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responsible for installing the light and retiming it to ensure proper flow of traffic. He talked about the commercial lots and what could potentially go onto those lots. They are opposed to putting in any high traffic businesses like gas stations and fast food restaurants.

Regarding design and features of the overall project, Mr. Kendall explained culture has changed in that many choose to be renters and this project offers a nice transition from living at home to future living arrangements. After doing some soil testing, they had to narrow in the scope of the project. They will be building on the ridges of the property and that dictated the layout. He showed pictures of a similar development of what is proposed - what the units will look like, potential floor plans and the amenities.

They are working with their engineer to ensure there is a large enough turn radius for school buses and safety vehicles. They also have a reservation letter from the sanitation district for 300 3-bedroom units which is more capacity than the final project will use.

Mr. Hart then opened the floor to public comment.

April Ayers, 7540 Alexandria Pike: She lives in the house across the street from the proposed project and she is concerned about traffic. It is very difficult to get out of her driveway during most times of the day right now.

Tim Amann, 39 Orlando Dr.: He recognized that the study didn't require a light but can the city require the light? Mr. Hart explained that the state dictates when and where traffic lights go on U.S. 27. He also wanted to know if the little section on the side was going to stay single family residential, which means they would not be able to put an apartment building there unless they came back in front of the board. Mr. Kendall noted that portion is being kept by the seller.

Ryan Hall, 17 Broadfield Ct.: He commented that the Comprehensive Plan does not look like it has been touched in many years. He feels the board is more reactive to developers that come in rather than being proactive. When will there be a major revision of the Comprehensive Plan that better appropriates the available land in the city? Mr. Hart explained the revision of the current Comprehensive Plan began last July and is open to the public. They are hoping to have things buttoned up in the next 45-60 days. Mr. Hart also explained how the process works to revise a Comprehensive Plan, and encouraged the public to share their thoughts at the meetings on how they would like the city to look in the future.

Nathan Atkinson, 7770 Vista View: How much control does the city have over a property if in 20-30 years the building starts to look a little worn down, mentioning the apartments on Poplar Ridge and their need for updates.

Sue Watson, Persimmon Grove: She wanted to know if the approval of this plan and zone change gives the developer a free pass to put in anything they want in the commercial lots. Mr. Hart explained that the approval is conditional to the types of businesses they mentioned – professional office space, retail, & restaurants. They would not be permitted to put in something that does not fall under those categories without coming before the board for approval. Mr. Duncan encouraged the applicant to get more specific about what they would like the uses to be for those commercial lots.

Mark Byrd, Talus Way: He is concerned the location of one of the buildings will diminish his property value because their view will be disturbed. He was hoping the project would be enclosed inside of the tree line, but since the soil is not conducive to that, they will be building on the outside of the trees. He does not have any issue with the other two buildings, only the one that might be seen from his property. There was some discussion on exact location of the proposed buildings in reference to streets in Arcadia.

Aaron Linkugel, 100 Enzweiler Rd.: He is concerned about traffic in that area with only one way in and out. There have already been accidents in that area and people do not follow the speed limit. He is neither for or against but wanted to express his concerns in regard to the traffic. He also has a fear this project will kill his property value and if that happens, they will sell off. Also, will the schools be able to handle the influx of kids.

R.J. Kendall, Kendall Properties: He took some time to address the concerns expressed by the public, with traffic being the biggest. The State is the one who determined they did not need a light at the entrance. They are a company that will hold onto their projects for as long as possible and they will keep it maintained to the highest standard with full-time maintenance workers. Mr. Hart asked how this project compares to the Brookstone location in Cold Spring and it was explained that this project is smaller. Mr. Markus expressed a safety concern for the fire department with there being only one lane in and one lane out. Mr. Kendall explained the fire department has not expressed any concerns with their proposal. They desired to have a left and right turn lane out of the property but the State denied that proposal.

Mr. Atkinson asked if there was a way to add a second access road, pointing to the projected map. It was explained what he was looking at was a property line and not a road.

