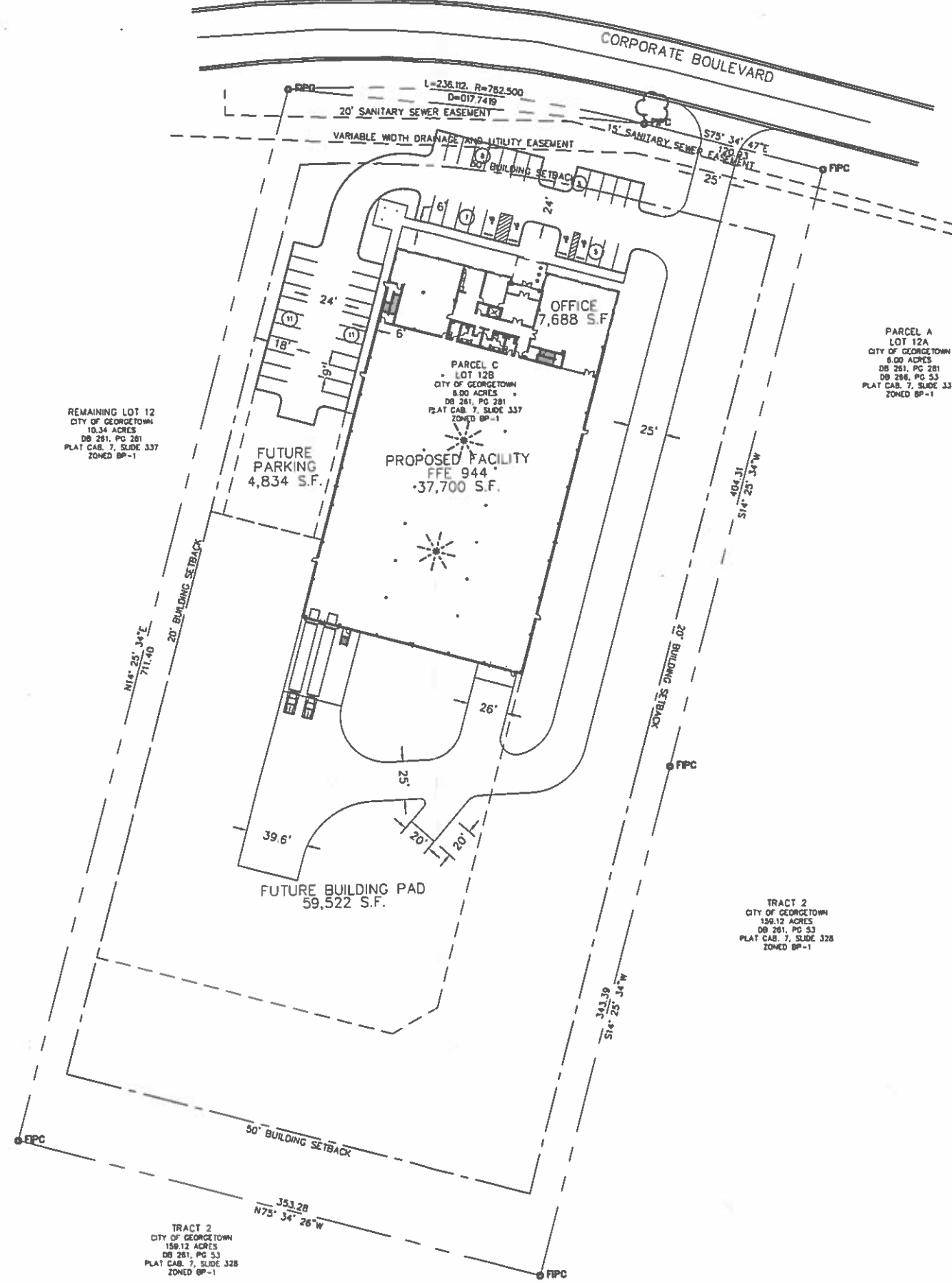
The purpose of this Preliminary Development Plan is to obtain Planning Commission Approval for a 6.00 acre business, and technology park development on Corporate Boulevard in Georgetown, Scott County, Kentucky consisting of 37,700 square feet of facility production space and 7,688 square feet of office space for a total building space of 45,388 square feet.

CERTIFICATION OF GEORGETOWN DEVELOPMENT AUTHORITY APPROVAL

I hereby certify that the development plan or subdivision shown hereon has been reviewed and found to comply with the Georgetown Development Authority guidelines, including any conditions of approval or exceptions, noted hereon.

20

Development Authority Chairperson



INDEX OF SHEETS:

C-1.0	PRELIMINARY DEVELOPMENT PLAN
C-2.0	PRELIMINARY UTILITY PLAN
C-3.0	PRELIMINARY GRADING PLAN
C-4.0	PRELIMINARY LANDSCAPE PLAN

SITE DATA

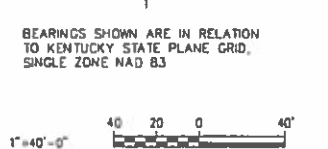
Zoning	BP-1
Acresage:	
Total-Parcel 3B	6.00
Proposed Use:	
Industrial	
Setbacks:	
Front	50 FT
Side	20 FT
Rear	30 FT
Building Area:	
Plant Facility	37,700 S.F.
Office Space	7,688 S.F.
Max. Building Ground Coverage:	40.0%
Actual Building Ground Coverage:	14.4%
Max. Building Height:	40'
Actual Building Height:	29'-10"
Landscape Requirements:	
Vehicle Usage Area (VUA):	28,805 SF.
Min. Interior Landscaping:	2,881 SF.
(10% VUA)	
Actual Interior Landscaping:	5,573 SF.
Parking Requirements:	
Total Parking Required:	41
(1 space per 300 SF Office)	26
(1 space per 2 employees at maximum employment on single shift (30 employees))	15
Standard Required:	39
Handicapped Required:	2
Total Parking Provided:	47
Standard Provided:	43
Handicapped Provided:	4

LEGEND

---	Property Boundary
---	Building Setback
---	Existing Utility Easement
● FIPC	Property Corner (Found)
⊙	Number of Parking Spaces

OWNER/DEVELOPER:

Creform Corporation
 P.O. Box 830
 Greer, S.C. 29652-0830
 864-989-1751



Palmer ENGINEERING
 1000 W. MARKET STREET
 SUITE 100
 LEWISTON, KY 40301
 (606) 288-8821

DATE DESCRIPTION

BristolGroup
 ENGINEERING | CONSTRUCTION

A NEW FACILITY
CREFORM
 GEORGETOWN, KENTUCKY

PRELIMINARY DEVELOPMENT PLAN

11241 C-1.0



HARRISON & WRIGHT PROPERTIES
Staff Report to the Georgetown-Scott County Planning Commission
April 14, 2016

FILE NUMBER: FSP-2016-17

PROPOSAL: Final Subdivision Plat to create one new tract of 8.800 acres and to transfer land to enlarge an existing tract from 5.000 acres to 7.592 acres.

LOCATION: 6143 Owenton Road (KY 227), east of Owenton Rd. and west of Plummer Rd.

APPLICANT: Charles & Christina Harrison, and Carla Wilson

SURVEYOR: Trinity Surveying, LLC



STATISTICS:

Zone	A-1 (Agricultural)	
Surrounding Zones	A-1 (Agricultural)	
Final Acreage	Tract A: 7.592 acres	Harrison Property, enlarged
	Tract B: 8.800 acres	Wright/Wilson Property, new tract
	Parent: 12 +/- acres	Wright/Wilson Property, remainder
Proposed Use	Agricultural	
Access	Tract A: Owenton Road (KY 227) - existing entrance	
	Tract B: Plummer Road - proposed entrance	
	Parent: Owenton Road (KY 227) - existing entrance	
Variance Requested	None	

BACKGROUND:
The subject property is located east of Owenton Road (KY 227) and west of Plummer Road. The subject property and all surrounding property are zoned A-1, Agricultural. The subject property contains two existing tracts; the parent tract of approximately 23.386 acres was previously owned by Armel T. Wright, and is now owned by Carla Wilson (subsequently listed as Wright/Wilson) and Tract A of 5.000 acres is owned by Charles and Christina Harrison.

This application is considered a major subdivision and required to be reviewed by the Planning Commission because a subdivision of the original parent tract was platted in 2002. That plat, recorded in Cabinet 07, slide 175, created Tract A (current Harrison property) from the Parent Tract (Wright/Wilson property).

Plat Review:

The subdivision/transfer and consolidation plat will create one new lot, Tract B, and enlarge existing Tract A. New Tract B is created by combining 7.502 acres from the parent tract (Wright/Wilson property), plus a 1.298 acre transfer from the rear of existing Tract A (Parcel A from Harrison property). This creates new Tract B of 8.800 acres with frontage along Plummer Road. The plat also transfers 3.884 acres from the parent tract (Parcel B of the Wright/Wilson property) to Tract A (Harrison property). Tract A results with a 7.592 acre lot, with expanded frontage along Owenton Road. The parent tract is left with approximately 12 acres (not surveyed).

The proposed subdivision meets all planning requirements at this time. Both Tract A and Tract B show the required 50-foot setbacks on all property lines and have at least 250 feet of width at the building line. The Health Department will need to conduct a site evaluation for Tract B to certify that an on-site septic system is appropriate.

Tract A will continue to utilize the existing entrance from Owenton Road (KY 227). Tract B proposes a new entrance from Plummer Road (County road). The Planning Commission Staff Engineer has visited the site and reviewed sight distance. Staff does not foresee issue with the proposed location, and has stated it is located in a high spot, that will provide the best visibility for the entrance to Tract B.

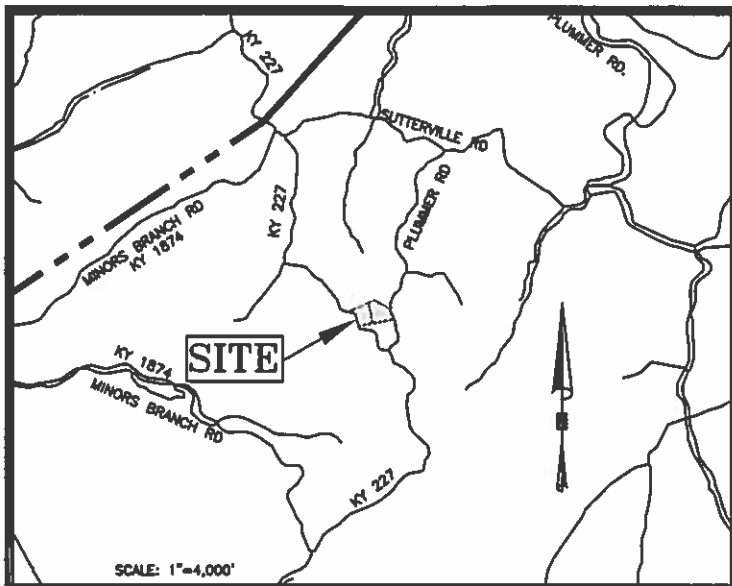
If an address is desired for Tract B, the Applicant will need coordinate with the GIS department.

