

APPLICATION FORM

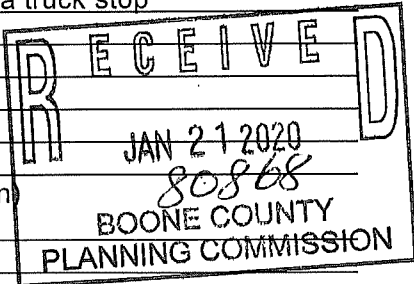
BOARD OF ADJUSTMENT AND ZONING APPEALS ACTION BOONE COUNTY PLANNING COMMISSION

FIVE (5) SCALED COPIES AND ONE (1) 11X17 REDUCTION OF SUBMITTED DRAWINGS ARE REQUIRED

See Boone County Zoning Regulations

SECTION A (To be completed by applicant)

- 1. (Check One) X Boone ... Florence ... Walton ... Union
2. (Check One) X Conditional Use Permit ... Variance ... Appeal
3. Applicant's Name Akram Othman
4. Description of Request: Conditional Use in a C-3 Zone for a truck stop
5. Name of Development N/A
6. Location of Development KY 14 & Poole Road
7. Acreage Under Review 14.597 Ac (Deed)
8. Lot Number and Name of Subdivision Part of Anchor Acres Subdivision PB 7 Page 41
9. Owner of Property Old Lexington Pike LLC
10. Address of Property Owner 2841 Verona Road
11. Proposed Use(s) on Site Truck stop with associate store, fuel islands, & truck & car parking
12. Total Square Footage of Existing and/or Proposed Buildings 22,750 Sq. Ft.
13. Current Zoning on Property C-3
14. Deed Book 903 Page No. 317 Group No. 918 & 2075
15. Is the site subject to a zone change? No
16. Have you submitted a Site Plan with this request? Yes
17. Have you submitted a list of adjoining property owners with this request? Yes
18. I, or we, understand and agree that this application and drawing(s) are being filed in accordance with the Boone County Zoning Regulations



ORIGINAL Property Owner's Signature: (Handwritten signature)
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

ORIGINAL Applicant's Signature: (Handwritten signature)
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

**BOARD OF ADJUSTMENT AND
ZONING APPEALS ACTION
APPLICATION
PAGE 2**

SECTION B (To be completed by the Boone County Planning Commission Staff)

1. Date Received 12/20 Fee Received \$1,116.00 Receipt # 80868
2. Is application complete? 3 Yes No
3. Staff Reviewer M. Schwartz
4. Scheduled Board Action Date Withdrawn By Applicant 5/14/2020
5. Board Action:
 Approved
 Approved with Conditions (See #6)
 Denial (See #7)
6. Conditions of Approval: _____

7. Reasons for Denial: _____

**Boone County Planning Commission
Boone County Administration Building
2950 Washington Street, Room 317
P.O. Box 958
Burlington, Kentucky 41005
(859) 334-2196 - Phone
(859) 334-2264 - Fax
plancom@boonecountyky.org - E-mail
www.boonecountyky.org - Web Page**

NOTE: See Boone County Planning Commission Fee Schedule for Board of Adjustment Fees.

Site Plan Review is not granted by the appropriate Board of Adjustment.

An application consists of all fees paid in full, submitted drawings and a completed application form.

STAFF REPORT

#1

APPLICANT: Akram Othman, on behalf of Old Lexington Pike, LLC, per Rick Newman

LOCATION: Northeast corner of the intersection of Verona Mudlick Road with Poole Road, having a Parcel ID of 056.00-00-009.01, Boone County, Kentucky

ZONING: Commercial Services (C-3)

DATE: February 12, 2020

PROPOSAL

- A. The applicant is requesting a Conditional Use Permit to allow a truck stop, on an approximate 14.6 acre property located at the northeast corner of the intersection of Verona Mudlick Road with Poole Road.

SITE HISTORY

1960 –

1969 Based on Boone County GIS data, the Verona interchange with I-71 was constructed.

1966

Anchor Acres Subdivision was platted, creating the site in question. This plat contains a notation that a sixty (60) foot right-of-way for a road or street to connect the land on the west of Parcel 2 may be located within a five hundred (500) foot wide area, which bisects the site in question.

APPLICABLE REGULATIONS

- A. Section 220 of the Boone County Zoning Regulations states that one of the duties of the Board of Adjustment is to grant conditional uses permits as specified by the zoning order, with such additional safeguards as will uphold the intent of the zoning order.
- B. The Board should evaluate the request as it relates to the criteria necessary for granting a Conditional Use Permit as stated in Sections 262, and 1033 of the Boone County Zoning Regulations.
1. Findings listed in Section 262 (Findings for all Conditional Uses):
 - a. Will be harmonious with and in accordance with the general objectives, or with any specific objective of the County's Comprehensive Plan, a specific corridor plan and/or the zoning order;
 - b. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and shall not change the essential character of the same area;
 - c. Will not be hazardous to existing or future neighboring uses;

- d. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately such services;
 - e. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community;
 - f. Will not involve uses, activities, process, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, dust, fumes, glare, or odors;
 - g. Will have vehicular approaches to the property which shall be so designated as not to create an interference with traffic on surrounding public thoroughfares.
2. Criteria listed in Section 1033 of the Boone County Zoning Regulations (C-3 District):
- a. The activity is an integral and subordinate function of a permitted commercial use or service; or
 - b. The arrangement of use, building or structure will be compatible with the organization of permitted and accessory uses to be protected in the district.
- C. Section 1033 of the Boone County Zoning Regulations identifies truck stops as a conditional use within the C-3 Zone.
- F. Section 1030 of the Boone County Zoning Regulations states that “The purpose of the Commercial Services district is to provide, control and centralize those types of commercial activities which; a) depend on and generate high vehicular accessibility, visibility and traffic; and/or b) large outdoor single-purpose storage, display and parking areas and c) which do not fit the scale, character, trade area and general objectives of the other commercial districts in this article or the employment districts defined in ARTICLE 11. Such districts will generally be organized about regional or major community trade areas. Sites will be of suitable lands which can be appropriately buffered from surrounding urban uses. Districts will be located to have direct visibility from major arterials. District facilities and plans should be organized to accomplish as much clustering of compatible uses, sharing of parking and access, signage, lighting and other spaces and improvements as possible.”
- G. Section 4000 of the Boone County Zoning Regulations defines a truck stop as “A facility designed to provide services to the trucking industry including but not limited to

dispensing of fuel, restaurants, showers, and associated retail sales. The permitted uses do not include truck repair, washes, or the sale of vehicles unless such activities are expressly listed as a permitted use for the zone in question, and a conditional use permit must be obtained for any activity to be conducted at a truck stop that is listed as a conditional use for the zone in question.”

RELATIONSHIP TO THE COMPREHENSIVE PLAN

- A. The Our Boone County Plan 2040 Future Land Use Plan designates the site for “Commercial”, “Rural Land”, and “Developmentally Sensitive”.

Commercial is defined as retail, corporate and professional office, interchange commercial, indoor commercial recreation, restaurants, services, etc.

Rural Land is defined as wooded, agricultural, recreational, or low density residential uses of up to one dwelling unit per two acres. Residential construction in Rural Lands does not occur in a formal subdivision.

Developmentally Sensitive is defined as Areas that have an existing slope of twenty percent or greater for a height of 20 meters (67.6 feet), or have unique soil or flooding characteristics which limit the ability of an area to support urban development, or contain significant wooded areas, creeks, wildlife habitat, or other natural features that are important to a site's stability and visual character.

- B. The following Our Boone County Plan 2040 Goals and Objectives apply to this application:

Currently accepted and innovative design methods, land use management tools, and coordination among agencies as well as with public infrastructure shall be pursued to produce a healthy, well-designed community that supports residents and businesses (Overall Goal A, Objective 1).

Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of neighbors and the community (Overall Goal A, Objective 4).

Development policies shall not discriminate against any person (Demographics Goal A, Objective 1).

Provide appropriate services, housing, employment, and shopping opportunities in order to meet the needs of the population in all geographic areas of the County (Demographics Goal A, Objective 4).

Industries shall be promoted in suitable locations to make the county a vital part of a strong regional economy (Economy Goal A, Objective 2).

Compact, efficient development patterns shall be encouraged for industrial, commercial, and office uses with appropriately sized and well maintained buffer spaces between the business use and other land uses (Economy Goal B, Objective 1).

Mixing of commercial and non-commercial uses shall occur in areas where consideration has been given to assure compatibility with surrounding land uses and natural systems (Economy Goal B, Objective 2).

Commercial uses shall be designed and located to coordinate with the surrounding land uses and shall have safe access and adequate parking (Economy Goal B, Objective 3).

Interstate commercial uses, as well as the freight logistics industry, shall be in close proximity to interstate interchanges for maximum convenience and economy to the traveling public, while minimizing traffic congestion (Economy Goal B, Objective 4).

Priority shall be given towards maintaining, protecting, and improving the capacity and safety of the existing road system across jurisdictions (Transportation Goal A, Objective 1).

Roadway capacity shall be preserved by utilizing access management policies and guidelines (Transportation Goal B, Objective 4).

Proper vehicular and pedestrian access to adjoining property shall be provided and/or retained when a property develops or redevelops (Transportation Goal B, Objective 6).

New land development shall be closely coordinated with the local transportation system to assure efficiency and continuity within Boone County and with the regional multi-modal transportation system (Transportation Goal B, Objective 9).

Transportation facilities and services shall support opportunities for economic development (Transportation Goal C, Objective 1).

Traffic impact analysis should be used as a tool to address impacts to the existing transportation system (Transportation Goal C, Objective 3).

- C. Verona Mudlick Road is a state maintained arterial street providing for two way traffic within two driving lanes. Poole Road is a local street, having a pavement width of approximately fifteen (15) feet, providing for two way traffic. There are no sidewalks along either roadway.

SITE CHARACTERISTICS

- A. The approximate 14.6 acre site is located at the northeast corner of the intersection of Verona Mudlick Road with Poole Road, approximately 1,600 feet northwest of the Verona interchange with I-71.
- B. The site is currently vacant.
- C. Overhead electric lines bisect the site in both the north/south and east/west directions.
- D. Topographically, the site is at an elevation of 860 msl at Verona Mudlick Road and drops

to an elevation of 760 msl in the eastern portion of the site.

SURROUNDING LAND USES AND ZONING

- North: Single family dwellings and undeveloped/agricultural land (C-3 and RS)
- South: Undeveloped/agricultural land (C-3)
- East: Single family dwellings and undeveloped/agricultural land (A-2)
- West: Single family dwellings, Northern Kentucky Equipment, and undeveloped/agricultural land (C-3 and RS)

PROPOSED DEVELOPMENT

- A. Construction of a truck stop containing 58 truck spaces.
- B. Provision for two fuel service areas, with canopies.
- C. Construction of a 12,000 square foot store.
- D. Construction of a 10,750 square foot store.
- E. Provision for 101 vehicular off-street parking spaces.
- F. Relocation of overhead utility poles.
- G. Provision for perimeter landscape buffering.
- H. Provision for a full access point onto Verona Mudlick Road, approximately 310 feet northwest of Poole Road.
- I. Widening of Verona Mudlick Road to provide for an exclusive right-turn lane into the site in question.
- J. Provision for a right-turn exit access point onto Poole Road, approximately 270 feet northeast of Verona Mudlick Road.
- K. Widening of Poole Road to provide for three lanes at the intersection (one lane eastbound, an exclusive westbound left-turn lane, and an exclusive westbound right-turn lane).
- L. Provision for a detention pond.