Mr. Reitman's biggest concern was the traffic; the city is going to increase in population whether it is via this project or more housing further down 27. He shared his thoughts on access points and traffic lights but understands the limitations. He also pointed out the front part of the property will be for commercial use of light retail, restaurants, and office space.

Mr. Seitzinger, Alexandria City Engineer, first talked about the sanitation requirements. In 2017, there was a study to get sanitation to the property and the project is well within their prediction. They are staying out of the poor geo-technical soil areas of the property. He also reviewed the traffic study that was done and pointed out traffic lights are the most restrictive traffic control devices. They will only be used when other, less restrictive traffic devices, do not provide adequate controls and safety. He listed out the warrants that have to be met in order to qualify for a traffic light and this project does not meet those warrants. At full completion of the project and commercial lots, the traffic study does show a traffic light is warranted, even though he believes a light is needed before that. There was a question of getting a second opinion for the traffic study. KYTC has a set of standards that have to be followed when doing a traffic study, so that would yield the same results.

Ms. Nelson asked if sidewalks would be installed along the front of the property for safety for walkers and students who would walk to the middle school. Mr. Kendall stated they would be installing a new sidewalk along the front of the property and throughout the development. It was asked if they met the required number of parking spaces for the number of proposed units and whether there would be street parking as well. The requirement for 2 parking spaces per unit and they have a little more than that in the proposal. If they were to have parallel parking on the streets it would be in addition to the already 24-ft. wide streets. The 24-ft. width will be for all of the interior roads with the entrance being slightly wider.

Terry Wilson, Orlando Dr.: He asked if there was a way to connect the road to the Arcadia subdivision to have two separate entrances. It was explained that because of the terrain and slope, that would not be possible nor does he believe Arcadia would be open to that.

Aaron Linkugel, 100 Enzweiler Rd.: He shared his knowledge of the property and that it is very hilly and there are not a lot of options for the land. His biggest concern is the traffic and speed on US 27.

Tim Amann, 39 Orlando Dr.: The city should look at repairing all of the sidewalks along US 27.

April Ayers, 7540 Alexandria Pike: She asked for clarification on the commercial sites and wanted to know if it was possible to utilize the doctor's office entrance as a second point of entry and wrap it around the ridge.

Mary Beth Hatcher, Enzweiler Rd.: She expressed concern about the curve in the road that is near the proposed project and the speed at which most people travel US 27. Her fear is there will be an accident.

Mr. Duncan said the letter from Mr. Seitzinger where he analyses the proposal and the city's future land use map should be made part of the public record. The Commission's job is to either find that the current zoning is inappropriate or that the proposed zone change is more appropriate. Mr. Duncan asked if the garages were included in the count for the number of parking spaces; it was noted those are in addition to the required number of parking spaces.

There was some discussion on whether the commission was strictly voting on a zone change or voting on the site plan as well. It was explained that a PUD zone change has to be tied to a concept plan, so that has to also be approved along with the zone change. While the developers don't have to build it exactly as presented, the changes cannot yield any more impact on the community than what is proposed.

Mr. Hart closed Public Hearing #1 at 8:20 p.m.

Mr. Nehus believes a nice apartment complex will be a great addition to the city. Traffic will always be an issue for U.S. 27. Ms. Nelson asked how much power the city had on getting a light put in. There is nothing the city can do other than ask for a traffic study. Mr. Shinkle echoed Mr. Nehus' comment and added that he lived in the Brookstone location while his house was being built and he really enjoyed them; they did a good job of maintaining them. It was pointed out that at the end of the project they will reevaluate the need for a light. Mr. Seitzinger did clarify that even with all of this information a second traffic study would have to be done, and KYTC would still have to give the final approval of a traffic light. Chairman Hart voiced his appreciation that the company, after doing the soil tests, decided to scale down the project to ensure buildings don't go sliding down the hill. Mr. Reitman asked if they can make the traffic light a condition of the approval and Mr. Duncan explained it can be.

