

**MURRAY PLANNING COMMISSION MINUTES
REGULAR MEETING
TUESDAY, JULY 19, 2005**

The Murray Planning Commission met in regular session on Tuesday, July 19, 2005 at 5:00 p.m. in the council chambers of City Hall located at 104 N. 5th Street.

Commissioners Present: Ed Davis, Loretta Jobs, Tom Kind, Howard Koenen, Mike Lovins, Ed Pavlick, Marc Peebles, Dave Ramey, Nelson Shroat and Richard Vanover

Commissioners Absent: none

Also Present: Candace Dowdy, Sam Perry, David Roberts, Mike Pitman, David Graham and other public audience

Chairman Vanover called the meeting to order at 5:00 p.m. and welcomed the guests. Chairman Vanover asked for approval of the June 21, 2005 regular meeting minutes.

Marc Peebles made a motion to approve the minutes as presented. Howard Koenen seconded the motion and the motion carried by a 10-0 voice vote.

Review Of Final Subdivision Plat—Garden Heights Subdivision Unit 2—Wiswell & Doran Roads—Marshal Gordon: Candace Dowdy stated that the Commission approved the preliminary plat on May 10, 2005 contingent upon the Kentucky Department of Highways (KDOH) reviewing the plat regarding entrances from Wiswell Road. Ms. Dowdy stated that there were a total of 14 lots, with the three (3) of the lots on Doran Road being zoned R-1, and the other 11 on Wiswell Road being zoned R-2. Ms. Dowdy stated that KDOH reviewed the plat stating that the proposed entrances would be allowed contingent upon meeting a six (6)-second site distance, and that the property owner would be required to install the entrance after acquiring a permit from the District 1 Permit Section.

Ms. Dowdy stated that all utilities are available to this subdivision, the streets are constructed and concluded that there was nothing else outstanding in the subdivision. Commissioner Pavlick stated that he was the one who brought up the concern for increased traffic because of recently annexed subdivisions further out Wiswell Road. Commissioner Pavlick stated that he was concerned about backing out onto Wiswell Road, and that although there are already similar entrances across the street, this would still be a significant increase in entrances. Commissioner Pavlick stated that the concern appears to be answered by KDOH requiring a six (6)-second site distance. Ms. Dowdy stated that each entrance would be reviewed individually once the owner applies for an encroachment permit from KDOH. Ms. Dowdy stated that it was noted on the final plat that each entrance would be evaluated individually by KDOH. Ms. Dowdy also stated that it was noted on the final plat which lots were zoned R-1 and which were zoned R-2. **Tom Kind made a motion to approve the final plat of Garden Heights Subdivision Unit 2. Loretta Jobs seconded the motion and the motion carried with a 10-0 vote.**

Review Of Proposed Site Plan For Murray Bank—700B North 12th Street: David Roberts stated that Murray Bank came before the commission on February 22, 2005 to present some ideas for possible site plans for the construction of a new bank to replace

the current modular building. Mr. Roberts stated that this project was near the intersection of Highway 121 North Bypass and North 12th Street. Mr. Roberts pointed out entrances to the site on aerial photography, noting the two access points off of North 12th Street. Mr. Roberts stated that there were three different schemes presented in February: F, G and H. Scheme F kept traffic flow open through the 50' ingress/egress utility easement. Mr. Roberts stated that there was also a sanitary sewer easement along the west side of the property. Scheme G proposed closing north/south access to the bank site. Scheme H proposed restricting north/south access and also adding additional parking to the west on the recently acquired right-of-way from the state.

Mr. Roberts presented a minor subdivision plat that was presented in 2000 which created the outlot where the modular bank building now exists. Mr. Roberts explained that there would be two phases to the construction of the new bank building. Mr. Roberts presented a site plan designed by Geotech Engineering which restricted access from north to south. Access is intended to flow around the building toward Orscheln, then to the south, then to the west toward the existing entrance from North 12th Street. There will be improvements made to the entrance from North 12th Street. The entrance from North 12th Street would be narrowed by 10 feet, with the addition of directional arrows, to aid in designating lanes, which would in turn, increase stacking potential in the exit lanes, which was a concern brought up by the commission in the February meeting.

Mr. Roberts stated that there was already an 8" water main to serve the new building. Sewer and electric are available to the building and gas could easily be extended.

Mr. Roberts stated that there was crossover easement for parking between the Orscheln and Murray Bank properties. Mr. Roberts stated that the new building would mirror the style and structure of the South 12th Street facility, totaling around 6,300 square feet. Mr. Roberts stated that the use of the modular bank building would continue during the construction of the new building. The project will be enclosed by a fence and traffic will be restricted.