STAFF COMMENTS

- A. The following table provides information pertaining to the existing truck stops in Boone County:

EXISTING TRUCK STOPS

NAME	LOCATION	ZONING	BUILT	APPROVAL
TA Truck Stop	777 Burlington Pike	O-2/PD/PO	Prior to 1966	Unknown
TA Truck Stop	145 Richwood Road	C-3	Prior to 1974	Unknown
Pilot Travel Center	118 Richwood Road	C-3	1985 - 1990	Conditional Use Permit approved by Boone County Planning Commission
Pilot Travel Center	11229 Frogtown Road	C-3	1981 - 1985	Unknown
Flying J Travel Center	13019 Walton Verona Road	C-3	1988 - 1990	Conditional Use Permit approved by Boone County Planning Commission

B. The following items do not meet the minimum requirements of the Boone County Zoning Regulations (compliance can be achieved without a significant change to the submitted concept development plan):

1. Section 3151 provides regulations for required trash areas. Insufficient information has been submitted to determine compliance.
2. Section 3162 provides regulations for the development on hillsides. Insufficient information has been submitted to determine compliance.
3. Section 3208 requires the provision for sidewalks along public rights-of-way. Insufficient information has been submitted to determine compliance.
4. Section 3230 provides for a maximum driveway width of forty (40) feet. The submitted plan indicates that the width of the driveway onto Poole Road will have a width of fifty (50) feet.
5. Section 3314 requires all parking areas, including driveway aisles, vehicle storage, outdoor storage, and vehicle circulation areas to be paved with asphalt concrete or Portland cement concrete. Insufficient information has been submitted.

C. The following items do not meet the minimum requirements of the Boone County Zoning Regulations (compliance cannot be achieved without a significant change to the submitted concept development plan):

1. Section 3220 states that all traffic requiring access to and from a development shall operate in such a manner as to not adversely affect the level of service of

the roadway. Insufficient information has been submitted to determine whether the proposed development will have an adverse impact on the level of service of either Verona Mudlick Road or Poole Road.

2. Section 3625 requires that a minimum of five percent (5%) of the vehicular use area be landscaped. Insufficient information has been submitted.
- D. The following items are of a general nature as to how the proposed development will be integrated into the area:
1. The applicant needs to address the findings necessary to grant a Conditional Use Permit, per Sections 262 and 1033 of the Boone County Zoning Regulations.
 2. The applicant needs to address how adequate water supply and sewage disposal will be provided for the proposed development, per Section 3188 of the Boone County Zoning Regulations.
 3. The applicant needs to provide documentation that the proposed access point onto Verona Mudlick Road can be approved by the Kentucky Transportation Cabinet.
 4. The applicant needs to address whether a Traffic Impact Study will be required by the Kentucky Transportation Cabinet and/or Boone County Public Works.
 5. The applicant needs to address how lighting will be provided so that it does not impact on adjacent areas.
 6. The applicant needs to address how sound from the proposed development, specifically from idling truck engines, will not have an impact on adjoining areas.
 7. The applicant needs to address how the relocation of overhead utility poles will not have an impact on adjoining areas.

OTHER AGENCY COMMENTS:

- A. Staff has received several emails/letters pertaining to the submitted request. They are attached to this report and are part of the record.
- B. An inter-departmental email was sent to Boone County Public Works, Bullock Pen Water District, Kentucky Department of Transportation, Kentucky Division of Water, Northern Kentucky Health Department, Owen Electric Co-Op, Sanitation District No. 1, and the Verona Fire District requesting comments pertaining to the submitted application.
 1. The Kentucky Department of Transportation has raised the following issues: (1) need for a Traffic Impact Study; (2) driveway alignment; (3) circulation patterns; (4) need for additional turn lanes; and (5) sight distance from Poole Road (see attached email).

2. Sanitation District No. 1 does not have any comments since the site is located outside of their service area (see attached email).
3. Boone County Public Works commented on the pavement depth of Poole Road and its ability to withstand the loadings that will be created by the proposed development (see attached email).

CONCLUSION

KRS 100.237 and Section 220 of the Boone County Zoning Regulations give the Boone County Board of Adjustment and Zoning Appeals the authority to act on the request.

Respectfully Submitted,



Michael D. Schwartz
Planner

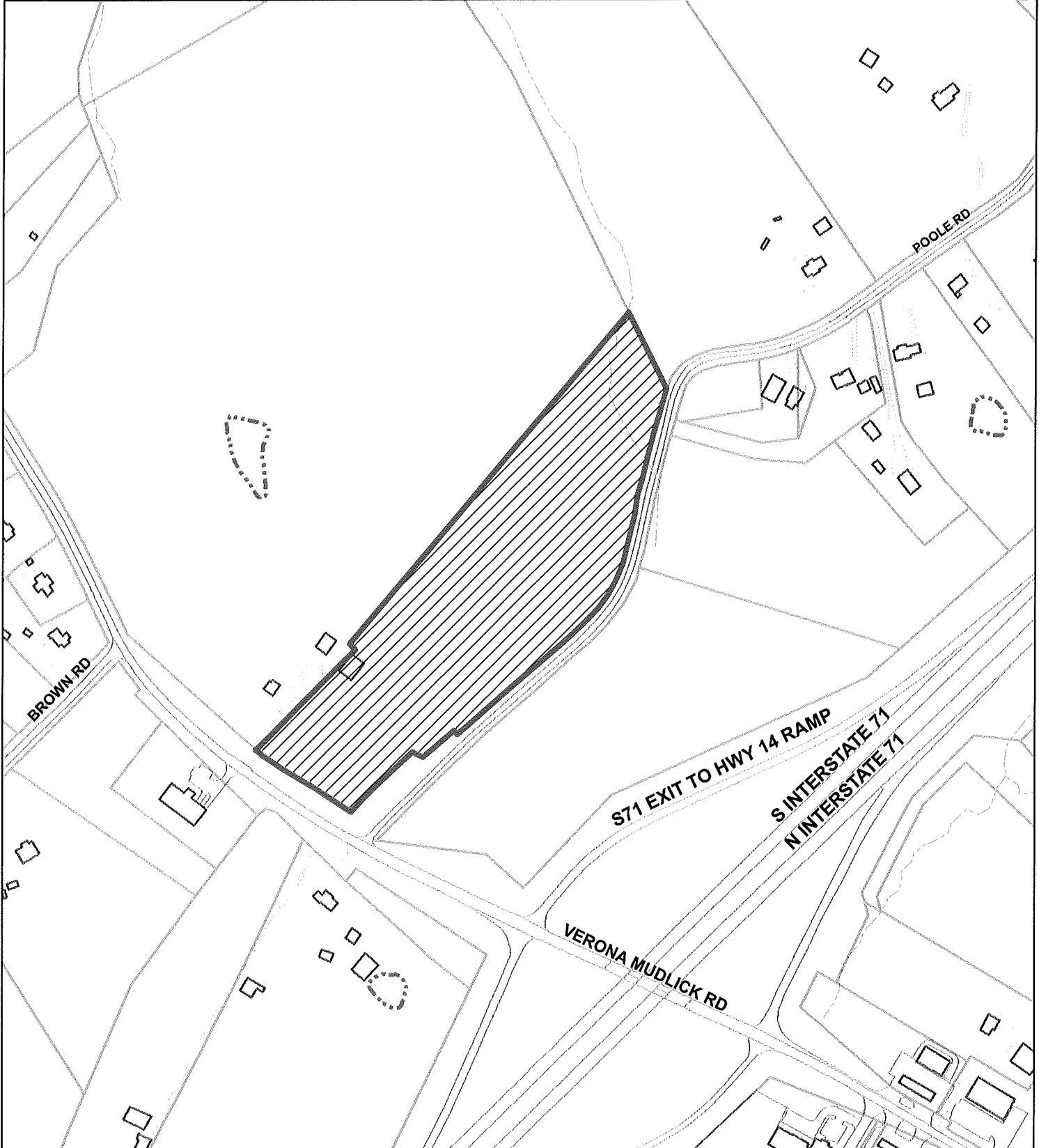
MDS/ss

Attachments

- *Vicinity Map
- *Aerial Map
- *Topographical Map
- *Zoning Map
- *2040 Future Land Use Map
- *Application
- *Concept Development Plan
- *Public Comments

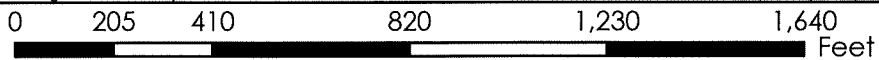
Vicinity Map

www.boonecountygis.com



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1 inch = 400 feet

Boone County GIS - Putting Northern Kentucky on the Map



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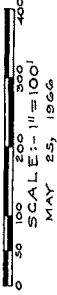
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ANCHOR ACRES