MOTION: Nick Reitman made a motion to make a recommendation to Council to approve the Zoning Map Amendment and Development Plan, with the following conditions, as agreed to by the developer: (1) permitted uses for the commercial lots are only for restaurants, retail or professional office space, and (2) once KYTC approves a traffic light, the developer will install it as soon as possible. The evidence presented supported the developer's claim that the current zoning of R-RE is inappropriate and the proposed zoning of PUD is appropriate. The motion was seconded by Steven Shinkle. All in favor, the motion passed 5-0-1, Mr. Hart abstaining.

Mr. Hart opened Public Hearing #2 at 8:33 p.m.

Mr. Duncan explained the commission has been working on zone changes for a number of years and recommended taking each item one at a time.

- a. **Remove car washes as permitted uses in the Neighborhood Shopping Center (NSC) Zone and the Highway Commercial (HC) Zone.**

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The city has reviewed several proposals for car washes in recently with the potential for more in the future because they are a permitted use in the commercial zone. The feeling is the market is saturated with car washes and due to them being site-specific they should be removed as permitted uses.

Mr. Atkinson, 7770 Vista View: If car washes are removed from the zoning ordinance can they be put back in later. It was explained that at tonight's meeting, the Planning Commission will gather evidence and public opinion and then make a recommendation to council who will make the final decision on text amendments.

It was asked, if car washes are removed as permitted uses entirely, can existing car washes expand or do renovations. Existing car washes would fall under non-conforming uses and would only be allowed to do repairs. The commission could allow the existing car washes to be a conditional use which would allow current car washes to make changes only by coming before the Board of Adjustments.

b. Amend Section 3.8 of the zoning ordinance in order to classify grass and weeds above eight inches (8") in height to be a violation.

Mr. Duncan referenced the handout he gave to the commission pointing out the highlighted section. The city's Code of Ordinance states grass and weeds above 8" is a nuisance so this change will bring the Zoning Ordinance and the Code of Ordinances in line. This change also helps the Code Enforcement officer the opportunity to flag a nuisance and begin working with the property owner sooner.

Mr. Atkinson: He is the owner of one of the car washes in the city and he would like the potential to expand if the need arises.

Mr. Duncan recommend the commission act on the first two since one of the commission members will need to excuse themselves for the final action.

There was some discussion on what the commission wanted to do and what conditions would need to be included in the recommendation to council for the text amendment.

MOTION: Michelle Nelson made a motion to make a recommendation to Council to remove car washes from the NSC (Neighborhood Shopping Center) zone and HC (Highway Commercial) zone as permitted uses, while allowing existing and approved car washes to continue to operate as permitted uses. The motion was seconded by Nick Reitman. All in favor, the motion passed 5-0-1, Mr. Hart abstaining.

MOTION: Steven Shinkle made a motion to change weed and grass height from 10" to 8", seconded by Randy Nehus. All in favor, the motion passed 5-0-1, Mr. Hart abstaining.

c. Permit self-storage facilities (mini-warehouses) for inside storage only as permitted or conditional uses in the multifamily zones (R-2 and R-3).

Randy Nehus removed himself from the Commissioner's seat and joined the audience as a private citizen and business owner.

Mr. Duncan then read through some of the conditions the commission has discussed during previous meetings.

Randy Nehus, 5 Whispering Woods: He shared his thoughts behind wanting to put storage units in Alexandria; 1.) it is convenient for people to be able to store their belongings with easy access. He

questioned where the text of "limit to 10% of the footprint area of the apartment building" came from, as that limits him to the size of a garage, which wouldn't be worth putting in. He also commented on the flat roof restriction, stating that you can make a building look like the surrounding buildings without having a peaked roof. He is looking to build something bigger than what is being proposed in the text amendment.

There was some discussion on the "10% text" and how that could be altered to allow for a decent size storage facility while not being larger than the apartment building itself. The reasoning being they don't want a property that is zoned R-2 and R-3 to be mainly storage units and very little multi-family housing. They discussed if a limitation could be placed on the amount of acreage that could be developed for an apartment building verses the storage units. Mr. Nehus agreed there needed to be a limitation so that it is fair for the city and the business owner.