RECOMMENDATION:

Approve the Final Subdivision Plat to create Tract B of 8.800 acres, enlarge Tract A to 7.592 acres, and leave the parent tract with a remainder of +/- 12 acres, with the following conditions of approval:

Conditions of Approval:

1. Any future subdivisions, revisions, or amendments to the approved subdivision plat must be reviewed and approved by the Planning Commission staff (minor) or by the Planning Commission (major).
2. All applicable requirements of the *Zoning Ordinance*.
3. All applicable requirements of the *Subdivision & Development Regulations*.
4. Prior to (as part of) the Final Subdivision Plat approval, the applicant shall provide the Planning Commission staff (GIS division) with a digital copy of the approved subdivision plat.



SCALE: 1"=4,000'

VICINITY MAP

LINE TABLE:

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	N 65°39'09" E	42.48	L17	N 17°13'13" W	21.72
L2	N 69°10'47" E	77.64	L18	N 22°00'21" W	76.64
L3	S 63°28'46" E	16.75	L19	N 32°48'14" W	81.73
L4	S 02°08'34" W	31.77	L20	N 48°11'25" W	49.68
L5	S 08°50'05" E	44.34	L21	N 60°28'27" W	82.73
L6	S 20°58'38" E	35.03	L22	N 72°49'13" W	41.89
L7	S 27°33'54" E	48.36	L23	N 81°33'56" E	46.63
L8	S 38°08'18" E	85.90	L24	N 75°00'36" E	23.14
L9	S 33°05'31" E	96.52			
L10	S 25°33'17" E	58.98			
L11	S 83°25'56" W	18.80			
L12	S 78°33'48" W	19.48			
L13	N 17°13'40" W	60.11			
L14	N 14°34'55" W	33.23			
L15	N 08°05'01" W	117.90			
L16	N 11°32'01" W	64.88			

CERTIFICATION OF THE PROVISION OF WATER ONLY:
I hereby certify that Georgetown Municipal Water & Sewer Service (GMWSS) has the capacity within the water distribution system to supply the Harrison & Wright Properties with water services. Provision of service will be contingent upon the review and approval of all on-site and off-site plans and specifications for the proposed system. Construction of the water distribution system to be by/of the cost of the developer without reimbursement, built to GMWSS approved specifications and approved by GMWSS of the as-built improvements and/or the bonding amount, and hereby dedicated to GMWSS.

Date _____
General Manager _____

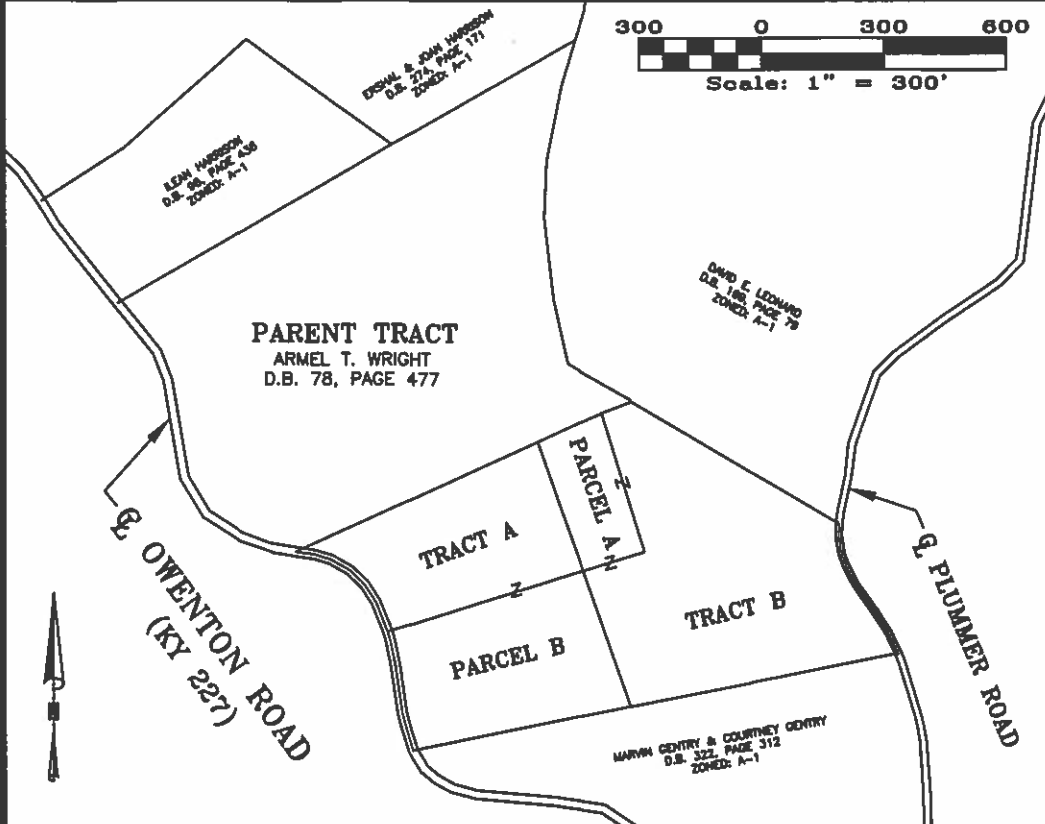
CERTIFICATE OF OWNERSHIP

I hereby certify that we are the owners of the property shown and described hereon and we adopt this plan of subdivision of our own free consent.

CARLA WILSON Date _____

CHARLES HARRISON Date _____

CHRISTINA HARRISON Date _____



TOTAL FARM

PURPOSE OF PLAT:

1. TO CREATE A NEW TRACT OF LAND HEREON CALLED TRACT B FROM THE LANDS OF ARMEL T. WRIGHT, D.B. 78, PG. 477.
2. TO CREATE A NEW TRACT OF LAND HEREON CALLED PARCEL B FROM THE LANDS OF ARMEL T. WRIGHT, D.B. 78, PG. 477 FOR THE SOLE PURPOSE OF CONSOLIDATION AND TRANSFER TO CHARLES HARRISON & CHRISTINA J. HARRISON, D.B. 274, PG. 850, KNOWN AS TRACT A.
3. TO CREATE A NEW TRACT OF LAND HEREON CALLED PARCEL A FROM THE LANDS OF CHARLES HARRISON & CHRISTINA J. HARRISON, D.B. 274, PG. 850, KNOWN AS TRACT A, FOR THE SOLE PURPOSE OF CONSOLIDATION AND TRANSFER TO TRACT B.

GENERAL NOTES:

1. The property shown hereon is subject to any and all right-of-ways and easements of record or in existence.
2. Any Further subdivision of the parent tract shall require review and approval from the Georgetown-Scott County Planning Commission.
3. No more than three (3) tracts may be accessed by a gravel drive. If more than three (3) tracts, are accessed by a gravel drive, the drive must be upgraded to current public/private standards.
5. No easements were created or eliminated by this plat.

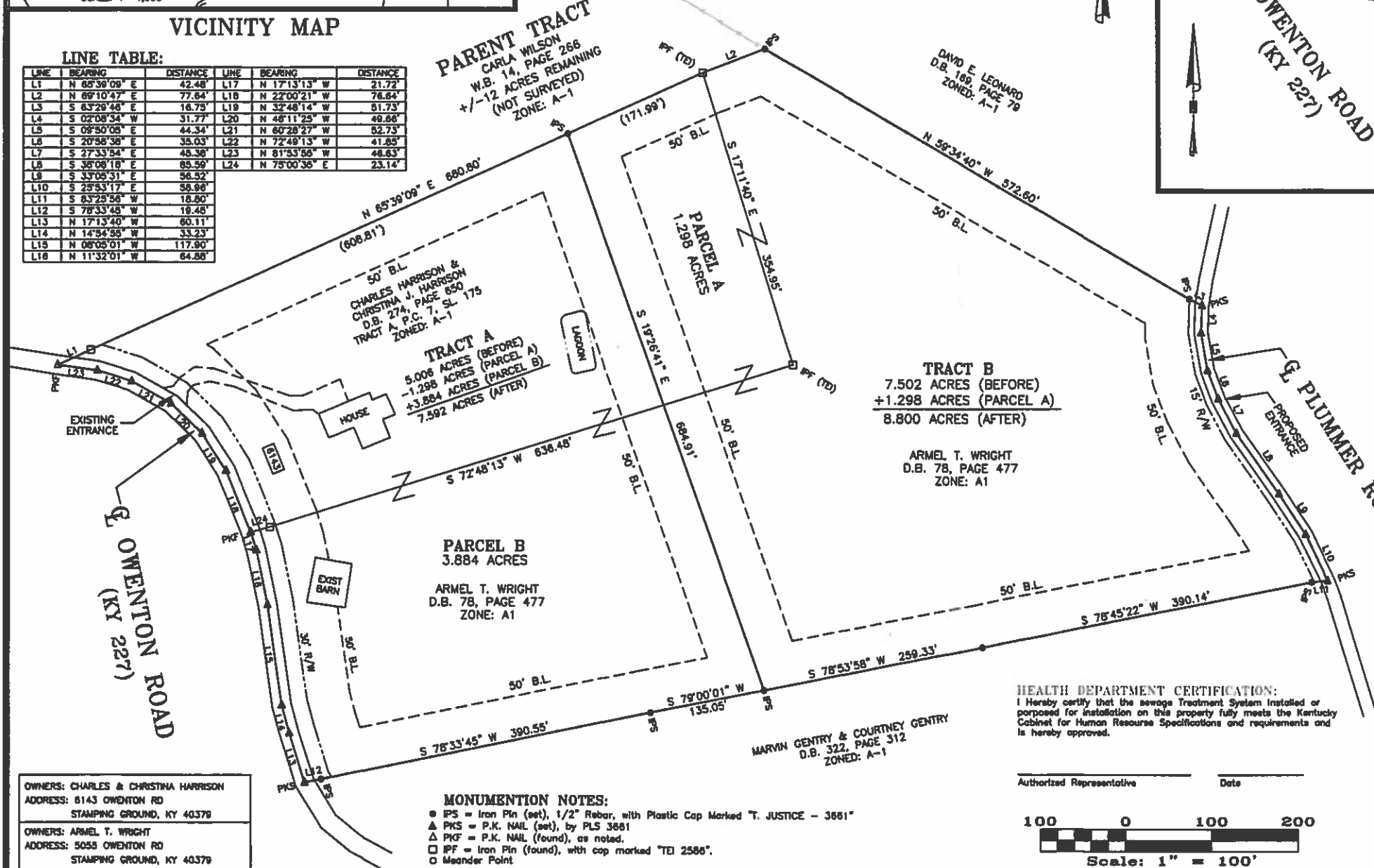
SURVEY NOTES:

1. THE BASIS OF BEARING FOR THIS SURVEY IS BASED ON THE STATE PLANE COORDINATE SYSTEM KENTUCKY NORTH ZONE.
2. THIS SURVEY WAS PERFORMED ON FEBRUARY 26, 2018.
3. THE PROPERTY SHOWN HEREON IS SUBJECT TO ANY AND ALL RIGHTS-OF-WAY AND EASEMENTS OF RECORD AND IN EXISTENCE.
4. THIS SURVEY WAS CONDUCTED USING BOTH THE METHOD OF RANDOM TRAVERSE WITH SIDESHOTS AND RTK GPS. THE RTK GPS RECEIVER USED IS A TOPCON HIPER V. THE RELATIVE POSITIONAL ACCURACY FOR THIS SURVEY EXCEEDS +/-0.10'+200 PPM FOR A RURAL SURVEY. THE DATUM USED IS THE US STATE PLANE 1983, KENTUCKY NORTH ZONE 1801, NAD 1983 (CONUS), GEOID12.
5. RTK GPS WAS USED TO LOCATE AND ESTABLISH ALL PROPERTY CORNERS SHOWN HEREON EXCEPT FOR ONES NOTED WITH A "x".
6. ALL NOTES ON PRIOR RECORD PLATS STILL APPLY.