VERONA-BOONE COUNTY - KENTUCKY

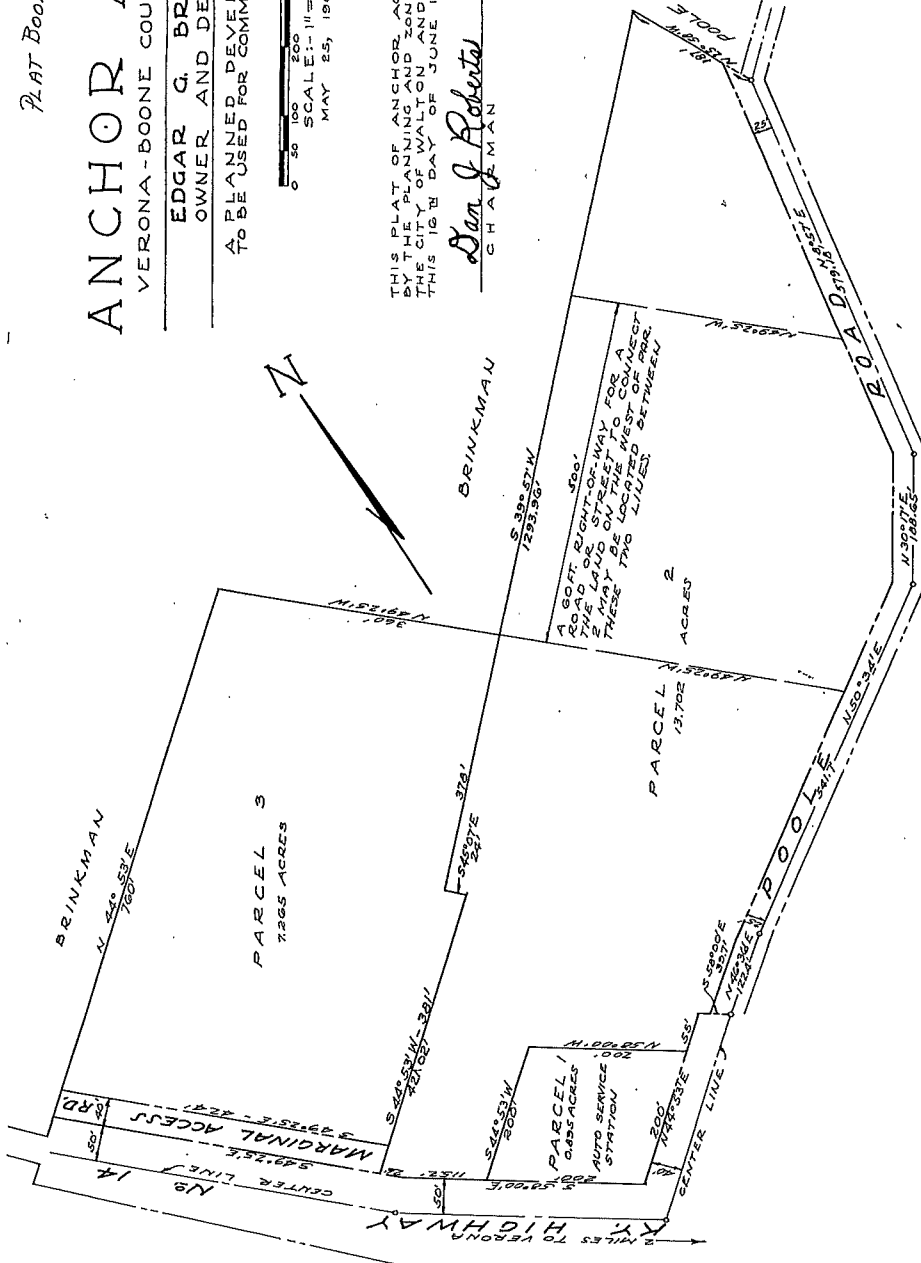
EDGAR G. BRINKMAN
OWNER AND DEVELOPER

A PLANNED DEVELOPMENT AREA
TO BE USED FOR COMMERCIAL PURPOSES



THIS PLAT OF ANCHOR ACRES WAS APPROVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF WALTON AND BOONE COUNTY, KY. THIS 16th DAY OF JUNE 1966.

Don J. Roberts
CHAIRMAN



WE, THE UNDERSIGNED, EDGAR G. BRINKMAN AND LILLIAN BRINKMAN, OWNERS AND DEVELOPERS OF ANCHOR ACRES, DO HEREBY DEDICATE TO THE USE OF BOONE COUNTY, KENTUCKY, THE SAME BEING A PORTION OF THE SAME PROPERTY CONVEYED TO THE UNDERSIGNED BY DEED DATED MAY 2, 1953, AND RECORDED IN DEED BOOK 107, PAGE 193 OF THE BOONE COUNTY RECORDS AT BURLINGTON, KENTUCKY.

Edgar G. Brinkman
Lillian Brinkman

I, C. D. BENSON, CLERK OF THE BOONE COUNTY COURT, COMMONWEALTH OF KENTUCKY, DO CERTIFY THAT THE ABOVE PLAT WAS PRESENTED TO ME IN MY OFFICE AT BURLINGTON, KENTUCKY BY EDGAR G. BRINKMAN AND MARIE BRINKMAN AND ACKNOWLEDGED BY THEM TO BE THEIRS, AND THAT THE SAME HAS BEEN DULY RECORDED THIS 27th DAY OF JUNE 1966.

C. D. Benson
BOONE COUNTY COURT CLERK

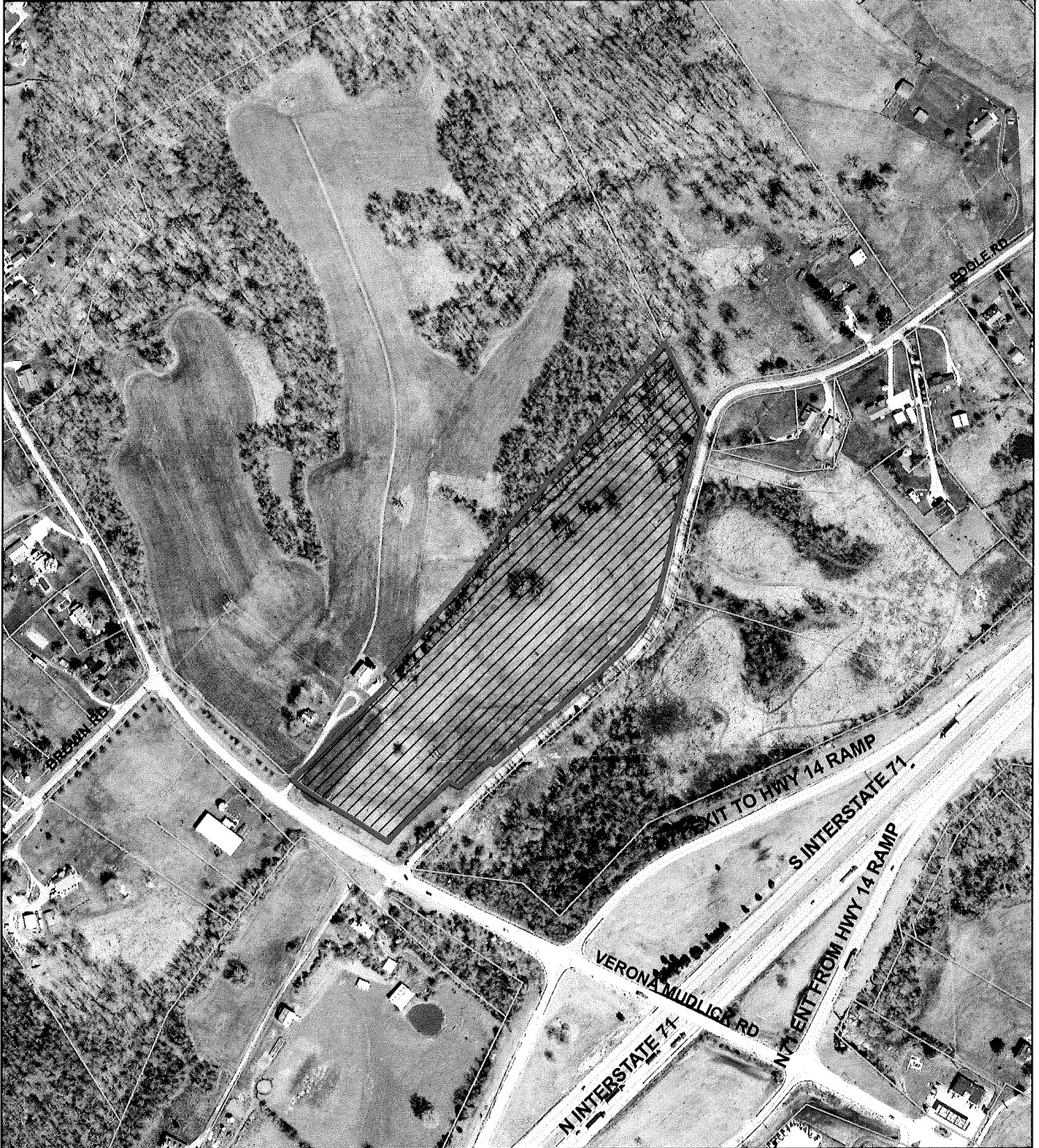
RECORDED
BOONE COUNTY CLERK'S OFFICE
MAY 27 1966

BY: *[Signature]*
DEPUTY BOONE COUNTY COURT CLERK

L. F. MCCARTT-RE.
REC'D.
94 - L.S.
JUNE 21, 1966

Aerial Map

www.boonecountygis.com



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0 205 410 820 1,230 1,640 Feet

1 inch = 400 feet



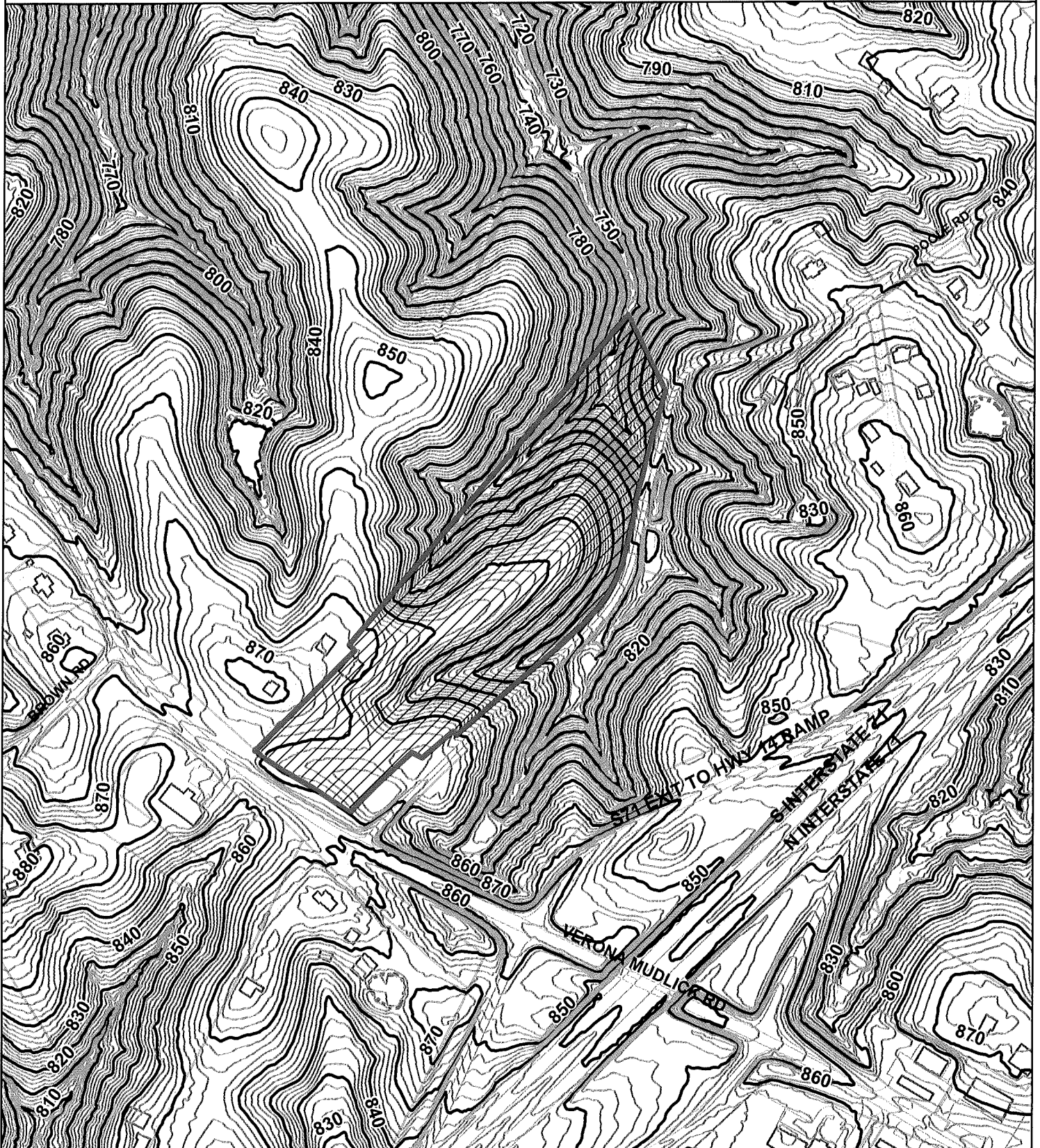
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ArcMap Document: *.mxd