Councilman Simon asked if the storage units would be for tenants or for the public and Mr. Nehus shared his would be for public rental. Mr. Simon also shared how he could have a 3-story, 16,000 sq. ft. building but the footprint still only be 10% because that is just the outside dimension and not the number of stories, so the square footage could be more than the allowed footprint. Mr. Nehus is looking to build 2 2-story buildings totaling about 45,000 square feet. He also shared the location of the building and his perceived impact on the community. There was some discussion on the ratio of mini-warehouse to apartment building so that the majority of the property is not storage.

Also discussed was whether mini-storage would fall more in a commercial zone. The commission explained that they are trying to keep storage units out of the highway commercial and neighborhood shopping center zones.

Mr. Atkinson has come before the commission on a few different occasions asking for mini-warehouses being a permitted use in Highway Commercial as he feels that would be a better fit than in multi-family housing. He believes it is more of a commercial operation and should be in a commercial zone as long as they are kept up and properly screened. Mr. Duncan explained the public hearing has to stay within the confines of the advertisement.

There was further discussion on having a couple of provisions, one that pertains to existing structures and one that addresses new structures. Mr. Reitman explained their desire to keep it out of the commercial zone is due to the fact that the city's commercial zone is limited to the 27 corridor and they want to promote growth that will attract people to the city.

Mr. Duncan wanted to make sure the commission understood that this text amendment, if passed, would apply to all properties zoned R-2 & R-3, this is not just specific to Mr. Nehus' property. There was further discussion of the implications if the text amendment were to go through. Mr. Hammann, Alexandria Fire Marshall is concerned about proximity to other buildings and if there is a way to limit what is allowed to be stored in the facility. The discussion continued covering contracts, sprinkler systems, and minimum required distance from existing residential buildings. Mr. Duncan encouraged the commission to take time to read over the things presented and wait to vote on it until a later date.

Mr. Atkinson asked if there are other cities who have mini-warehouses in multi-family zones and he is not aware of any, but the city currently only allows them in the Industrial zone and there are no properties zoned industrial. He agrees with keeping U.S. 27 looking nice, but believes that can still happen with proper screening and landscaping.

MOTION: Sonny Markus made a motion to table the text amendment to permit self-storage facilities in multi-family zones for further discussion and to be added to a future public hearing, seconded by Nick Reitman. All in favor, the motion passed 4-0-1, Mr. Hart abstaining.

Mr. Hart closed Public Hearing #2 at 9:09 p.m.

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APPROVAL OF MINUTES – January 21, 2020

MOTION: Nick Reitman made a motion to approve the minutes of January 21, 2020, seconded by Sonny Markus. All in favor, the motion passed 5-0-1, Mr. Hart abstaining.

VISITORS AND GUESTS – None

NEW BUSINESS – None

UNFINISHED BUSINESS

Comprehensive Plan Update: Mr. Hart would like to wrap up the plan within the next 45-60 days. Mr. Duncan said they need to have a public hearing for the Goals and Objectives so they can go to Council for review or amendment and then hold a public hearing for the rest of it.

Zone & Sign Changes: Mr. Duncan has been working on the changes and will work to get a public hearing on the calendar. He believes they can hold a public hearing for the sign and zone changes along with the goals and objectives for the Comprehensive Plan.

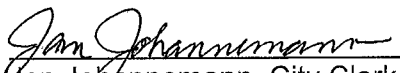
INTERNAL BUSINESS

City Council: Mayor Schabell reported that the car wash he talked about at the last meeting has formally withdrawn their application for approval. City Council will have a first reading of the ordinance to remove car washes at their next meeting. He also asked the Commission to hold off on the public hearing for the Goals and Objectives until after an outside firm has time to review it. He encouraged the Commission to use the funds in the budget to allow an outside firm to give guidance and direction so everyone knows how to move forward. He also reported that while he has not found someone to fill Tom Wheelers vacancy, he is working toward that with several applications to review.

ADJOURNMENT


MOTION: Nick Reitman made a motion to adjourn, seconded by Steven Shinkle. All in favor, the motion passed 5-0-1, Mr. Hart abstaining. Meeting adjourned at 9:15 p.m.

Attested to and submitted by:



Jan Johannemann, City Clerk

Dated 2/19/2020



Dave Hart, Chair

Dated 2/19/2020