SURVEYOR CERTIFICATION

I hereby certify that the survey depicted by this plat was done by persons under my direct supervision by the method of random traverse with sideshots. The unadjusted precision ratio of the traverse exceeds 1:5,000 and was not adjusted. The survey as shown hereon is a Class "B" (RURAL) survey and the accuracy and precision of said survey meets all the specifications of this class. I do hereby certify that the plat shown and described hereon is a true and correct survey to the accuracy required by the Scott County Joint Planning Commission and the monuments are as shown.

Anthony W. Justice PLS #3681 Date _____



HEALTH DEPARTMENT CERTIFICATION:
I hereby certify that the sewage Treatment System installed or proposed for installation on this property fully meets the Kentucky Cabinet for Human Resource Specifications and requirements and is hereby approved.

Authorized Representative _____ Date _____



OWNERS: CHARLES & CHRISTINA HARRISON
ADDRESS: 6143 OWENTON RD
STAMPING GROUND, KY 40379

OWNERS: ARMEL T. WRIGHT
ADDRESS: 5055 OWENTON RD
STAMPING GROUND, KY 40379

MONUMENTATION NOTES:
● IPS = Iron Pin (set), 1/2" Rebar, with Plastic Cap Marked "T. JUSTICE - 3681"
▲ PKS = P.K. NAIL (set), by PLS 3681
△ PKF = P.K. NAIL (found), as noted.
□ IPF = Iron Pin (found), with cap marked "TEI 2586".
○ Meander Point

MINOR SUBDIVISION/CONSOLIDATION & TRANSFER PLAT
TRACT A & TRACT B
HARRISON AND WRIGHT PROPERTIES
DEED BOOK 274, PAGE 650 AND WILL BOOK 14, PAGE 288
6143 OWENTON ROAD, SCOTT COUNTY, KENTUCKY



SCALE:	DATE:
1" = 100'	03/30/2018
REVISED:	DRAWN BY:
	A.W.J.
CAD FILE:	JOB NUMBER:
6143 OWENTON RD	2018-004



TRINITY
SURVEYING, LLC
113 Windsong Way, Georgetown, Ky. 40324
Phone: (859) 948-0198

BLUEGRASS BAPTIST CHURCH
Staff Report to the Georgetown-Scott County Planning Commission
April 14, 2016

FILE NUMBER: PDP-2016-18

PROPOSAL: A 12,555 SF church

LOCATION: Northwest corner of
Ironworks Road & New
Coleman Lane

APPLICANT: Bluegrass Baptist Church

CONSULTANT: Arthur Jones, Thoroughbred
Engineering



STATISTICS:

Zone	A-1 (Agricultural)
Surrounding Zones	A-1 (Agricultural)
Acreage	17.83 acres
Access	KY 1973 (Ironworks Road)
Variance/Waivers	None

BACKGROUND:

The Applicant is proposing the creation of a 12,555 SF church. The Applicant received approval through the Scott County Board of Adjustment for the conditional use of a church (S-2016-03). The Preliminary Development Plan shows three phases for the Project Site, but this staff report is only reviewing Phase 1. Phases 2 & 3 will require separate development plans, and any approval of this development plan does not guarantee future approval of later phases.

The Project Site sits at the northwest corner of the intersection of Ironworks Road and New Coleman Lane.

Layout:

The Project Site is shown to have space for three phases. Phase 1, for which the Applicant is seeking approval, is a 12,555 SF church with 150 parking spaces. Phase 2 is proposed, at this time, to be a 16,891 SF expansion to the church with an additional 138 parking spaces. Phase 3 is proposed, at this time, to increase the building area by 26,880 square feet and add an additional 208 parking spaces. Phases 2 & 3 will each require their own development plans since they exceed the minimum square feet.

The site plan is showing a 60-foot building setback. This has been adjusted from the typical 50-foot setback to account for the increase in the building's height. The Zoning Ordinance allows for building heights over the stated maximum, as long as the site plan shows a corresponding increase in the

building setbacks. In this case, the Applicant is anticipating Phase 3 of the proposed development to be 10 feet taller than the typical building height. Therefore, the building setbacks have been increased by 10 feet to 60 feet from all property lines.

Access & Parking:

Phase one of the Project Site is shown to have vehicular access from Ironworks Road. Churches require 1 parking space for every three seats in the main assembly hall. The Applicant is proposing 450 seats with Phase 1 of the project. The parking area for Phase 1 will provide 150 parking spaces, which meets the parking requirements (450 seats / 3 = 150 parking spaces). Nine (9) handicap-accessible parking spaces have been included in the development plan. The number of parking spaces only requires the Applicant to provide five (5) such spaces, but the nine (9) spaces the Applicant is showing will suffice for all three phases. The Applicant included striping from the handicap-accessible parking stalls to the main facility, but is not showing any ramps to allow a transition from the parking lot to the sidewalk. Despite requests at the Technical Review Committee meeting, the Applicant has not shown dimensions of parking stalls, aisle widths, or entrance width.

The Applicant is showing a 6-foot sidewalk around the building, allowing for safer access from the parking lot to the building entrance. There are no pedestrian connections proposed for the frontages along Ironworks Road or New Coleman Lane.

The traffic impact study indicates New Coleman Lane is only 15 feet wide. When the Applicant develops Phase 2 of the project, they will need to bring their half of New Coleman Lane up to whatever the current County road standards are at that time.

Landscaping:

The landscaping sheet of this preliminary development plan has several inconsistencies which will need to be corrected prior to any approval of a Final Development Plan. The table in the upper right-hand corner will need to be updated to indicate the correct number and variety of trees to be planted. It would be preferable if more than a single species of tree is used for each size category, to minimize impacts from disease or pests. The Applicant has listed crabapple as the species of small tree. The Final Development Plan will need to indicate the specific species of any crabapple to be planted as several cultivars are prohibited from use by the Planting Manual. The canopy information at the bottom left of the landscaping sheet will need to be updated with more accurate tree canopy information showing the square feet to be preserved as well as the tree canopy that will be added through interior and perimeter VUA trees.

The western, eastern, and northern property lines have existing tree lines which should help to screen the more intensive use of the Project Site from the surrounding properties. When the Applicant received a conditional use permit from the Scott County Board of Adjustment for the use of the property as a church, the board placed a condition that the existing tree lines along the property lines shall remain. The trees along the northern and western property lines may actually, in some cases, be planted on neighboring properties. To ensure continued screening of this more intensive use, staff recommends including a condition that any gaps in the existing perimeter tree lines be filled by the owner of the Project Site.

The Vehicular Use Area (VUA) is 73,711 SF. The Landscaping Ordinance requires a VUA of this size to have an interior landscaped area of at least 7,371 SF. The Applicant is proposing an interior landscaped area of 9,362 SF with 38 small-canopy trees.

The Landscape Ordinance requires the vehicular use area to be screened from the public and private right-of-ways. This screening must include a 5-foot landscaping buffer. The landscaping buffer shall contain a continuous 3-foot tall hedge, wall, fence, or earthen mound. The landscape buffer shall also contain large or medium trees spaced 40 feet apart. The Preliminary Development Plan submitted by the Applicant shows 18 trees appropriately spaced, along with a continuous hedge labeled 3 feet in height. The trees shown for the VUA perimeter are labeled as small trees, but will need to be medium or large trees to meet the requirements of the Landscape Ordinance.

The landscaping shown meets the canopy requirements. The Applicant is proposing to preserve roughly 105,000 SF of existing tree canopy, which equates to roughly 13.5% canopy coverage. Through the interior and perimeter landscaping of the VUA, the Preliminary Development Plan is showing an additional 11,000-17,300 SF of canopy coverage (3,800 SF in small trees + either 7,200 SF in medium trees or 13,500 SF in large trees).

ADDITIONAL COMMENTS

The Applicant did conduct a traffic study to accompany the Preliminary Development Plan. Under current conditions, Ironworks Road has an average daily traffic count of 1,504 vehicles. The Sunday peak hour trips generated is projected to be 210 trips. Phase 1 of the proposed development is not projected to decrease the level of service for Ironworks Road below a level of service 'A'. Additionally, the traffic study concluded that no turn lanes or other traffic improvements were necessary with this phase.

A new traffic study should be performed with each new phase of the development to ensure safety and an adequate level of service are maintained throughout the development of the Project Site.

RECOMMENDATION:

Approve the Preliminary Development Plan for the construction of a 12,555 SF church with the following conditions of approval:

Conditions of Approval:

1. A Final Development Plan shall be submitted for review and approval of Planning Commission Staff.
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. A species-specific landscape plan shall be included with the Final Development Plan.
4. A Final Stormwater Management Plan must be submitted and approved by the Planning Commission Engineer prior to approval of the Final Development Plan.
5. A Lighting and Photometric Plan shall be included with the Final Development Plan.
6. All applicable requirements of the *Subdivision & Development Regulations*.

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. 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.
9. The Applicant shall adhere to all conditions set by the Scott County Board of Adjustment.
10. Any signage for the development shall conform to the regulations in the Sign Ordinance.
11. Any gaps that may occur in the tree line along the property's perimeter shall be filled with plantings by the owner of the Project Site.
12. The Final Development Plan shall include dimensions for a typical parking stall, aisle widths, and the entrance.
13. The Applicant shall improve the portion of the western half of New Coleman Lane that adjoins their property up to current County road standards as part of Phase 2 of the development.
14. The VUA perimeter trees shall be changed to medium or large trees on the landscaping plan of the Final Development Plan.
15. A traffic study will need to be completed with any subsequent development plans for the Project Site.