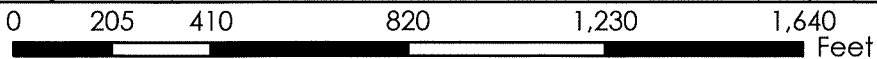
Topographical Map

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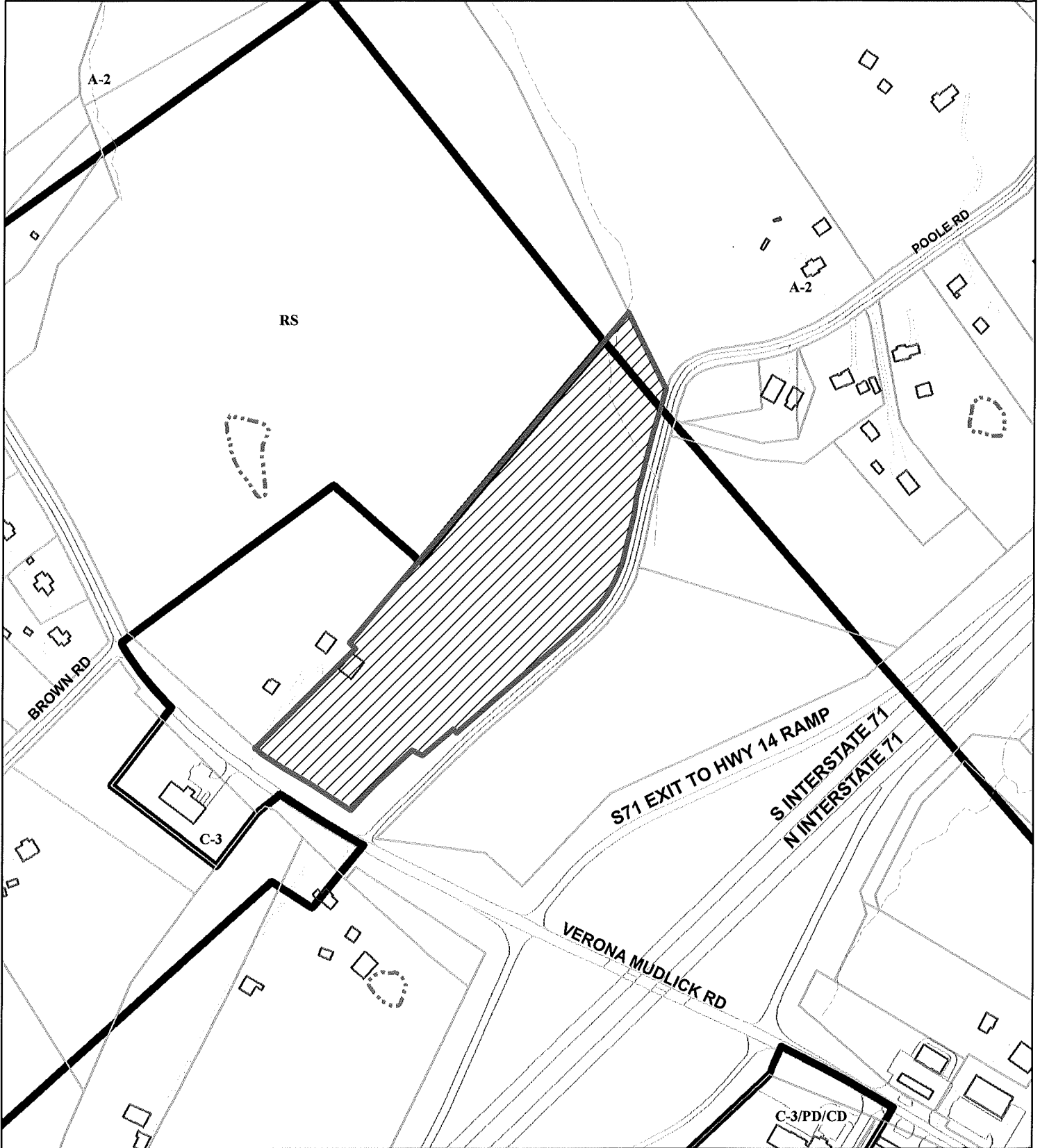


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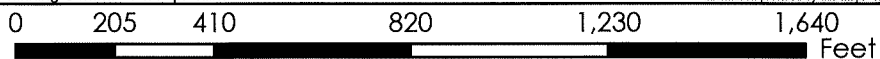
Zoning Map

www.boonecountygis.com



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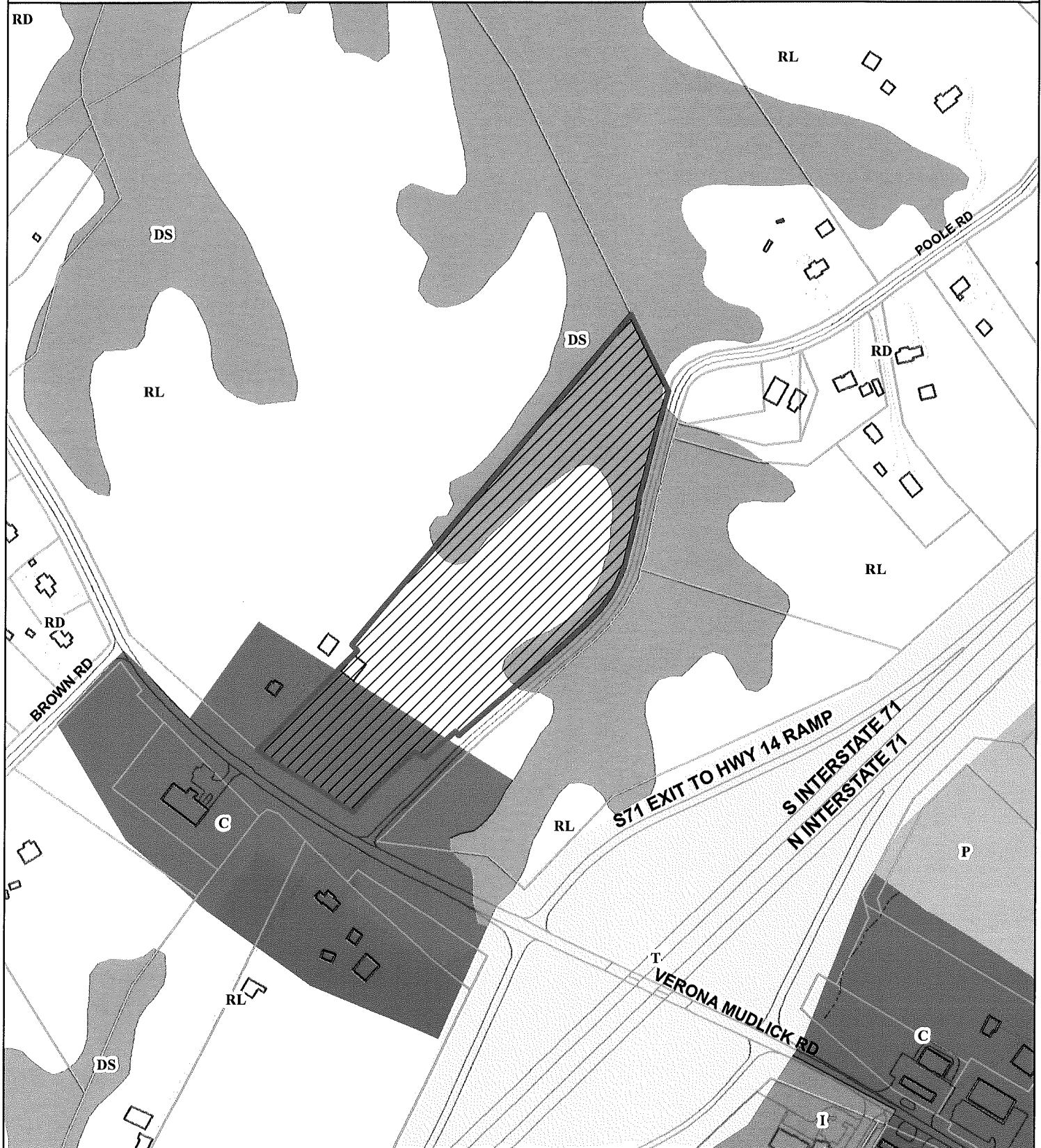
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Boone County GIS
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2040 Future Land Use Map

www.boonecountygis.com



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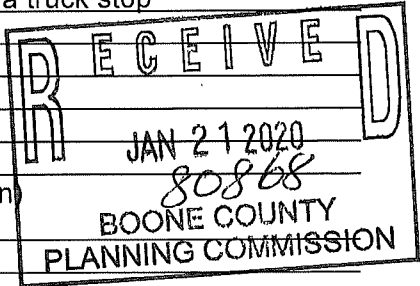
BOARD OF ADJUSTMENT AND ZONING APPEALS ACTION BOONE COUNTY PLANNING COMMISSION

FIVE (5) SCALED COPIES AND ONE (1) 11X17 REDUCTION OF SUBMITTED DRAWINGS ARE REQUIRED

See Boone County Zoning Regulations

SECTION A (To be completed by applicant)

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2. (Check One) Conditional Use Permit Variance Appeal
3. Applicant's Name Akram Othman
4. Description of Request: Conditional Use in a C-3 Zone for a truck stop
5. Name of Development N/A
6. Location of Development KY 14 & Poole Road
7. Acreage Under Review 14.597 Ac (Deed)
8. Lot Number and Name of Subdivision
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10. Address of Property Owner 2841 Verona Road
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12. Total Square Footage of Existing and/or Proposed Buildings 22,750 Sq. Ft.
13. Current Zoning on Property C-3
14. Deed Book 903 Page No. 317 Group No. 918 & 2075
15. Is the site subject to a zone change? No
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18. I, or we, understand and agree that this application and d



ORIGINAL Property Owner's Signature: (Faxed, Photocopied or Scanned Signatures will NOT be Acc)

ORIGINAL Applicant's Signature: (Faxed, Photocopied or Scanned Signatures will NOT be Accepted)



VIOX & VIOX

Civil Engineers, Surveyors, and Landscape Architects

466 Erlanger Road | 215B Main Street,
Erlanger, Kentucky 41018 | Milford, Ohio 45150

Tel: 859.727.3293 | Tel: 513.576.1000
Fax: 859.727.8452

www.vioxinc.com

January 21, 2020

Boone County Planning Commission
P.O. Box 958
2950 Washington Street
Burlington, KY 41005

Verona Truck Stom

The developer, Alex Othman, is proposing to construct a truck stop at the northwest corner of the intersection of Poole Road and KY-14, approximately 0.25 miles west of the KY-14 / I-71 interchange. The property is currently zoned as C-3. A truck stop is listed as a conditional use for this zone. The future land use map and comprehensive plan that was adopted June 5, 2019 shows this area around the interchange as being used for commercial development.