Mr. Roberts reminded the Commission of the previous concern with prohibiting traffic heading south into the bank property and requested that the commission consider it. Commissioner Pavlick asked if the height of the building would block the storefronts to the rear, as was discussed in February. Mr. Roberts stated that the property owners had worked out those issues among themselves. Commissioner Kind reminded the Commission that there was a previous concern with closing off north to south traffic flow, and that it could be possible to leave it open and if it were a problem, it could be prohibited at a later date. Commissioner Kind noted that pedestrian traffic to and from the new parking spaces, south of the drive, could pose a safety concern. Mr. Roberts stated that was the consensus in February, but that this design may be a compromise pending a long term goal of a north/south drive to extend from north of the new bank across to the adjacent property to the south, which would line up with the drive behind the outlots of Pella/Subway and Cracker Barrel. Mr. Roberts stated that the addition of the traffic signal in the past year has also been an improvement to the situation. Mr. Roberts stated that there was also discussion of closing off the entrance to the north of the traffic signal, but that it is necessary for truck deliveries.

Commissioner Kind asked if it was intended that entrance from the south property be right turn only. Mr. Roberts stated that right turn only was discussed with the designer and that the commission could make that suggestion on this project. Commissioner Lovins asked if the plan showed five (5) drive through lanes. Mr. Roberts stated that was correct and that there was a curb on the south side which designated the ATM lane. Commissioner Lovins stated that if a vehicle entering from North 12th Street was to attempt to turn left into the bank parking lot and the two exit stacking lanes were full with three to four cars deep, it could be impossible for a vehicle to turn left into the bank parking lot. Mr. Roberts stated that this site plan does reduce the stacking length, so that is a concern, but that it is difficult to predict the driving habits of the general public. Sam Perry stated that the tendency for the public may be to exit the lot via the traffic signal, avoiding the exit lanes altogether. Candace Dowdy stated that there is a similar problem at the Highway 121/North 12th Street intersection. Ms. Dowdy stated that vehicles coming in off of North 12th Street, attempting to turn left into Kroger have difficulty doing so. Commissioner Peebles stated that there was hope that once the state reworked the Highway 121/North 12th Street intersection the situation would improve significantly. Mr. Roberts stated that additional directional arrows could be added so that drivers would know which lane to be in even if cars were waiting there in line. Mr. Roberts stated that not having the cross-traffic makes this situation different than at Highway 121.

Mr. Roberts introduced David Graham, of The Murray Bank. Mr. Graham stated that Mr. Roberts had already given a thorough presentation. Mr. Graham stated that there were still hopes of connecting to a north/south access road with the adjacent property owner to the south, as David Roberts had mentioned. Mr. Graham presented a preliminary rendering of the new bank building and stated that the building would be a 1 ½ story structure which would be within the height restrictions of their leases. Mr. Graham stated that they did have a concern with safety. Mr. Graham stated that the front parking area was a very congested area and they do not wish to shut it down, but they do plan to discourage its use as a thoroughfare. Mr. Graham stated that they have attempted to not inconvenience the public, while working out the best traffic flow situation possible, with the help of talented design engineers. Commissioner Shroat asked about the angle of the drive through lanes. Mr. Graham stated that there were 5 angled drive through lanes that were designed to allow stacking and segregate traffic from the ATM lane on the south side. Mr. Graham stated that they did not see problems with the ingress from North 12th Street, because of the addition of designated turn lanes. Mr. Graham stated that he personally goes to the traffic signal for egress from the lot.

Chairman Vanover asked if there were any more questions from the commissioners. Commissioner Shroat asked how many parking spaces were provided. Senior Designer, Bobby Dietz stated that there were a total of 50 spaces, 25 within the property boundaries and 25 within the cross parking easement.

Commissioner Jobs asked if painters, plumbers, etc. were allowed to use yard signs, because financial institutions recently discovered that they were not allowed. Candace Dowdy stated that the BZA interpreted in June that financial institutions were allowed to advertise on a construction sign, but not in a financing-only situation. Commissioner Jobs stated that it was unclear to the public the difference between a financing-only sign and a construction-type sign. Ms. Dowdy stated that the planning department permits

construction-type firms to use a yard sign while they are on site working, but that it must be removed once the work is completed. Sam Perry stated that after the BZA made the interpretation that financial institutions were seen as firms engaged in the construction on site, then all the banks in Murray were notified by letter.

Commissioner Pavlick asked what was happening with the Southside Shopping Center freestanding sign. Ms. Dowdy stated that they had never gotten back with the planning office, and that they had submitted a plan several months ago that basically showed maintenance and painting of the sign. Ms. Dowdy stated that if there were any modifications to the sign, it would actually have to be taken down because it is in non-conformance. Ms. Dowdy stated that she would contact the property owners. Commissioner Pavlick stated that maintenance would be fine, because it is an eyesore.

Commissioner Pavlick also stated that the trees at the intersection of Wiswell Road and 16th Street were beginning to cause a site distance problem again and asked that it be addressed.

Commissioner Davis stated that there was also a site distance problem with shrubs at the northeast corner of 16th Street and Dudley Drive.

Being of no further business the meeting adjourned at 5:34 p.m.

Chairman, Richard Vanover

Recording Secretary, Sam Perry