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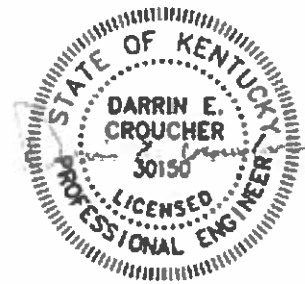
146 South Broadway | Georgetown, Kentucky 40324 | P. 502.863.1756

Traffic Impact Study

March 29, 2016 | Bluegrass Baptist Church - New Worship Facility | Georgetown, Kentucky



Pastor Kyle Fannin
Bluegrass Baptist Church
1239 Lexington, Road
Georgetown, Kentucky 40324
p. 502.570.8455
e. pastor@bluegrassbaptistchurch.org
c/o: Mr. Matt Summers, MPA



Dear Pastor Fannin:

Thoroughbred Engineering appreciates the opportunity to provide our Traffic Impact Study for your proposed development. Specifically, the Georgetown-Scott County Planning Commission requested an analysis associated with your project located at the intersection of Ironworks Pike and New Coleman Lane.

Please review the document and let us know if you have any questions.

Thank you for providing Thoroughbred Engineering the opportunity to serve you.

Sincerely,

 Thoroughbred Engineering,

Darrin E. Croucher, P.E., S.I.

Principal Engineer

KY License No. 30150

Thoroughbred Engineering

March 29, 2016 | Traffic Impact Study | Bluegrass Baptist Church | Georgetown, Kentucky

Project Information

Bluegrass Baptist Church is proposing to construct a new facility, church, located at the intersection of Ironworks Pike and New Coleman Lane in Georgetown, Kentucky. The development is approximately 17.83 acres and is planned in three (3) phases. A Preliminary Development Plan is attached in the appendix for your review. Site photographs are shown on page 4 of this report. A description of each phase is located below:

Phase 1

- ▶ Building Coverage 12,555 SF
- ▶ 154 parking spots
- ▶ Vehicular Use Area - 73,711 SF
- ▶ Entrance #1 - One (1) from Ironworks Pike

Phase 2

- ▶ Building Coverage 16,891 SF
- ▶ 138 parking spots (292 Total)
- ▶ Vehicular Use Area - 56,625 SF
- ▶ Entrance #2 - One (1) from New Coleman Land

Phase 3

- ▶ Building Coverage 26,880 SF
- ▶ 208 parking spots (500 Total)
- ▶ Vehicular Use Area - 75,775 SF
- ▶ Entrance #3 - One (1) from New Coleman Lane

The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the proposed entrance on Ironworks Road. Our study includes both Weekday Peak AM/PM and Peak Sunday traffic. Due to the nature of the operations of the church Saturday was ignored as it will have no statistical difference from weekday conditions.

Existing Conditions

Ironworks Pike, KY 1973 is a state maintained road with an Average Annual Daily Traffic volume in 2015 of 1504 vehicles per day at Station 5+10 between US 62 and US 25, as provided by the Kentucky Transportation Cabinet (KyTC). The road is a two-lane highway with ten (10) feet lanes with three (3) feet shoulders. The speed limit is 55 MPH. There are no sidewalks.

Thoroughbred Engineering reviewed at least one other Traffic Study for a future development in the area, Winding Oak. The study was completed on January 27, 2015. Based upon our review of the Winding Oak's information and information obtained from KyTC, we did not feel the need to complete a visual observation on the rural roadway.

In order to determine the movement of traffic in and out of the development, we reviewed the current church population and their residences. Based upon their current addresses, we anticipate the following:

Phase 1 (Entrance #1) - 39% east bound and 61% west bound, entering and exiting.

Phase 2 (Including entrance #2) - 39% east bound and 46% west bound into entrance #1, and 15% into entrance #2, entering and exiting.

Phase 3 (Including entrance #3) - 39% east bound and 40% west bound into entrance #1, and 15% into entrance #2, 6% into entrance #3, entering and exiting.

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March 29, 2016 | Traffic Impact Study | Bluegrass Baptist Church | Georgetown, Kentucky



Site Photo #1 - View West Bound at New Coleman Lane and Ironworks Pike.
Site Photo #2 - View East Bound on Ironworks Pike.



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March 29, 2016 | Traffic Impact Study | Bluegrass Baptist Church | Georgetown, Kentucky

Future Conditions

The projected completion year for all phases is scheduled for 2025. In order to predict traffic conditions in 2025, a two percent annual growth in traffic was added to the 2016 volumes on Ironworks Pike.

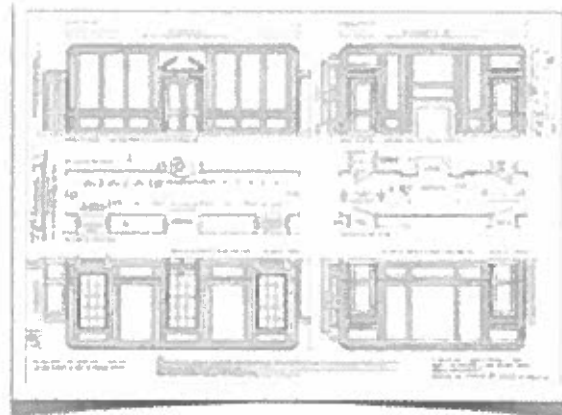
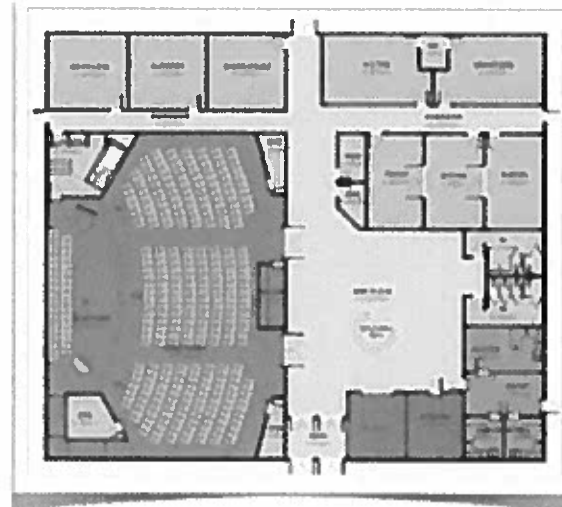
Our study is based upon the current congregation residences to not change drastically over the life of the development's usage. We anticipate their movements to and from the site will generally follow the same pattern and concentration.

Trip Generation

Modeling was selected for three scenarios. Those scenarios included:

1. Common Trip Generation Rates - Weekday AM. (Table 1, Common Trip Generation Rates - Weekday, AM)
2. Common Trip Generation Rates - Weekday PM. (Table 2, Common Trip Generation Rates - Weekday, PM)
3. Common Trip Generation Rates - Sunday AM/PM. (Table 3, Common Trip Generation Rates - Sunday, AM/PM)

The Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th edition contains trip generation rates for facilities similar to your proposed development. The land use of "Church" (560) provides 0.55 Trips Per Unit with a Unit of Measurement of 1,000 square feet. We utilized this information for Weekday analysis. For Sunday, we utilized 11.67 Trips Per Unit. Based upon this information, we were able to calculate the Total Traffic Volume per Hour for the base flow, and per each anticipated phase. Please see, Tables 1, 2 and



Thoroughbred Engineering

March 29, 2016 | Traffic Impact Study | Bluegrass Baptist Church | Georgetown, Kentucky

Table 1, Common Trip Generation Rates - Weekday, AM

Year	Phase	Square Footage	Trips/ Unit	Percent In	Percent Out	Estimated Peak Increase	Existing Peak Traffic Volume per Hour, w/ 2% growth	Percentage of Volume for Entrance #1	Total Peak Traffic Volume per Hour
2016	1	12,555	0.55	51	49	7	63	100	70
2021	2	29,446	0.55	51	49	16	68	85	82
2025	3	56,326	0.55	51	49	31	74	79	98

Table 2, Common Trip Generation Rates - Weekday, PM

Year	Phase	Square Footage	Trips/ Unit	Percent In	Percent Out	Estimated Peak Increase	Existing Peak Traffic Volume per Hour, w/ 2% growth	Percentage of Volume for Entrance #1	Total Peak Traffic Volume per Hour
2016	1	12,555	0.55	51	49	7	63	100	70
2021	2	29,446	0.55	51	49	16	68	85	82
2025	3	56,326	0.55	51	49	31	74	79	98

Table 3, Common Trip Generation Rates - Sunday, AM/PM

Year	Phase	Square Footage	Trips/ Unit	Percent In	Percent Out	Estimated Peak Increase	Existing Peak Traffic Volume per Hour, w/ 2% growth	Percentage of Volume for Entrance #1	Total Peak Traffic Volume per Hour
2016	1	12,555	11.67	51	49	147	63	100	210
2021	2	29,446	11.67	51	49	344	68	85	360
2025	3	56,326	11.67	51	49	657	74	79	593



Analysis (Level of Service)

As part of our analysis, we reviewed the Highway Capacity Manual (HCM), 2010 Edition. Our review indicates that qualitative measure of traffic operations for a roadway facility or intersection is evaluated by assigning a Level of Service, LOS. LOS is a ranking scale from A through F. Below is a description listed from the HCM rankings:

- A. Free flow. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. The average spacing between vehicles is about 550 ft(167 m) or 27 car lengths. Motorists have a high level of physical and psychological comfort. The effects of incidents or point breakdowns are easily absorbed. LOS A generally occurs late at night in urban areas and frequently in rural areas.
- B. Reasonably free flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted. The lowest average vehicle spacing is about 330 ft(100 m) or 16 car lengths. Motorists still have a high level of physical and psychological comfort.
- C. Stable flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. Minimum vehicle spacing is about 220 ft(67 m) or 11 car lengths. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. Minor incidents may still have no effect but localized service will have noticeable effects and traffic delays will form behind the incident. This is the target LOS for some urban and most rural highways.
- D. Approaching unstable flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. Vehicles are spaced about 160 ft(50m) or 8 car lengths. Minor incidents are expected to create delays. Examples are a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours. It is a common goal for urban streets during peak hours, as attaining LOS C would require prohibitive cost and societal impact in bypass roads and lane additions.
- E. Unstable flow, operating at capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. Vehicle spacing is about 6 car lengths, but speeds are still at or above 50 mi/h(80 km/h). Any disruption to traffic flow, such as merging ramp traffic or lane changes, will create a shock wave affecting traffic upstream. Any incident will create serious delays. Drivers' level of comfort become poor.⁽¹⁾ This is a common standard in larger urban areas, where some roadway congestion is inevitable.
- F. Forced or breakdown flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. A road in a constant traffic jam is at this LOS, because LOS is an average or typical service rather than a constant state. For example, a highway might be at LOS D for the AM peak hour, but have traffic consistent with LOS C some days, LOS E or F others, and come to a halt once every few weeks.



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March 29, 2016 | Traffic Impact Study | Bluegrass Baptist Church | Georgetown, Kentucky

Table 4, 5 and 6 below provides the Level of Service associated with each phase for Weekday, AM and PM and Sunday, AM/PM volumes. Based upon our understanding of the project, and the before mentioned information, our analysis indicates the Level of Service does not drop below a "C".

