

DEVELOPMENT OPTIONS

Development Options

- Previous Concepts, Evaluations

Previous Concepts

As noted from the zoning classification included in the Appendix, there are a wide variety of uses that could be developed on the property using a C-3 or C-4 zoning designation. The uses that have been considered to date consist of the following:

Truck Stop: This option was reviewed early on with limited results. The amount of pavement necessary, approximately 300,000 square feet, to provide adequate circulation has a significant impact on the available upland area. This paved area presents a number of issues:

- It may be necessary to fill a portion of wetland preserve area in order to provide adequate space for truck maneuvering. Doing so would incur wetland mitigation fees that could total in upwards of \$14,000.
- The intensive hard surface area would also impact stormwater control issues requiring excessive land allocation for stormwater retention. This could create a monetary hardship when attempting to comply with district requirements for environmental permitting. Another issue revolves around the installation and containment of large fuel storage facilities which could impact the wetland preserve area.
- Trip generation for this facility would certainly drive the need for costly transportation upgrades as outlined earlier.
- In addition, this type of use would be difficult to layout in such a manner that makes the best use of the unique existing features on the site.



Convenience Store with Fuel Service: While this type of facility would require less impervious surface since the maneuvering traffic would be on a smaller scale, there still would be a significant amount of paving on the site. The use would still generate significant trip generation and would drive the need for the transportation upgrades noted earlier. Fuel storage and containment issues would remain a factor similar to that of a truck stop. Again, this type of use would be difficult to layout in such a manner that makes the best use of the unique existing features on the site. In addition, an adjacent property owner has initiated the process for a development of this type, increasing the competition for the same customer base. A market study should be performed prior to proceeding along this route to determine if there is an adequate base to support two convenience/fuel store developments.

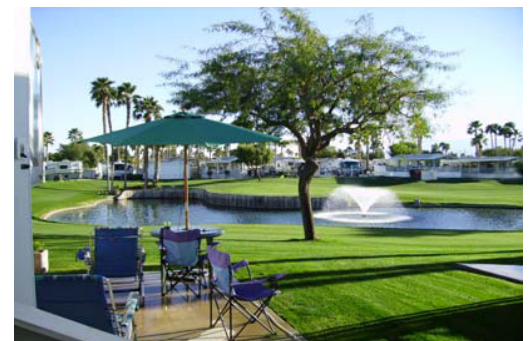
Multi-Story Office: This type of use could utilize the existing site features to good advantage and create a park-like setting around the building. In addition, this type of use typically has a very low environmental impact and could blend well with the existing preserve area and land features. The placement of the building with regard to the existing landscaping and road access would likely require parking lots between the roads and the building. In most cases it's preferred to have the view from the road consist of building and landscaping with parking and cars in the back. Due to the location of the unique site features it would be difficult to create such an arrangement. There may also be issues with fire protection due to the need for a fire sprinkler system. In addition, given the rural nature of the Inglis/Yankeetown area the demand for office space might be so limited as to make this option unsupportable financially. That is not to say that in the future there may be more office space demand given the recent approvals of new electrical generation facilities.

Retail Space: Given the rural nature of the area, small retail space with uses suitable to the needs of the area residents might be supportable. There are few residences or business in the direct vicinity to the property so it's suspect whether a small retail development is financially feasible. Certainly large-scale commercial development would likely not be supportable. Again, a market study is recommended. In addition, it's not clear how a retail use could maximize the effect provided by the existing and unique landscape features.

Motel/Bed & Breakfast: This type of use can be very low intensity and provide an opportunity for the existing unique features that synchronizes the use and the environmental features of the property. The layout of the site can envelope the existing landscape and water features providing a very unique garden-park retreat setting. The associated paths and wetland preserve area make for quiet walks and scenic tours. Since truck traffic is limited and can likely be separated, the ingress and egress routes can typically be constructed of materials that blend with nature and assist in storm water control. Depending on the size of the facility and the number of units, the associated trip generation may not drive the need for transportation improvements.



Upscale Recreational Vehicle Park: This use is certainly one of the best fits with regard to making use of the existing landscape and preserve areas. The roads don't necessarily need to be paved but maintenance could be an issue when dealing with large motor home type units. Use of pervious concrete or other environmentally conscious pavement materials can lessen the impact to the surrounding preserves. Depending on the size of the facility and associated trip generation, there may be need for transportation improvements. Under current standards, the individual lots could not be sold without incurring the typical impact fees associated with residential type developments. There may be creative legal avenues to address this issue and allow for individual lot sale but at present this option does not appear to be viable. As noted in the Appendix, the development of an RV park is considered a Special Exception type use under the proposed zoning so approvals would be necessary from both the Planning Commission and the County Commission.



Mixed Use Commercial PUD: This type of use could maximize the mixed use application noted above. The property could be divided into separate lots with zoning designations allowing for multiple use types. As with the office building, the use typically has a very low environmental impact and could be laid out to take the best advantage of the site's unique features and preserve areas. Small free-standing uses for each lot would enable a diverse set of development that could be tailored to the needs of the area. In addition, smaller scale development on individual lots may be able to take advantage of special stormwater systems that may be difficult to implement on a larger scale; for example, pervious surfaces, rain gardens, water gardens etc.

A possible option for this type of use could combine the recreational vehicle park and the commercial development. In this type of development the commercial lots could be placed closest to the State Road access for improved exposure while the northern and western portion of the property could be established as a gated RV community. The RV community would then provide a stable user base to support the commercial uses depending on the commercial endeavors. There are a number of issues which would require further examination for this type of use:

- 1) minimum number of RV lots required,
- 2) land division requirements with respect to lot sizes and zoning used,
- 3) ownership of common areas if RV area is subdivided,
- 4) storm water control requirements as a service district or individually,
- 5) commercial uses could create trip generations that drive transportation improvements.

Other Possible Uses Discussed:

• Events and special assemblies. This type of use can be accommodated as a Special Exception/Conditional Use in the C-3 Zoning so approvals would be necessary from both the Planning Commission and the County Commission. This type of use could also be incorporated into some of the other developments noted above. Depending on the frequency of events, the use of the area as a special events site could blend well with the Bed & Breakfast use as well as the RV Park.

• Multi-Family Residential. The financial feasibility of this alternate concept would be limited primarily by the density restriction of 1 unit per acre due to the property being wholly located within the 100 year floodplain. The other restrictive factor being that the property is not served by central water and sewer systems. This alternate would yield a maximum of 21 units which could be leased at approx. \$500/mo. It's expected that the cost to construct this type of use would be far greater than the construction cost for 21 units of Bed & Breakfast style cabins which could generate a higher revenue base.

• Satellite College Campus. While this type of development could make good use of the existing unique features, it may not be supportable financially due to the rural nature of the surrounding area.

• Assisted Living Facility. This type of development could make good use of the existing features of the property by providing a quite park-garden atmosphere for the residents. The layout could be similar to the multi-story office building concept



although the water and sanitary sewer infrastructure costs would be higher due to the type of use. The financial feasibility of this concept could be reasonable if the area residents are of the age to make use of the facility. It's also likely that trip generation for this type of use would not require transportation upgrades.