The proposed truck stop would be within close proximity to the interchange which is ideal for this type of use and the intended use of this property as depicted in the future land use map. With increased industrial development in Northern Kentucky, truck stop use will likely increase. The development and construction of this truck stop will be a beneficial service for the transportation of goods and resources through this corridor and will help limit any future potential of increased congestion at existing truck stops in the area.

Michael Schwartz

From: D Cox <coxdt1@gmail.com>
Sent: Sunday, January 26, 2020 5:39 PM
To: Michael Schwartz; plancon@boonecountyky.org
Subject: Planned truck stop at Verona exit

EXTERNAL MESSAGE

Michael and planing commission,

As a concerned resident in Verona, I just found out about a planned truck stop end of last week that I have not heard from anyone here that is happy about it.

Are there any meetings prior to the posted Feb 12 meeting? I travel during the week and may not be able to attend.

We have enough truck stops in the area and not sure we need another one at Verona. We are very concerned about that amount of additional traffic, increased crime, small exit design that cannot handle the extra traffic, nor do we want to see our property values go down as a result someone else's profits. There are no sewers in this area and folks on Poole road are concerned about the overflow of sewage and oil/fuel runoff from parking lots to local creeks. The county or state cannot even keep the lights on the exit ramps turned on and only single lane ramps. So not sure how the county plans to secure the area and plan for traffic.

Can I get a copy of the details and plans so that the residents around here can discuss and review to better understand future plans? Who is the best person to call this week to discuss?

Sincerely,

Daryl Cox
513-250-7096

--

Daryl T Cox
coxdt1@gmail.com
(859) 653-0292 (mobile)

Michael Schwartz

From: Sara Smith
Sent: Monday, January 27, 2020 8:29 AM
To: Michael Schwartz
Subject: FW: zoning for truck stop in Verona

From: John Lucas [mailto:mosesjrl@yahoo.com]
Sent: Saturday, January 25, 2020 6:51 AM
To: Planning Commission General Account
Subject: zoning for truck stop in Verona

EXTERNAL MESSAGE

I am a resident on Brown Rd in Verona and I see the truck stop proposal as a great problem for the residents in our area. Also it would probably cause a big value reduction in the area. This is a residential area and the people did not move here to have a traffic jam at the interstate. I am not able to attend a meeting as I am out of town. Please count this email as a NO vote for this project.

Michael Schwartz

From: Sara Smith
Sent: Monday, January 27, 2020 8:29 AM
To: Michael Schwartz
Subject: FW: truck stop proposal

From: John Lucas [mailto:mosesjrl@yahoo.com]
Sent: Saturday, January 25, 2020 6:54 AM
To: Planning Commission General Account
Subject: truck stop proposal

EXTERNAL MESSAGE

As a follow up to the email I just sent I forgot to add my address.

John Lucas
15093 Brown Rd
Verona, KY 41092
859-640-0037
mosesjrl@yahoo.com

Michael Schwartz

From: Ann Molitor <amolitor3@icloud.com>
Sent: Monday, January 27, 2020 12:29 PM
To: Planning Commission General Account
Cc: Michael Schwartz
Subject: Re Verona truck stop

EXTERNAL MESSAGE

Just received the flyer regarding a truck stop at the end of Brown Rd—this is a residential area not a commercial area. We have school busses serving both Boone Co. and Walton-Verona that kind of traffic would put many children in danger.

It is a 2 lane road that couldn't handle that kind of traffic, especially truck traffic that may come up the hill from Hgwy 42.

KEEP IT RESIDENTIAL/SMALL FARM

Sent from my iPad

Kevin Costello

From: Phil Jones <pwjones7625@yahoo.com>
Sent: Monday, January 27, 2020 2:57 PM
To: Planning Commission General Account,
Cc: Kevin Costello
Subject: proposed Truck stop location

EXTERNAL MESSAGE

Hi,

My name is Phil Jones and I live at 13665 Poole Rd. Verona, KY. I am contacting you re: the proposed truck stop development at the corner of Poole Rd. and KY 14 in Verona.

I wish to express my **opposition** to this development!

There are many reasons as to why this is not a good fit for positive development of Boone County but I wanted to be sure that you knew the make-up of the community that this development will negatively impact.

I urge all board members to come visit Poole Rd. before making any decisions regarding the approval of this development. If you were to look at the mix of agricultural and single home lots in a book it would seem like Poole Rd. is like any other country road but if you were to see the recent influx of very nice residential building that has occurred you would realize that this road has become a very desirable Boone County location for future residential growth and tax revenue. It is a very nice mix of new family homes and existing farms that has grown into a well maintained community. Poole Rd. is a dead-end road and the entrance at KY 14 is the only way in or out for our community.

I was the Transportation Director for Boone County Schools for 13 years, now retired. During my time in that role I worked closely with Kevin Costello and the GIS department in developing new school boundaries when we built a new school. Redistricting for new schools occurred every year or two during my tenure. The one thing that was a recurring theme throughout the redistricting process was the importance of communities. We always worked very diligently to minimize negative affects for any community or neighborhood. I just wish to emphasize the Planning Commission's Mission Goal has always been to provide a growth plan that benefits it's existing communities!

Besides the negative impact to our community there are numerous other negative issues related to a development of this type.

Just a brief list includes:

1. **Road deficiencies;** the interchange at KY 14 and I-71 is totally inadequate to accommodate the traffic this will create, even after the proposed improvements.
2. **Pollution;** both noise and air pollution will be overwhelming. Image having a few hundred diesel trucks in your backyard!
3. **Safety;** besides the definite traffic hazards and unsafe conditions created by the increased volume of truck traffic, the influx of hundreds of transient travelers into a small community that has no other accommodations to serve them is a recipe for trouble. This will also create future undesirable development. Also the school buses have to enter and exit our road 10 times a day.

A personal observation; there are (5) existing truck stops within a 5 mile radius of this location, plus an additional number of truck stops located at the next 2 exits on south 71. If there is a need for additional accommodations for trucks it would seem much more cost effective to improve and enlarge the facilities that are already in place.

Thank you so much for your attention re: this matter,

Phil

I look forward to any feedback you may have,

Sent from Mail for Windows 10

Michael Schwartz

From: Sara Smith
Sent: Tuesday, January 28, 2020 4:49 PM
To: Michael Schwartz
Subject: FW: Pending Truck Stop

From: Damon Bail [mailto:oakland31@yahoo.com]
Sent: Tuesday, January 28, 2020 4:47 PM
To: Planning Commission General Account
Subject: Pending Truck Stop

EXTERNAL MESSAGE

Hello-

I am writing this as a concerned citizen who travels on a weekly basis through the Verona area. It is a beautifully area full of amazing homes that really represent what the city of Verona has been & is all about.

It recently has been brought to my attention from a friend who lives in Verona proper that a large Truck Diesel Site is being considered in the area. This would be a shame, it's precisely the worst thing for that clean & safe area. For someone who has traveled about 70% of my life I have grown to realize that those truck stops are a breeding ground for crime, drugs, prostitution & overall not attracting the people to Verona that they want.

It's flat out unsafe & reckless to allow this.

Thank you for your consideration.

-Damon Bail

Michael Schwartz

From: Sara Smith
Sent: Wednesday, January 29, 2020 8:49 AM
To: Michael Schwartz
Subject: FW: Truck stop at Verona

From: pjvsb@yahoo.com [mailto:pjvsb@yahoo.com]
Sent: Wednesday, January 29, 2020 8:46 AM
To: Planning Commission General Account
Subject: Truck stop at Verona

EXTERNAL MESSAGE

I am all for improvement and expansion--but want the correct kind. We live in the country setting for a reason. Verona is NOT the correct place for a truck stop and definately not on Poole road. We have enough trouble getting up the hill at the end-- trucks would delay us in and out. The atmosphere of a truck stop is NOT good for our children/selfs-- fuel smell/pollution, safety, noise, crime, drug dealings, prostitution, homeless gathering, decrease in property value, traffic in small area, backups onto I 71 (on and off ramps too small), damage to an already small overcrowded road/area. Our road is not even wide enough for all the houses that have grown here in the last several years-- more are happening. We would need to have a CAR LANE only for left turn onto 14 if we have any chance of getting out of our road--trucks take while to get gears/start, block intersections/road and don't let cars between them. PLEASE consider a different growth for that space and thank you.

Sent from my LG G5, an AT&T 4G LTE smartphone

Michael Schwartz

From: auvets <auvets@aol.com>
Sent: Wednesday, January 29, 2020 8:22 PM
To: Planning Commission General Account; Michael Schwartz
Subject: Proposed Truck Stop in Verona

EXTERNAL MESSAGE

This email is to express my deep concern regarding the building of the proposed truck stop in Verona.

1 - The NKY area already has 6 truck stops. Do we really need another large monstrosity?

2 - The proposed area is primarily residential. Developing such a large truck stop in this location will greatly threaten the safety to the families living in such close proximity.

3 - This particular exit is also near the WV Sports Complex. The truck stop will also place unnecessary safety risks on almost the entire school population - Elementary, Middle and High School students all use this complex.

4 - Truck stops have documented and proven crime statistics. Verona is on the far boundary of Boone County. Do we really have enough First responders that can safely and effectively service the area if this truck stop is built?

5 - The road system in the proposed area is not capable of sustaining the increased traffic the truck stop would generate. Would you make the residents pay for all the necessary upgrades? That would definitely be poor use of taxpayer dollars.

6 - Taxes in WV are already high and increasing them further to support this unnecessary truck stop is not sustainable.

Please take these concerns into consideration and consider my and my family's votes AGAINST building the truck stop.

Sincerely,
Jennifer Bowen
14340 Brown Road
VERONA

Sent from my Sprint Samsung Galaxy S8.

Michael Schwartz

From: Sara Smith
Sent: Thursday, January 30, 2020 2:41 PM
To: Michael Schwartz
Subject: FW: Proposed Truck Stop Verona Mudlick Road and Poole Road

From: Robert Strunk [mailto:robertstrunk@yahoo.com]
Sent: Thursday, January 30, 2020 1:31 PM
To: Planning Commission General Account
Subject: Proposed Truck Stop Verona Mudlick Road and Poole Road

EXTERNAL MESSAGE

Dear Planning Commission,

Please accept this email expressing my opposition to the truck stop being proposed at the northeast corner of Verona Mudlick Road and Poole Road. I live near this location, and the installation of a truck stop would put to an end the relative peace and quiet that drew my wife and I to our current residence. It is my sincere hope that upon review of the location, that the insufficiency of the on/off ramps for excess traffic of heavy vehicles and the close proximity of other truck stops will reveal the site to be inappropriate for such an endeavor.