Table 4, Level of Service - Weekday, AM

Year	Phase	Total Peak Traffic Volume per Hour	Free Flow Speed (MPH)	Heavy Vehicle Adjustment	Equivalent Flow	Passenger Car/ Mile/Hour	LOS
2016	1	70	51	0.9	91	1.8	A
2021	2	82	51	0.9	107	2.1	A
2025	3	98	51	0.9	129	2.5	A

Table 5, Level of Service - Weekday, PM

Year	Phase	Total Peak Traffic Volume per Hour	Free Flow Speed (MPH)	Heavy Vehicle Adjustment	Equivalent Flow	Passenger Car/ Mile/Hour	LOS
2016	1	70	51	0.9	91	1.8	A
2021	2	82	51	0.9	107	2.1	A
2025	3	98	51	0.9	129	2.5	A

Table 6, Level of Service - Sunday, AM/PM

Year	Phase	Total Peak Traffic Volume per Hour	Free Flow Speed (MPH)	Heavy Vehicle Adjustment	Equivalent Flow	Passenger Car/ Mile/Hour	LOS
2016	1	210	51	0.9	274	5.4	A
2021	2	360	51	0.9	471	9.2	A
2025	3	593	51	0.9	776	15.2	B

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Analysis (Movements)

The Kentucky Transportation Cabinet evaluates the need for turn lanes using the "Highway Design Memorandum No. 03-09" dated July 28, 2009. Based on the current residence of the current congregation and the 2025 growth rate, Figure 1, 2, 3 & 4, "Movements for Ironworks at Entrance #1", provides anticipated movements.

Fig. 1. Weekday - AM/PM, Phase 1

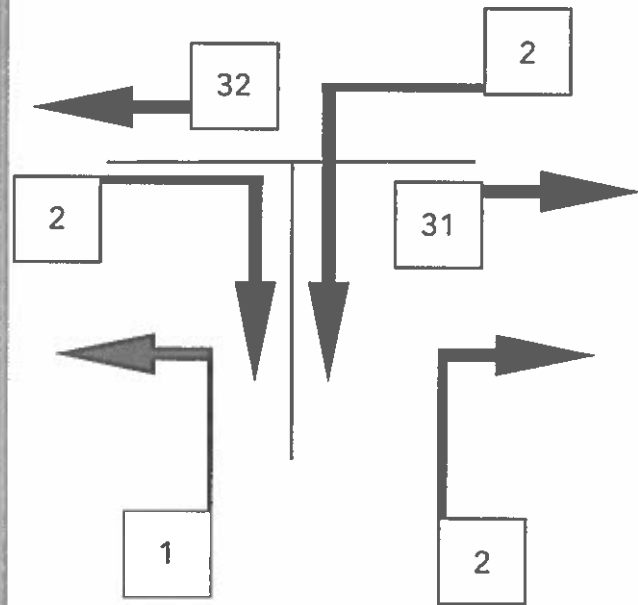
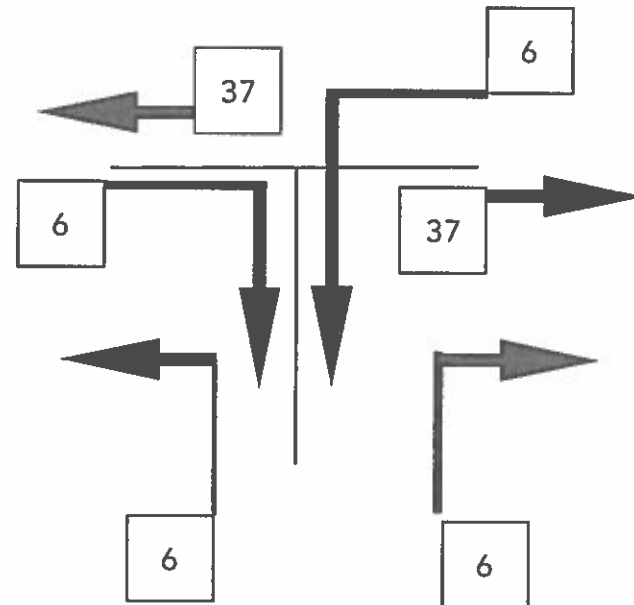


Fig. 2. Weekday - AM/PM, Phase 3



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Fig. 3. Sunday - AM/PM, Phase 1

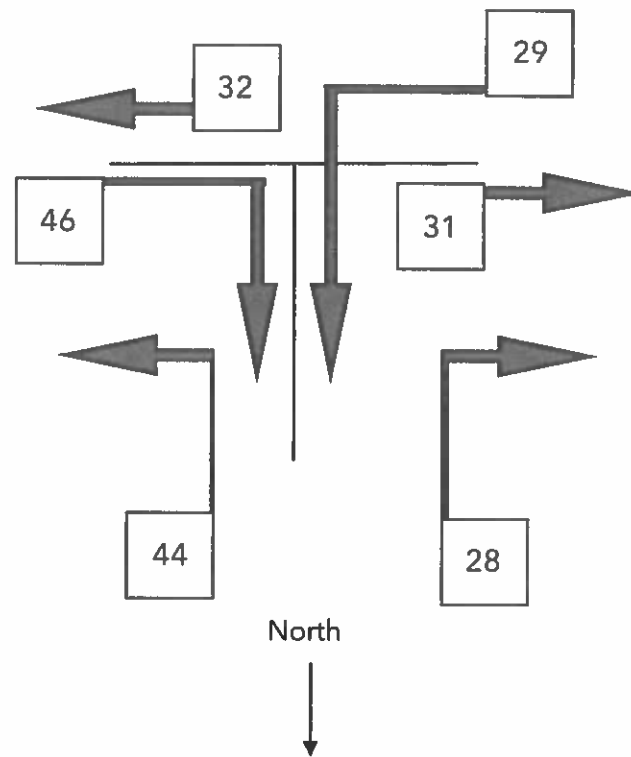
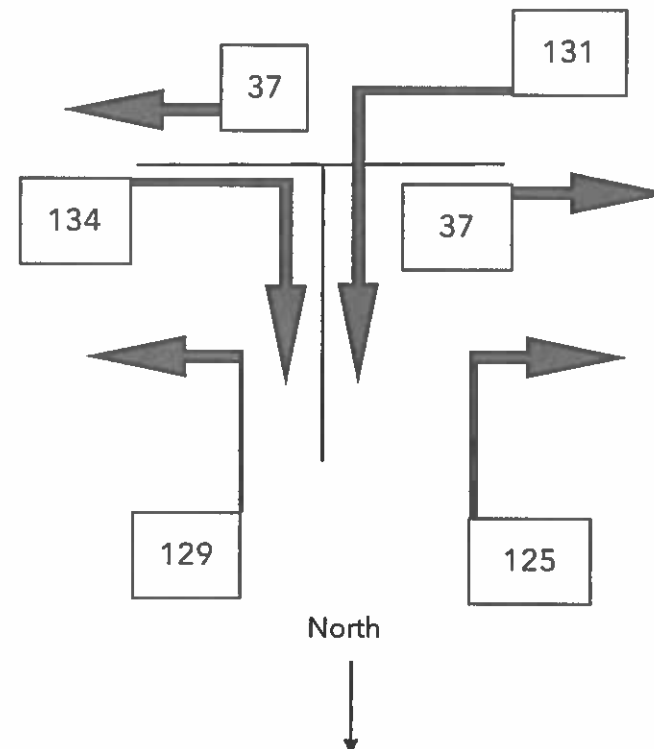


Fig. 4. Sunday - AM/PM, Phase 3



Our analysis and understanding of the project suggests that a Left Turn Lane is not warranted. Additionally, we do not believe a Right Turn Lane is or will be warranted. Anticipated movements for Weekday AM and PM do not appear to place a burden on the roadway. However, during Sunday AM/PM time periods, higher levels are anticipated, especially for Phase 3. Changes in the congregation residences may occur making it difficult to determine future needs. As a result, we would suggest that prior to Phase 2 and Phase 3 being approved for construction, an additional study be conducted.

US Hwy 25 has been omitted from this traffic study as the volumes associated with its operation dwarf any influence from Ironworks Pike and thereby was deemed insignificant to the overall project. Site circulation is inferred through the Preliminary Development Plan.

As mentioned, Ironworks Pike is a state roadway. In order for us to obtain access on Entrance #1, an Encroachment Permit is required. We are currently working with KyTC officials for the permit. As a part of the permit process, we have made them aware of our anticipated entrance location for sight distances and volumes. KyTC has not suggested a Right or Left Turn Lanes or sight distances are issues. We will keep you updated if the permit requirements change.

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Conclusion

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2025, there will be manageable impact to the existing highway network. The Level of Service will continue to operate at "A" during all weekday periods. The LOS will continue to operate at "A" during Sunday AM/PM until Phase 3 at which time we anticipate the LOS to drop to "B" but remain above "C".

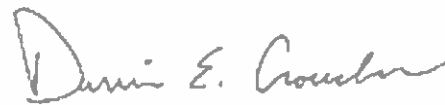
If you should have any further questions, please do not hesitate to contact us.

Sincerely,

Thoroughbred Engineering



Jeremy Duncan, E.I.T
Staff Engineer



Darrin E. Croucher, P.E., S.I.
Principal Engineer
KY License No. 30150



Thoroughbred Engineering

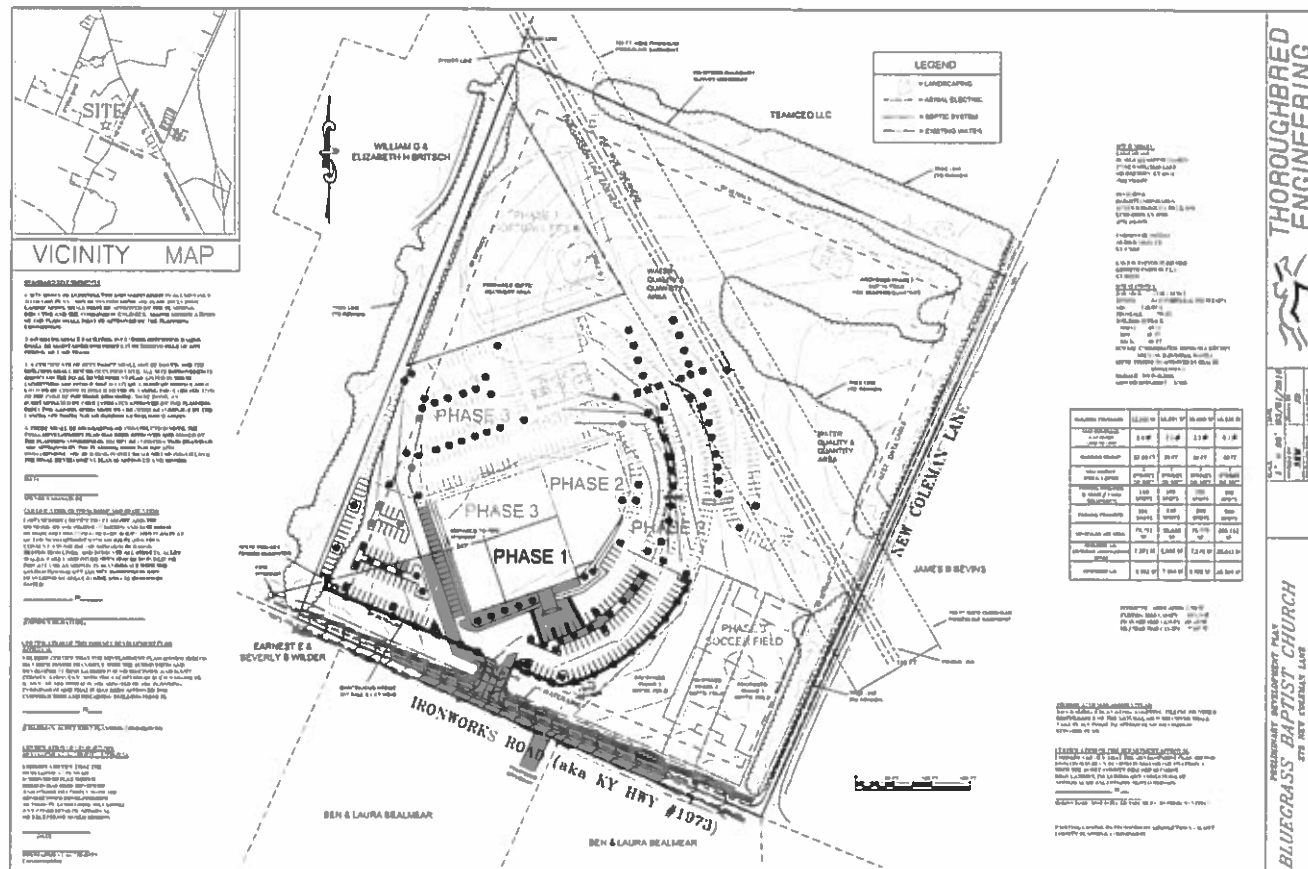
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Appendix

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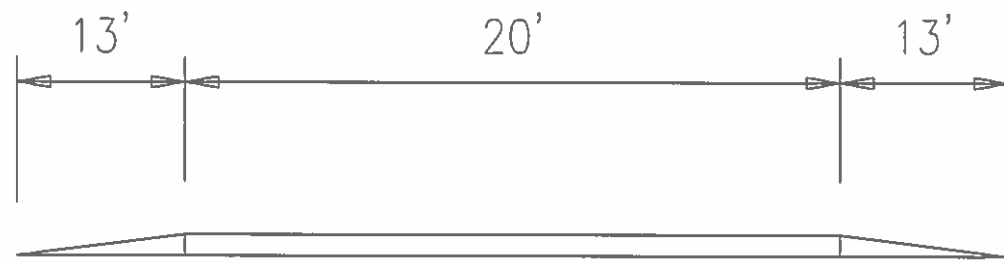
Preliminary Development Plan



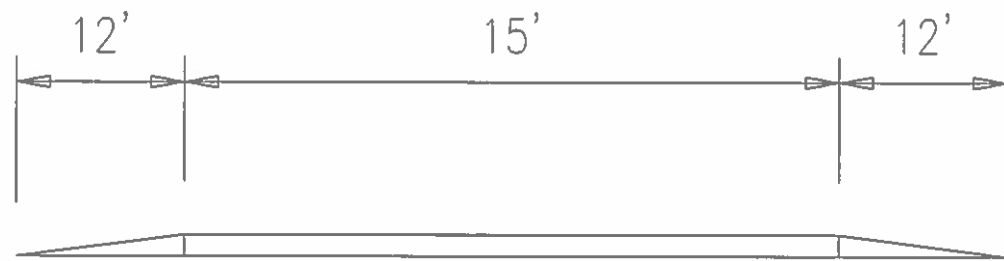
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Road Cross-Sections



TYPICAL IRONWORKS ROAD SECTION
NOT TO SCALE



TYPICAL NEW COLEMAN LANE SECTION
NOT TO SCALE

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Existing Conditions

Average Annual Daily traffic- 1504 according to the Kentucky Transportation Cabinet (KYTC) at STA 510 on Ironworks road

Phase 1 – Common Trip Generation Rates – Weekday AM

Peak traffic volume

$$v = 1504 \div 24 = 62.67 \text{ vehicles per hour}$$

QC

$$v = 12,555 \times 0.55/1000 = 7 \text{ plus } 63 \text{ (base flow)} = 70 \frac{v}{hr}, \text{ Use this as higher value.}$$

The speed limit is 55mph provided by KYTC

Base Free flow speed

$$BFFS = 55 + 5 = 60 \text{ mph}$$

Free flow speed

$$FFS = BFFS - flw - flc - fm - fa$$
$$FFS = 60 - 6.6 - 0 - 1.6 - 0.71 = 51.09 \text{ mph}$$

Heavy vehicle adjustments

$$fhv = \frac{1}{1 + Pt(Et - 1) + Pr(Er - 1)}$$
$$fhv = \frac{1}{1 + 0.072(2.5 - 1) + 0} = 0.90$$

Equivalent flow

$$vp = \frac{v}{PHF * N * fhv * fp}$$

$$vp = \frac{70}{0.85 * 1 * 0.90 * 1} = 91 \text{ passenger cars}$$

Density

$$d = \frac{vp}{FFS}$$

$$d = \frac{91}{51} = 1.8 \text{ passenger cars per mile per hour}$$

LOS A

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Phase 1 – Common Trip Generation Rates – Weekday, AM, 2016
~~Peak traffic volume.~~

$$v = 1504 \div 24 = 62.67 \text{ vehicles per hour}$$

SL

$$v = 56,326 \times \frac{0.55}{1000} = 31 \text{ plus } 74 \text{ (base flow)} = 98' \frac{v}{hr}$$

Use this as higher value.

' = Adjusted for movement.

The speed limit is 55mph

Base Free flow speed

$$BFFS = 55 + 5 = 60 \text{ mph}$$

Free flow speed

$$FFS = BFFS - flw - flc - fm - fa$$

$$FFS = 60 - 6.6 - 0 - 1.6 - 0.71 = 51.09 \text{ mph}$$

Heavy vehicle adjustments

$$fhv = \frac{1}{1 + Pt(Et - 1) + Pr(Er - 1)}$$

$$fhv = \frac{1}{1 + 0.072(2.5 - 1) + 0} = 0.90$$

Equivalent flow

$$vp = \frac{v}{PHF * N * fhv * fp}$$

$$vp = \frac{98}{0.85 * 1 * 0.90 * 1} = 129 \text{ passenger cars}$$

Density

$$d = \frac{vp}{FFS}$$

$$d = \frac{129}{51} = 2.5 \text{ passenger cars per mile per hour}$$

LOS A

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Phase 3 – Common Trip Generation Rates – Sunday, AM/PM, 2025

Peak traffic volume, 9 year grow plus additional parking

$$v = 74.9 + 657 - 265 = 466.9 \text{ vehicles per hour}$$

QL

$$v = 56,326 \times \frac{0.55}{1000} = 657 \text{ plus } 74 \text{ (base flow)} = 593' \frac{v}{hr}$$

Use this as higher value.

' = Adjusted for movement.

The speed limit is 55mph

Base Free flow speed

$$BFFS = 55 + 5 = 60 \text{ mph}$$

Free flow speed

$$FFS = BFFS - flw - flc - fm - fa$$

$$FFS = 60 - 6.6 - 0 - 1.6 - 0.71 = 51.09 \text{ mph}$$

Heavy vehicle adjustments

$$fhv = \frac{1}{1 + Pt(Et - 1) + Pr(Er - 1)}$$

$$fhv = \frac{1}{1 + 0.072(2.5 - 1) + 0} = 0.90$$

Equivalent flow

$$vp = \frac{v}{PHF * N * fhv * fp}$$

$$vp = \frac{593}{0.85 * 1 * 0.90 * 1} = 776 \text{ passenger cars}$$

Density

$$d = \frac{vp}{FFS}$$

$$d = \frac{776}{51.09} = 15.2 \text{ passenger cars per mile per hour}$$

LOS B

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Exhibit 21-8. PASSENGER-CAR EQUIVALENTS ON EXTENDED FREEWAY SEGMENTS

Factor	Type of Terrain		
	Level	Rolling	Mountainous
E _T (trucks and buses)	1.5	2.5	4.5
E _B (RVs)	1.2	2.0	4.0

Exhibit 21-9. PASSENGER-CAR EQUIVALENTS FOR TRUCKS AND BUSES ON UPGRADES

Upgrade (%)	Length (mi)	E _T									
		Percentage of Trucks and Buses									
		2	4	5	6	8	10	15	20	25	
2-3	all	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	0.00-0.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	0.25-0.50	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	0.50-0.75	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	0.75-1.00	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
3-4	all	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	0.00-0.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	0.25-0.50	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	0.50-0.75	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	0.75-1.00	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4-5	all	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
	0.00-0.25	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	0.25-0.50	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	0.50-0.75	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	0.75-1.00	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5-6	all	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	0.00-0.25	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	0.25-0.50	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	0.50-0.75	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	0.75-1.00	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
7-8	all	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	0.00-0.25	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	0.25-0.50	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	0.50-0.75	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	0.75-1.00	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
9	all	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
	0.00-0.25	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	0.25-0.50	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	0.50-0.75	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
	0.75-1.00	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
10	all	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
	0.00-0.25	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	0.25-0.50	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
	0.50-0.75	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
	0.75-1.00	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0

Exhibit 21-10. PASSENGER-CAR EQUIVALENTS FOR RVs ON UPGRADES

Upgrade (%)	Length (mi)	E _B									
		Percentage of RVs									
		2	4	5	6	8	10	15	20	25	
2-3	all	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
	0.00-0.25	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
	0.25-0.50	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
	0.50-0.75	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
	0.75-1.00	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
3-4	all	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	0.00-0.25	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
	0.25-0.50	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	0.50-0.75	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	0.75-1.00	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
4-5	all	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
	0.00-0.25	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	0.25-0.50	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	0.50-0.75	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	0.75-1.00	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
5-6	all	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
	0.00-0.25	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
	0.25-0.50	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
	0.50-0.75	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	0.75-1.00	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
7-8	all	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	0.00-0.25	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
	0.25-0.50	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
	0.50-0.75	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
	0.75-1.00	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
9	all	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
	0.00-0.25	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	0.25-0.50	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
	0.50-0.75	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
	0.75-1.00	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
10	all	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
	0.00-0.25	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
	0.25-0.50	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
	0.50-0.75	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
	0.75-1.00	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0

Exhibit 21-3. SPEED-FLOW CURVES WITH LOS CRITERIA

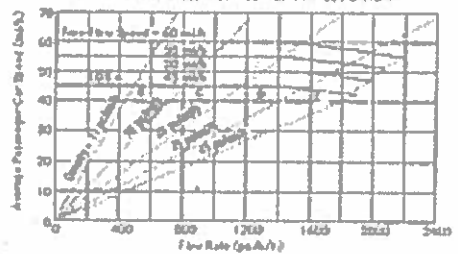


Exhibit 21-4. ADJUSTMENT FOR LANE WIDTH

Lane Width (ft)	Reduction in FFS (mi/h)
12	0.0
11	1.5
10	6.6

Exhibit 21-5. ADJUSTMENT FOR LATERAL CLEARANCE

Four-Lane Highways		Six-Lane Highways	
Total Lateral Clearance (ft)	Reduction in FFS (mi/h)	Total Lateral Clearance (ft)	Reduction in FFS (mi/h)
12	0.0	12	0.0
10	0.4	10	0.4
8	0.9	8	0.9
4	1.3	6	1.3
4	1.8	4	1.7
2	3.6	2	2.0
0	5.4	0	3.9

Note: 1. Total lateral clearance is the sum of the lateral clearances of the median (if greater than 6 ft, use 6 ft) and shoulder (if greater than 6 ft, use 6 ft). Therefore, for purposes of analysis, total lateral clearance cannot exceed 12 ft.