Sincerely,

Robert Strunk
14033 Brown Rd.
Verona, KY 41092

Michael Schwartz

From: Chris Rahschulte <craschu@gmail.com>
Sent: Friday, January 31, 2020 10:57 AM
To: Michael Schwartz; Planning Commission General Account
Subject: Proposed Truck Stop in Verona

EXTERNAL MESSAGE

Mr. Schwartz and Committee Members -

I'm contacting you to express my family's strong opposition to the proposed truck stop potentially being planned at the intersection of Poole Rd. and Ky. 14 in Verona. As a former member of the law enforcement community (State Trooper) and former member of the Verona Fire Board I call tell you that the area is not ready for the increased workload that will be placed upon our first responders by this type of business. Other factors also weigh in on our opposition.

I plan on attending the meeting on this issue. As I understand it, the meeting is planned for Wednesday, February 12 at 6:00 PM in the Admin Building. Please let me know what, if anything, I need to do to be placed on the agenda to speak.

Thanks,
Chris Rahschulte
13347 Poole Rd.
Verona, Ky. 41092
859-493-0425

Michael Schwartz

From: vicky.evans@zoomtown.com
Sent: Friday, January 31, 2020 2:28 PM
To: Michael Schwartz
Cc: Planning Commission General Account
Subject: Proposed Truck Stop, Verona, Kentucky

EXTERNAL MESSAGE

My name is Vicky S. Evans and I am a homeowner on Brown Road, Verona, Kentucky. I received a Notice that an Application has been submitted to allow a truck stop to be built and to operate at the corner of Verona Mudlick Road and Poole Road, Verona, Ky.

Please be advised that I am very much opposed to the proposed truck stop. I feel this area has enough truck stops to accommodate the traffic traveling on I-71 & I-75 and that the traffic & crime that goes along with this type of enterprise would be detrimental to the home owners & businesses in this area.

I am not able to attend the hearing on the 12th of February but which my voice to be heard. Once again, I am opposed to the proposed truck stop.

Thank you.
Vicky S. Evans

Michael Schwartz

From: Jeff Ginn <jeff.ginn@prolanthropy.net>
Sent: Monday, February 03, 2020 6:44 AM
To: Michael Schwartz
Subject: Proposed Verona Truck Stop

EXTERNAL MESSAGE

Michael,

Good morning.

Due to business travel, I will not be able to join my neighbors at the February 12th Public Hearing to express our objections to the proposed truck stop in Verona.

I am unsure as to whether you keep records of resident's objections, but just in case you do please consider this email one of those objections.

As the owner of a home and an additional property in Verona, I formally object and will stand with my neighbors to oppose this proposed truck stop. My objection is multi-fold. One, is the criminal activity that is all but guaranteed to take place in and around this truck stop. The data surrounding criminal activity at truck stops is well documented. It is no secret that Verona receives little attention from law enforcement and that is justified given crime in Verona is relatively nonexistent.

Two, we already see unwarranted significant semi-truck traffic across the twisty narrow worn road between Verona and Crittenden. Why? – this is known as the corridor for truckers wanting to bypass the weigh stations. A truck stop in Verona will surely increase the unnecessary semi traffic across KY-14 to bypass the weigh stations.

Sincerely,

Jeff Ginn
PRESIDENT & CEO

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jeff.ginn@prolanthropy.net Prolanthropy.net [Facebook](https://www.facebook.com/prolanthropy)

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Michael Schwartz

From: Jeremy Waits <jwaitsfreedom@yahoo.com>
Sent: Monday, February 03, 2020 8:37 AM
To: Michael Schwartz
Subject: Truck Stop

EXTERNAL MESSAGE

I'm emailing to let you know about my opposition of the proposed truck stop off of the Verona exit. This is a rapidly growing area with lots of youth that go to the elementary school off of this exit and will be at the athletic complex right across from this truck stop. I think we all know the potential dangers that truck stops can bring to an area such as drugs and prostitution. I feel if a truck stop would go in, that it would make our area more unsafe for our kids. If you care about our future generation, please reconsider this proposed decision. Thank You.

-Jeremy Waits CRNA

Sent from my iPhone

Michael Schwartz

From: Kyle Art <kyleart1@gmail.com>
Sent: Monday, February 03, 2020 9:32 AM
To: Michael Schwartz; Planning Commission General Account
Subject: Verona Truck Stop

EXTERNAL MESSAGE

To whom it may concern,

While I understand growth is rapidly approaching throughout Boone County, a truck stop in Verona is not a proper fit at this time. We have too many congested ramps already, throughout the county because we aren't ahead of the growth. This little two lane road will not properly hold a truck stop without widening the bridge, adding stop lights etc. There are too many exit ramps during rush hour that leave cars, school buses and semi's stopped on the interstate. When that happens at Mt. Zion or Union, there are 4/5 other lanes that traffic moves in, when that happens at Verona, they aren't going to have the room to move over, since there is only one lane, which will result in more fatal crashes. Think back to when 71 was being worked on a few years ago, there was a wreck all the time, it seemed like every day and several of them fatal. This stretch of highway is not set up for this. I also see more trucks skipping that scale and coming up 42 then hopping on the interstate. We have 1 truck stop in Walton, 3 truck stops at Richwood, the scales ,and the rest areas all within a few miles of where this is proposed. While there may be a need for one, I don't think that is Verona. There is probably room to expand one in Richwood if parking is an issue or expand where the scale house parking is or rest areas. Unless you are committed to widening the bridge and Verona Mudlick from the 4 way to 42 please don't let this happen. Semi's and Buses etc will not mix well on this exit.

Thank you for taking the time to listen to some of our concerns.

Kyle Art
(859) 462-2096



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Michael Schwartz

From: Sandra Aseere <sla50@yahoo.com>
Sent: Monday, February 03, 2020 12:01 PM
To: Planning Commission General Account
Cc: Michael Schwartz
Subject: Truck Stop Verona exit

EXTERNAL MESSAGE

Proposed Truck Stop..... I vote **NO** for the following reasons.

My name is Sandra Aseere and I have been a resident of Verona for over 30 years.

I had a farm on us 42 next to ballpark and have moved to Brown Road.

I am very concerned about a truck stop being placed on the property at State road 14 and Poole Road. These rural roads have tractors and hay wagon, horse trailer and residents that use them.

Rt 14 is curvy and not wide. It doesn't have any shoulders at all, just ditches and when the dump trucks and 18 wheelers come up and down it they are always in the other side of the road. With this truck stop the increased volume would be a great hazard to anyone using the road. Road traffic report – no current truck counts on rt 14, or accidents reports are not available to me but I know there are a lot .Rt 14 is under constant repair with the volume of trucks now.

The ramp off 14 turning west makes the 18 wheeler go into other lane or hit the rail.

Possible Installing traffic lights to control traffic – not enough road available at the

entrance is not long enough to support off coming traffic. The people that use Rt 14 on a daily bases would not be able to get in or out of the residential roads.

Poole road can't support traffic, dead end road, even if they make it wider with more lanes in the beginning. If a truck can' get in to truck stop and goes down Poole, there is nowhere to turn around on that rural road.

Beside the fact that there are 2 stations already, plus a large equipment complex.

Walton is 4? 1/2 miles away at the split, 3 in Richwood, 1 In Florence, 1 In Glenco, from your web site this is something that will be studied in future studies and have not been done.

Noise from trucks - barriers won't stop this, running all night, there is no noise ordinance to stop gearing down in area.

I am unsure if the water pipes are not large enough to support the usage, could put others at risk with decrease water for fire protection. There is no water assessment that I know of from Bullock pen or fire department.

Drainage would go right into blue water creek, through farm land and finally Mudlick, then the Ohio river .

The environment pollution – kids complex on the other side of highway. A danger to the ball park at 42 and 14.

The 24/7 would cause problems of noise, lights all night long and people constantly coming and going.

Not enough police in the area to handle the Crime. From the small amount of information we could get, the crime at fly J is a lot.

The Quality of life for the community would be infringed upon.

I feel like it would be irresponsible at this time to have a truck stop in this location.

I guess if these points are not brought up, I would like to speak at meeting.

Sandra Aseere, 14100 Brown Road , Verona Ky

Michael Schwartz

From: kimberly waits <waits02@yahoo.com>
Sent: Monday, February 03, 2020 1:19 PM
To: Michael Schwartz
Subject: Re: Verona truck stop

EXTERNAL MESSAGE

To whom this may concern,

It has been brought to our attention that there is a truckstop that could possibly be put in October and exit. This is super close to school grounds and possibly the future of Walton Verona. We chose to live in Verona, KY specifically because of the truckstops that are located in the Walton area already. We find it unnecessary to put two truckstops within one school district. The criminal activity is increased solely with them being there and would not benefit the students and families in this area.

Kim Waits
1879 St. James pl.
Verona, KY 41092

Sent from my iPhone

Michael Schwartz

From: Sara Smith
Sent: Monday, February 03, 2020 2:37 PM
To: Michael Schwartz
Subject: FW: Truck stop in Verona

-----Original Message-----

From: kimberly waits [mailto:waits02@yahoo.com]
Sent: Monday, February 03, 2020 1:19 PM
To: Planning Commission General Account
Subject: Re: Truck stop in Verona

EXTERNAL MESSAGE

To whom this may concern,

It has been brought to our attention that there is a truckstop that could possibly be put in October and exit. This is super close to school grounds and possibly the future of Walton Verona. We chose to live in Verona, KY specifically because of the truckstops that are located in the Walton area already. We find it unnecessary to put two truckstops within one school district. The criminal activity is increased solely with them being there and would not benefit the students and families in this area.

Kim Waits
1879 St. James pl.
Verona, KY 41092

Sent from my iPhone

Michael Schwartz

From: Dan Ziegler <dziegler@muirfieldenergy.com>
Sent: Monday, February 03, 2020 3:09 PM
To: Michael Schwartz; Planning Commission General Account
Cc: Cindy Ziegler; Dan Ziegler; Daniel Ziegler
Subject: Proposed Truck stop/refueling center - Conditional Use Permit request for 14.59 Acre Parcel at the corner of Verona-Mudlick and Poole Road.

EXTERNAL MESSAGE

Mr. Schwartz, and Boone County Planning Commission Staff,

I am writing to you to ask that you vote no on the proposed truck stop at the corner of Verona-Mudlick and Poole roads. I have researched the number of truck stops in KY, the numbers of them locally, crime statistics, accident statistics and requested information from sources such as our Boone County Sheriff and the KY State Police. I have reviewed the P&Z rules for various Commercial zones, as well as the Conditional uses. While no one around here is naive enough to think nothing will be built there, we collectively, and individually believe that there are much more appropriate businesses that can go in there and more appropriately integrate with our predominantly residential area. Restaurants, retail, and small businesses alike can benefit the area and provide a service while making a profit for themselves without creating the huge burden that a truck stop would bring. Here are my thoughts:

With regards to the Conditional Use Permit being sought by the developer of the proposed truck stop at Verona Mudlick and Poole Roads, I have the following points I would like you to consider:

Although the proposed Truck Stop is within the C-3 zoning limits, specifically listed as a Conditional Use, implementation would not "promote the public health, safety, or welfare" as called out in the definition of conditional use. It will, however, "impair the integrity and character of the zone in which it is located, or in adjoining zones". There are no reasonable conditions or restrictions that can be imposed on the local residents, or the developer that would offset or negate those impairments.