Exhibit 21-6. ADJUSTMENT FOR MEDIAN TYPE

Median Type	Reduction in FFS (mi/h)
Undivided Highways	1.0
Divided Highways (Including T/I/T/L)	0.0

Exhibit 21-7. ACCESS-POINT DENSITY ADJUSTMENT

Access Points (pts)	Reduction in FFS (mi/h)
0	0.0
10	2.5
20	5.0
30	7.5
40	10.0

LANDSCAPE NOTES:

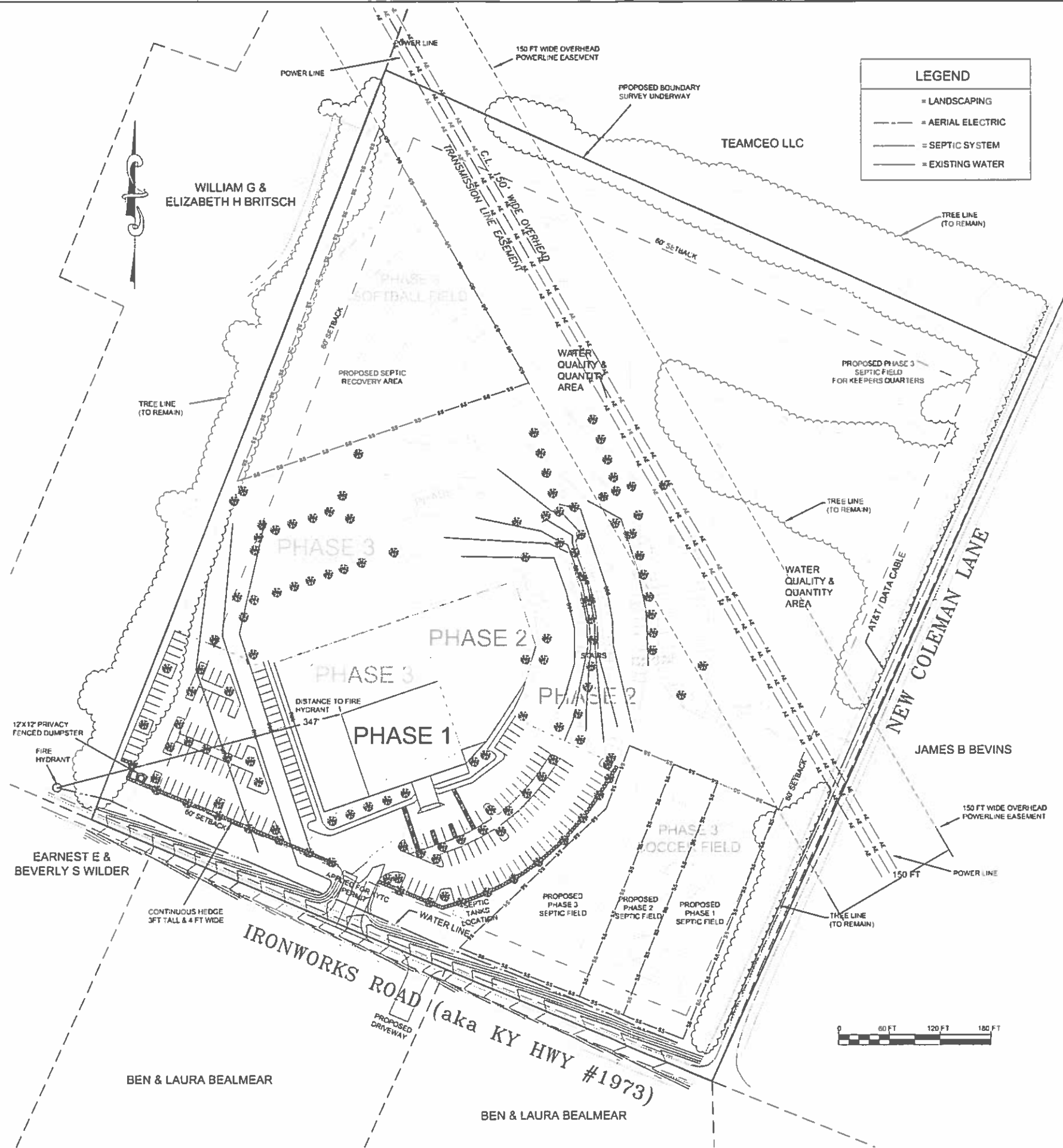
1. THIN BRANCHES AND FOLIAGE BY 1/3 RETAINING NORMAL PLANT SHAPE. BUT NEVER CUT THE LEADER. REMOVE ALL BROKEN DISEASED OR WEAK BRANCHES AND MAKE ALL CUTS FLUSH WITH AS LITTLE STUB AS POSSIBLE.
2. PLANTS SHALL RETAIN SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.
3. DO NOT BREAK ROOTBALLS AND DO NOT ALLOW AIR POCKETS TO FORM WHILE BACK-FILLING.
4. TREES SHALL BE REMOVED AND REPLACED IF DEFOLIATION OR BROWNING OCCURS WITHIN 3 DAYS OF PLANTING.
5. MULCH ALL PLANTS AND PLANT BEDS AS PER DETAILS. SAUCERS SHALL BE SOAKED WITH WATER AND MULCHED IMMEDIATELY FOLLOWING PLANTING. EXTEND MULCH BEYOND SAUCER BERM AS SHOWN.
6. ALL ROOTBALLS REMOVED FROM CANS SHALL BE SCARIFIED PRIOR TO BACKFILLING AND SCARIFY ALL EDGES AND WALLS OF PLANT PITS 4-INCHES DEEP.
7. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF PLANT MATERIAL AS PER PLANS AND SCHEDULE IS FOR CONTRACTOR CONVENIENCE ONLY.
8. PLANT MATERIAL LOCATIONS TO BE STAKED ON SITE. RECEIVE APPROVAL FROM LANDSCAPE ARCHITECT BEFORE INSTALLATION.
9. ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED.
10. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES BEFORE COMMENCING CONSTRUCTION AND SHALL BE RESPONSIBLE FOR ANY DAMAGE DURING CONSTRUCTION.
11. MAINTENANCE FOR PLANT MATERIAL SHALL INCLUDE WATERING, SPRAYING, MULCHING, MOWING OF LAWN, FERTILIZING, PRUNING, ETC. AND IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR UNTIL FINAL APPROVAL BY LANDSCAPE ARCHITECT AND OWNER.
12. THE OWNER SHALL PROVIDE WATERING, AND THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE FIRST YEAR'S MAINTENANCE.
13. ALL PLANT MATERIAL ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AND OWNER BEFORE, DURING, AND AFTER INSTALLATION.
14. ALL PLANT MATERIAL SHALL CONFORM TO THE SIZE AND QUALITY AS SPECIFIED IN "AMERICAN STANDARDS FOR NURSERY STOCK" CURRENT EDITION.
15. ALL DISTURBED AREAS NOT TO BE PLANTED ARE TO BE SEEDED UNLESS OTHERWISE NOTED. SEE SEED MIXTURE ON PLANTING SCHEDULE.
16. ENTIRE AREA OF ISLAND TO BE 3" MULCH BED OVER TOPSOIL. TOPSOIL EXTENDS FROM MULCH TO SUBGRADE.
17. A 12" STRIP OF SOD SHALL BE PLACED ALONG BACK OF CURB IN ALL DISTURBED AREAS WITH THE EXCEPTION OF ISLANDS.

SITE STATISTICS

SITE AREA: 17.83 ± ACRES
 ZONING: A1 (CONDITIONAL USE PERMIT)
 INTENDED USE: CHURCH

BUILDING COVERAGE:	12,555 SF	16,891 SF	26,880 SF	56,326 SF
MAX COVERAGE: (20% OF LOT)	1.6 %	2.2 %	2.3 %	6.1 %
PARKING REQUIRED: (1.3 MAX OCCUPANCY)	150 SPOTS	100 SPOTS	250 SPOTS	500 SPOTS
PARKING PROVIDED:	154 SPOTS	138 SPOTS	208 SPOTS	500 SPOTS
VEHICULAR USE AREA	73,711 SF	56,626 SF	75,775 SF	206,112 SF
REQUIRED ILA: (INTERIOR LANDSCAPING AREA)	7,371 SF	5,663 SF	7,578 SF	20,611 SF
PROPOSED ILA:	9,362 SF	7,064 SF	9,792 SF	26,218 SF
REQUIRED ILA TREES:	38	29	40	107
PROPOSED ILA TREES:	38	29	40	107

PERIMETER LANDSCAPING: 5,280 SF
 EXISTING TREE CANOPY: 105,128 SF
 PROPOSED TREE CANOPY: 105,128 SF
 REQUIRED TREE CANOPY: 77,667 SF



LEGEND

- LANDSCAPING
- - - AERIAL ELECTRIC
- SEPTIC SYSTEM
- EXISTING WATER

PLANTING SCHEDULE

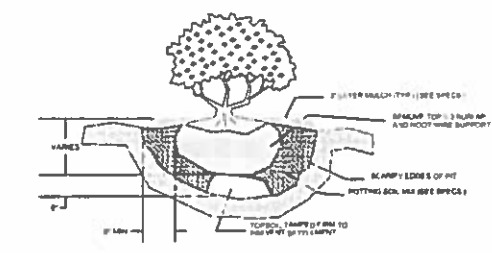
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOTREMARKS
1	0	GLEDITSIA TRIACANTHOS	HONEY LOCUST (THORNLESS)	1 3/4" CAL	B&B 40' O.C. UNSHEARED
2	36	MALUS	CRABAPPLE	1 3/4" CAL	B&B 25' O.C. UNSHEARED
3	184	EUONYMUS ALATUS "COMPACTA"	DWARF BURNING BUSH	24" 30" HT	B&B 4' O.C.

NOTE: DEVELOPER MAY SUBSTITUTE TREE TYPES, WITH APPROVAL FROM THE GEORGETOWN-SCOTT COUNTY PLANNING COMMISSION.

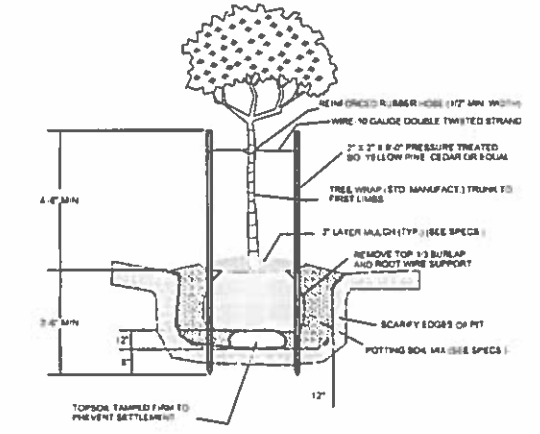
- (1) LARGE CANOPY TREE
- (2) SMALL CANOPY TREE
- (3) HEDGE

SEED DISTURBED AREAS

SEED	FESTULA ARUNDINALEA	KENTUCKY 31 FESCUE	SEED TO GRASS 7#/1,000 SF	85% SEED MIX. SEE SPECS.
AGROSTIS ALBA	RED TOP	SEED TO GRASS 7#/1,000 SF	10% SEED MIX. SEE SPECS.	
FESTULA RUBRA	CREeping RED FESCUE	SEED TO GRASS 7#/1,000 SF	20% SEED MIX. SEE SPECS.	
TRIFOLIUM REPENS	WHITE CLOVER	SEED TO GRASS 7#/1,000 SF	5% SEED MIX. SEE SPECS.	



TYPICAL SHRUB PLANTING/NO SCALE



TYPICAL TREE PLANTING AND STAKING NO SCALE

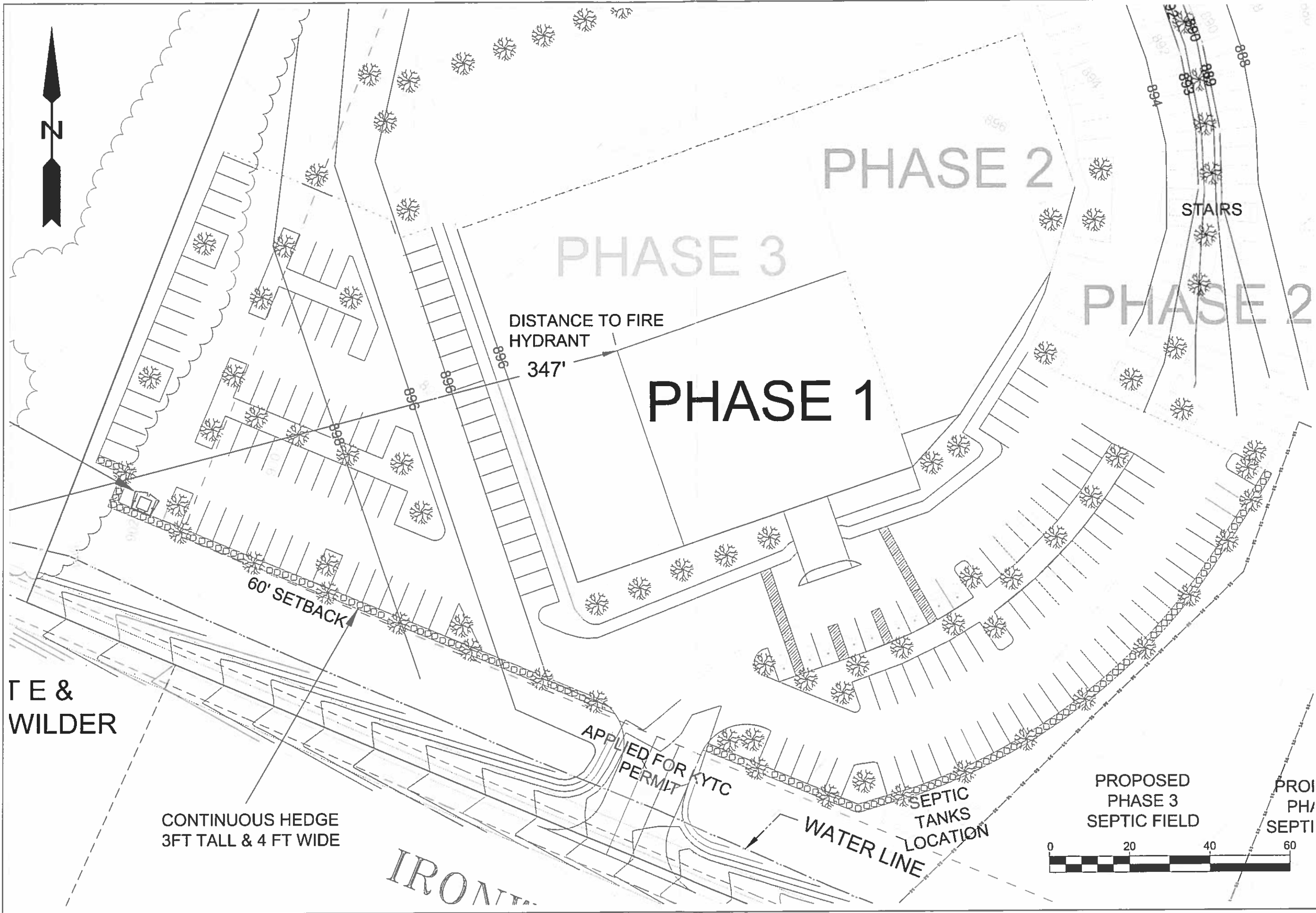
CERTIFICATION OF GEORGETOWN DEVELOPMENT AUTHORITY APPROVAL
 I hereby certify that the development plan or subdivision plat shown hereon has been reviewed and found to comply with the Georgetown Development Authority guidelines, including any conditions of approval or exceptions, noted hereon.

20
 Development Authority Chairperson

THOROUGHbred ENGINEERING
 146 S. BROADWAY, GEORGETOWN, KY, 40324 • SURVEYORS • ENGINEERS • PLANNERS (502) 863-1756

PRELIMINARY DEVELOPMENT PLAN
BLUEGRASS BAPTIST CHURCH
 275 NEW COLEMAN LANE
 GEORGETOWN, SCOTT COUNTY, KY

DATE: 03/01/2016
 SCALE: 1" = 60'
 REVISIONS: SKM
 DRAWN BY: JD
 JOB NUMBER: 222
 REVISION DATE: 3/29/2016



THOROUGHBRED ENGINEERING

148 S. BROADWAY, GEORGETOWN, KY. 40324 • SURVEYORS • ENGINEERS • PLANNERS (502) 863-1756

DATE	03/01/2016
SCALE	1" = 20'
REVISION	SKM
REVISION DATE	03/29/2016
DRAWN BY	JD
JOB NUMBER	222

PRELIMINARY DEVELOPMENT PLAN
BLUEGRASS BAPTIST CHURCH
 275 NEW COLEMAN LANE
 GEORGETOWN, SCOTT COUNTY, KY

DRAFT

SCOTT COUNTY FISCAL COURT ORDINANCE NO. 2016-__

AN ORDINANCE REGULATING THE NUMBER OF DOGS TO BE OWNED OR POSSESSED BY A RESIDENT OF SCOTT COUNTY, KENTUCKY WITHOUT A KENNEL CONDITIONAL USE PERMIT AND AMENDING THE DEFINITION OF KENNEL IN THE GEORGETOWN- SCOTT COUNTY ZONING ORDINANCE

WHEREAS, numerous citizens in Scott County, Kentucky have complained about dogs running at large causing disturbances, not being under control of the owners or persons maintaining custody and control of dogs and maintaining large numbers of dogs without zoning oversight or approval in all areas of the county.

WHEREAS, the Scott County Fiscal Court recognizes the rights of citizens to possess and to keep dogs, it further recognizes the rights of citizens to enjoy the peace and quietude of their property and the public thoroughfares which they travel, free from any nuisance created by dogs running at large.

WHEREAS, the Scott County Fiscal Court has determined that there is a legitimate and necessary need to limit the number of dogs a resident may own, maintain, keep or possess without a kennel conditional use permit to ten (10) dogs.

**BE IT ORDAINED BY THE FISCAL COURT OF SCOTT COUNTY,
COMMONWEALTH OF KENTUCKY:**

SECTION ONE: REQUIREMENTS

Any person or organization with more than ten (10) dogs over the age of six (6) months shall constitute a kennel which shall require a conditional use permit to operate. Licensed veterinarian practices, lawfully operating in Scott County shall be exempt from the requirements of this ordinance. An individual or organization operating a dog rescue or similar operation, which owns, maintains, possess or keeps more than ten (10) dogs over the age of six (6) months shall be required to obtain a kennel conditional use permit. Any individual or organization that desires to obtain zoning approval for a kennel shall apply for a kennel conditional use permit through the Scott County Board of Adjustment.

SECTION TWO: DEFINITIONS

- A. "Owner" -for the purpose of this ordinance, shall mean any person having an interest in or right of possession to a dog or any person having control, custody or possession of any dog, or having any dog residing consistently at a location.

DRAFT

- B. "Kennel" – A commercial business for the sale or temporary boarding of three (3) or more dogs over the age of six (6) months, not including those owned by the resident or property owner; or any person or organization for-profit or otherwise keeping more than a total of ten (10) dogs over the age of six (6) months on their premises.

SECTION THREE: CHARGING OFFICIAL

The animal control officer, code enforcement officer or any peace officer shall be permitted to issue a citation or file a criminal complaint giving notice of the charge of any violation of this ordinance. The animal control officer shall have all powers vested to him by the county and KRS 436.605.

SECTION FOUR: SEPARATE VIOLATIONS FOR EACH INCIDENT

Each incident which results in a violation of this ordinance shall constitute a separate offense.

SECTION FIVE: SEVERABILITY

If any section, phrase, or provision of this ordinance is for any reason declared to be invalid, such declaration will not affect the validity of the remainder of the sections, phrases, or provisions of this ordinance.

SECTION SIX: CONFLICT

To the extent any resolution, ordinance, or parts thereof is in conflict, the provisions of this ordinance will prevail and be given effect.

SECTION SEVEN: PENALTIES

Any person or organization that owns, maintains, possesses or keeps more than ten (10) dogs without a kennel conditional use permit, shall be fined not less than one hundred dollars (\$100.00) nor more than five hundred dollars (\$500.00), upon conviction for violating the provisions of this ordinance. Each day's continuance of any violation of this ordinance shall constitute a separate offense.

SECTION EIGHT: SEIZURE OF DOGS

Any dog or dogs kept in violation of this ordinance may be seized and impounded by any animal control officer or law enforcement officer and may be confined at an animal shelter until all violations are remedied and all fines and court costs are satisfied. The animal shelter may transfer title to any dog impounded for a period greater than ten (10) days. Any person or organization that owns, maintains, possess or keeps more than ten (10) dogs without a kennel permit, shall be responsible for the reasonable costs of the Scott County Fiscal Court, Georgetown-Scott County Planning Commission and the said animal shelter, for the costs associated with zoning enforcement and the removal of the said dogs and the boarding and care of the dogs.

SECTION NINE: EFFECTIVE DATE

This ordinance shall be effective immediately, upon the passage and adoption of this ordinance