Tractor trailer drivers often do not use existing deceleration lanes in front of existing truck stops in our area, so we cannot expect them to do so here, especially in such a short deceleration/turn lane as could be installed within the road frontage of the parcel in question. The only way to safely accommodate the turns would be to reconfigure and widen Verona Mudlick Road to have 4 traffic lanes from Brown Road across the interstate to the existing gas station properties, which would allow existing traffic to continue around the slow moving and stopped truck traffic. Even then, the turn lane in the proposed plan would still be required since trucks do not stay within one traffic lane when turning. Adding such lanes is beyond a reasonable accommodation unless paid for by the developer of the proposed project.

The existing interstate ramps are inadequate to safely allow tractor trailer traffic to turn onto Verona Mudlick road. The turns are too tight, forcing existing tractor trailers to cross into oncoming traffic when turning from the southbound exit ramp, creating a significant traffic safety hazard. Adding a truck stop on the exit will increase the incidence rate from a few times per day (for gravel trucks) to dozens, if not hundreds of times per day with the new tractor trailer traffic. Changing the expressway ramp and roadway configuration is outside a reasonable accommodation unless paid for by the developer of the proposed project.

The current traffic speed limit is 55 MPH in front of the proposed location. There is no way to reasonably and safely accommodate tractor trailer traffic turning into or out of a 55 MPH traffic flow. Any tractor trailers pulling out into the 55 MPH traffic flow would create a hazard, and that hazard would be repeated hundreds of times per day. Even with the 35 MPH zones in front of the truck stops in Walton and Richwood, the Crash Frequency Map contained within Boones County's 2040 plan shows a CRF over 3 which is a highly elevated crash frequency. We do not want that to occur within our community, too.

If there is a concern for safe rest areas/overnight parking for trucks as a result of the influx of warehousing and distribution sites like Amazon, those projects can, and should be required to provide the space and facilities to accommodate the truck traffic they generate and require for their operation. Any planning and zoning actions required for that are outside the purview of this action.

Our Sheriff's department is already responding to existing truck stops within 10 miles of the proposed truck stop location 770 times over the last 6 months. They respond to the closest truck stop (Flying J in Walton) an average of 2.3 times per day for calls ranging from trivial parking complaints (truckers blocking fuel pumps as they remain parked after fueling) to serious complaints of terroristic threatening. When asked about the many crime reports at our area truck stops, **Major Tom Sheben responded: "Keep in mind while you're perusing the files, these are 24/7/365 operations that can attract a certain element. Those can include runaways, prostitutes, drug dealers, and people down on their luck who have nowhere else to go."** As we consider adding yet another truck stop with overnight parking, we must recognize that there will be an increase of crime, and an added burden to our emergency response infrastructure. This additional burden to our emergency response infrastructure is not a reasonable accommodation. If approved, the additional staffing, equipment and other public safety costs should be paid for by the developer of the proposed truck stop.

In summary, presupposing the need for a truck stop at the proposed location would be a failure to recognize the existing tractor trailer infrastructure that already exists within Boone County and the immediate vicinity. There are 5 truck stops within 10 miles of the proposed location, 6 within 14 miles and 7 within 18 miles. There are 2 truck weigh stations and 2 rest areas within 10 miles of the proposed location, collectively there are hundreds of truck parking spaces. The google map shows truck stops on the interstate system within the I-71/75/I-64 triangle, and the sections of interstate which appear to be least serviced by truck stops are centered around Exit 43 on I-71 and Exit 159 on I-75. The City of Dry Ridge has already held public meetings in 2019 and approved the siting of a truck stop on Exit 159, so a viable alternative exists there. As a result of the significant impairment of the integrity and character of the area surrounding the proposed truck stop location, with little to no benefit to public health, safety or welfare, we request the Board and staff deny this request.

Thank you,

Dan Ziegler

14401 Brown Road

Verona, KY 41092

From: Michael Schwartz [mailto:mschwartz@boonecountyky.org]
Sent: Friday, January 24, 2020 8:00 AM
To: 'dziegler@muirfieldenergy.com' <dziegler@muirfieldenergy.com>
Subject: RE: Upcoming meeting topic - truck stop/refueling center

Mr. Ziegler –

An application has been submitted to the Boone Board of Adjustment for a Conditional Use Permit, to allow a truck stop at the northeast corner of Verona Mudlick Road and Poole Road. The submitted application and Concept Plan is attached.

The Board of Adjustment will hold a public hearing on this issue on Wednesday, February 12, 2020 at 6:00 pm in the first floor Fiscal Courtroom of the Boone County Administration Building, 2950 Washington Street, Burlington, Kentucky. The public is invited to attend this meeting and will be given an opportunity to address the Board. Following the public hearing, the Board will take action to either approve, approve with conditions, or deny the submitted request.

Please contact me if you need any further information.

Michael D. Schwartz, Planner



BOONE COUNTY
PLANNING COMMISSION

2950 Washington Street, Room 317
Burlington, Kentucky 41005
(P) 859-334-2196 (F) 859-334-2264

From: Sara Smith <ssmith@boonecountyky.org>
Sent: Friday, January 24, 2020 7:51 AM
To: Michael Schwartz <mschwartz@boonecountyky.org>
Subject: FW: Upcoming meeting topic - truck stop/refueling center

From: Dan Ziegler [mailto:dziegler@muirfieldenergy.com]
Sent: Thursday, January 23, 2020 8:53 PM
To: Planning Commission General Account
Subject: Upcoming meeting topic - truck stop/refueling center

EXTERNAL MESSAGE

Hello,

I wondered if you could tell me if there is an application for, or hearing about a conditional use permit or any sort of permit that would allow the use of a piece of property on KY 14/Poole Road at the I-71 interchange to operate as a truck stop/refueling center.?? If there is, can you please provide me with details about the applicant, the process, the meeting schedule and what public involvement/input is allowed?

Thank you,

Dan Ziegler
Boone County Resident.
??

Michael Schwartz

From: Zoomtown <jason.frilling@zoomtown.com>
Sent: Monday, February 03, 2020 6:28 PM
To: Michael Schwartz
Subject: Verona Truck Stop

EXTERNAL MESSAGE

Hello,

I wanted to express that I am fully against a truck stop being put in off the Verona exit! It would cause many safety concerns to the area.

Thank you,

Jason Frilling

Michael Schwartz

From: Ed Seibold @ GMAIL <edseibold@gmail.com>
Sent: Monday, February 03, 2020 9:21 PM
To: Michael Schwartz; Planning Commission General Account
Cc: 'Ed Seibold'
Subject: New truck stop in Verona, KY

Importance: High

EXTERNAL MESSAGE

Dear Mr. Michael Schwartz,

I am writing you regarding the proposed new truck stop in Verona, KY and want to express our family's strong opposition. We live at 15871 Teal Rd., which would be approximately 3 miles from the proposed truck stop location.

We moved here from Southern California in July 2018. We're a family of 5, including me, my wife and our 3 boys (ages 14, 13 and 5). We could have moved anywhere in the country, and we specifically chose to move here, to be close to family. We purposely chose Verona for its peace, quiet, beauty, great schools, or more.

We made a significant investment to move here and purchase a new home. Our boys are in their second year at Walton-Verona middle school, straight-A students, participate in sports and have made strong new relationships.

It goes beyond words to now learn that nearly all the amazing qualities and reasons we chose to move to Verona will be lost as a result of this new truck stop.

Our family urges you to end the truck stop in Verona. There are enough existing truck stops nearby, and certainly plenty of other locations that are already commercially established in the area which are much better suited for such needs.

Thank you for your consideration.

Respectfully,

Ed & Misty Seibold
edseibold@gmail.com
310-745-9255

Michael Schwartz

From: Phil Jones <pwjones7625@yahoo.com>
Sent: Monday, February 03, 2020 9:31 PM
To: Planning Commission General Account; Michael Schwartz
Subject: opposition to proposed truck stop

EXTERNAL MESSAGE

My name is Phil Jones and I live at 13665 Poole Rd. Verona, Ky. 41092.

I am contacting you to provide compelling reasons why a truck stop should not be approved for development at KY-14/I-71 interchange.

I was also informed that if I wanted time to speak at the upcoming public meeting re: this development, I would need to send Michael Schwartz an email to be allowed time during the meeting.

I realize that time to speak is limited and I will need to condense the following information. However I want to take this opportunity/email to provide a full and detailed account of the reasoning behind my opposition to this development.

Issues:

Item 1)

According to the **Comprehensive Boone County Plan 2040;**
Future Land Use, Section 24-Verona, excerpts from;

paragraph 2) regarding development of the KY-14 interchange state as follows, " Local and interstate related commercial development is appropriate around this interchange. This commercial district should primarily serve the Verona district."

Also;

"Development along KY-14 should reinforce the rural estate character of the Verona Commons Subdivision."

Paragraph 3) "The town of Verona should experience limited residential and commercial growth."

Also;

"Commercial development between downtown Verona and the interchange should be discouraged in order to preserve the small community nature of the town. A detailed study is needed for this area, particularly near the interchange, in order to coordinate the residential and commercial development as well as the infrastructure."

- Has this study been completed? And if so, what are it's recommendations?

Item 2)

Safety issues; Inadequate design and major flaws of the interchange

The interchange design is totally inadequate for the increased traffic, let alone truck traffic, that this development will create. When exiting I-71, in either direction, the visibility is very limited when trying to turn onto KY-14. The exit ramps are poorly designed and a vehicle attempting to enter onto 14 has to almost pull into the lane of traffic to see. And the line of sight to the left is, at most, 100 to 150 feet.

Once a vehicle has negotiated the limited visibility to get onto KY-14 the highway is very narrow and lined on both sides with guardrails to protect vehicles from the steep drop offs located on both sides of the road. These drop offs are within 2 feet of the edge of the highway.

The congestion generated by this development will no doubt negatively impact daily travel in this area. Also, the fact that the highway can not be easily modified to provide access for emergency vehicles when this area is blocked by traffic should cause this development to fail any comprehensive plan design!

Item 3)

Developmental sensitivity; according to the Comprehensive Boone County Plan 2040;

The plan has identified areas of the county that are considered environmentally sensitive to development. According to the plans I have seen, this development butts up against one of these areas and it is the beginning of a watershed that encompasses a huge area of southern Boone County. This area has no sewers and this development would create the potential for an environmental disaster should there be any type of fuel or sewage spill.

Summation:

This area is a community of well maintained mixed-use residential lots and farms. Within a 1 mile radius of this proposed development are many properties that are valued from \$500,000 to over \$1,000,000 dollars. These are properties that are being taxed at the (over 14% rate) for the local Walton Verona School district. I believe development of a truck stop will have a very negative impact on the area and will result in undesirable affects for the local school district, especially if construction of a high school is completed less than a quarter mile away as, indicated in the **Comprehensive Boone County Plan 2040**.

Not only is this development unwanted by the taxpaying citizens that surround the area, but it seems to violate many of the recommendations of the **Comprehensive Boone County Plan 2040**. If this project is permitted to move forward, I have to question the point of having a comprehensive plan that allows such blatant deviations from it's recommendations.

These items combined with the serious safety concerns associated with this development should halt this project in its tracks.

Thank you for your attention re: this matter,

Phil Jones

Sent from [Mail](#) for Windows 10

Michael Schwartz

From: James Padgett <deriterbob@gmail.com>
Sent: Monday, February 03, 2020 11:57 PM
To: Planning Commission General Account; Michael Schwartz
Subject: Verona, KY Truck Stop Opposition
Attachments: TruckStop.docx

EXTERNAL MESSAGE

Reasons my family opposes the Truck Stop on Route 14, Verona, KY

The truckers are important to the transportation of goods across this country and are required to be off the road to comply with federal and state regulations for rest periods. The companies that are selling, distributing and transporting the goods are making big money from these goods and should be providing parking spaces for the truckers hired by their companies. They are building multiple, giant warehouses for goods but are not being held responsible for creating the truck traffic and truck drivers safety. These warehouse companies are not taking any of the responsibility for the truck issues. They should be providing parking at or near these warehouses to alleviate the need for so many truck rest areas and truck stops which end up costing the citizens near these areas and stops to pay through many unwanted issues.

Citizens will end up with higher taxes due to environmental issues like air, water and noise pollution, traffic congestion, road deterioration, increased police coverage and presence caused by attraction of criminal elements attempting to sell drugs, steal from the truck stop or the trucks and truckers.

Environmentally, the added truck traffic will cause additional air pollution. There will be additional water runoff from the large concrete and blacktop parking areas. This runoff will have oil, antifreeze, fuel and other elements in it from the accidental spills that will happen. The increased number of trucks will dump additional pollutants into the air affecting air quality for people and nearby environmental growth. Trash will be strewn about, left to blow into neighbors yards or along roadways. Some truckers urinate in bottles (known to truckers as pee bottles) and defecate in plastic bags and throw them out in the lot or nearby highway. Some of the language, gestures and stickers provided by the drivers is inappropriate for the children to see and hear when passing by each day on the school busses. The noise of the large trucks, trash, fuel smells, additional people and general traffic increase 24/7 will interrupt the tranquil reason many moved to this area.

Taxes will also increase because there will be traffic congestion, resulting in additional signage, traffic lights, road widening, road repair and snow removal. Traffic slowing will result in additional school buss drivers to meet the time constraint schedules to transport children to and from school.

Additional traffic will necessitate widening of Route 14 to at least 4 lanes as well as the entrance and exit ramps to interstate I-71. The Poole Road base is not engineered for constant heavy truck traffic. Neither Poole Road or Brown Road are engineered to handle heavy truck traffic which will happen when there are I-71, Route 14, Route 16 backups due to accidents or congestion. Truckers will inadvertently miss the turn and will go down Route 14, Poole or Brown Roads and attempt to turn around. They will attempt to turn around in narrow automobile driveways and may get stuck or at a minimum, leave huge tire divots and destroy the landscaping and mailboxes of the residents. My guess is they will not accept responsibility for the damage and will drive off without report.

From a safety standpoint, there are Walton Verona and Boone County School buses traveling in this area at least 2 times every day, placing bus drivers and students at risk with the addition of more large truck traffic. The

Walton Verona Sports Complex is accessed from the same exits as the trucks will be using, endangering the players, coaches and fans at all activities held at the complex. The Walton Verona Elementary School is just a couple miles down the road. The parents and busses with children use the entrances, exits and route 14 to transport the children two times a day during the week. Trucks will eventually break down on the 2 lane road and be a roadblock to local and through traffic. There are dump trucks filled with gravel traveling Route 14 now and the truck stop will cause more heavy usage and create bottlenecks, resulting in less safe roads for school busses and residents to travel.

Truckers carry cash much of the time and that draws criminals to infringe on the drivers safety, breaking into the trucks, robbing the drivers or the workers at the truck stop. A 24/7 truck stop is a prime spot to be a magnet for theft inside and outside the store. Police officers I have talked to say there are lots of calls and requests for their presence at truck stops. Review the police reports at existing truck stops and that is what will be coming to this truck stop.

Mt. Zion and Richwood exits began this way and now they are huge traffic jams. If you vote to place a new truck stop on this exit, then do the right thing and build wider roads, entrance and exit ramps, improve the sewage, water, electric and communication utilities before overloading the existing roads and utilities. This is supposed to be planning, not oops, we are now overloaded and must raise taxes to fix it. Let the business making the profits pay for the improvements they need. The residents don't need many of the improvements that the truck stop will cause.

A suggestion for a truck stop with probably the least interruption to an area would be at Sparta. The roads have been widened already and the race track has lots of parking that is unused except during Kentucky Raceway events. Negotiate a deal with them so the unused parking can be used to solve truck rest stop issues for truckers and add income to the speedway.

There are way more cons than pros for a truck stop in Verona.

James R. Padgett

14166 Brown Rd

Verona, KY 41092

Michael Schwartz

From: Nicole Ryan <Nicole.Ryan@stelizabeth.com>
Sent: Tuesday, February 04, 2020 8:35 AM
To: Michael Schwartz
Cc: Planning Commission General Account
Subject: Boone County comprehensive plan

EXTERNAL MESSAGE

Since I am not able to attend the meeting on 2/12 due to a work conflict I would like to voice my thoughts and opinions with regards to the Conditional Use Permit being sought by the developer of the proposed truck stop at Verona Mudlick and Poole Roads. As the conditional permit is based upon several determining factors, I do not foresee the addition of a truck stop in Verona as promoting public, health, safety or welfare as defined in the statutes. In my opinion, it will have the opposite effect in the specific areas of public safety and welfare. The Sheriff's department is already overloaded with calls to the Flying J in Walton (average of 2.3 calls per day) and the resources to cover another truck stop that will undoubtedly face the same issues such as drugs, prostitution, traffic violations, and a residence for the homeless currently do not exist. These same examples could also be used to determine how this will affect the welfare of the community. There is a school sports complex within half a mile and an elementary school within 3 miles. Every morning there are school buses as well as parents trying to drop off their children. Traffic is already hectic during these times, without the addition of semis that will be trying to get back on the road in the morning. The truck stop will also impair the integrity and character of the community and its adjoining zones.

The existing configuration of the exit and entrance ramps are inadequate to handle any further traffic to allow tractor trailer traffic to operate safely. The turns to exit the Verona exit, either northbound or southbound, are too tight for tractor trailers which would place them in the opposing lanes thus causing further traffic hazards. The speed limit, which is 55 mph currently in front of proposed development, is too fast for this area and would have to be reduced to further reduce the potential for traffic accidents. The entire configuration of the roadway would have to be expanded and re-designed for the truck stop thus causing further destruction to the integrity of the site and surrounding areas. This would undoubtedly extend the completion time for the proposed truck stop and further increase the burden on community members.

If there is a concern for safe rest areas/overnight parking for trucks as a result of the influx of warehousing and distribution sites like Amazon, those projects can, and should be required to provide the space and facilities to accommodate the truck traffic they generate and require for their operation. However I don't see how there could still be a need. Specific to Verona, there are 5 truck stops within 10 miles, 6 within 14 miles and 7 within 18 miles. As well as two rest areas and two weigh stations all within the 10 mile radius. I also know that the city of Dry Ridge has already held public meeting in 2019 and approved the siting of a truck stop on Exit 159, so a viable alternative exists there as well. I also don't understand why all these truck stops need to be south, trucks also travel north and I can't think of any truck stop/ rest area/ weigh station between Florence and up into Cincinnati. Why would we add more to an already over saturated area vs tapping into new territories.

I have lived in the Verona area for most of my life (almost 30 years) and my family has been in the area for many many years. Verona is one of the last of the small towns that has not been interrupted by the hustle and bustle and expansion. The Walton area has expanded many times over in the last 10 years and is basically the new Florence. We do not want to see this happen to our small town. If expansion is needed, the existing truck stops should be inclined to expand their business for potential customers instead of disturbing a peaceful and quite community where another truck stop is not needed due to the reasons mentioned above.

Thank you for your time and consideration and please consider putting yourself in our shoes on this issue. This expands far more than a healthy bottom line, this threatens the health and wellness of a flourishing community.

*Sincerely,
Nicole Ryan
2111 Stephenson Mill Rd. Verona, KY
Also own land on Eads Rd. Verona, KY*

Sent from my iPhone



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Michael Schwartz

From: Ryan, Tyler (DOC) <tyler.ryan@ky.gov>
Sent: Tuesday, February 04, 2020 8:40 AM
To: Michael Schwartz; Planning Commission General Account
Subject: Verona Truck Stop

EXTERNAL MESSAGE

With regards to the Conditional Use Permit being sought by the developer of the proposed truck stop at Verona Mudlick and Poole Roads, I have a few thoughts. As the conditional permit is based upon several determining factors, I do not foresee the addition of a truck stop in Verona as promoting public, health, safety or welfare as defined in the statutes. In my opinion, it will have the opposite effect in the specific areas of public safety and welfare. The Sheriff's department is already overloaded with calls to the Flying J in Walton and the resources to cover another truck stop that will undoubtedly face the same issues such as drugs, prostitution, traffic violations, and a residence for the homeless. These same examples could also be used to determine how this will affect the welfare of the community. The truck stop will also impair the integrity and character of the community and its adjoining zones.

The existing configuration of the exit and on ramps are inadequate to handle any further traffic to allow tractor trailer traffic to operate safely. The turns to exit the Verona exit, either northbound or southbound, are too tight for tractor trailers which would place them in the opposing lanes thus causing further traffic hazards. The speed limit, which is 55 mph currently, is too fast for this area and would have to be reduced to further reduce the potential for traffic accidents. The entire configuration of the roadway would have to be re-designed for the truck stop thus causing further destruction to the integrity of the site and surrounding areas. This would undoubtedly extend the completion time for the proposed truck stop and further increase the burden on community members.

If there is a concern for safe rest areas/overnight parking for trucks as a result of the influx of warehousing and distribution sites like Amazon, those projects can, and should be required to provide the space and facilities to accommodate the truck traffic they generate and require for their operation. Any planning and zoning actions required for that are outside the purview of this action.

I have lived in the Verona area my entire life (almost 30 years) and my family has been in the area for many many years. Verona is one of the last of the small towns that has not been interrupted by the hustle and bustle and expansion. The Walton area has expanded many times over in the last 10 years and is basically the new Florence. We do not want to see this happen to our small town. I drive from Verona to LaGrange for my job Monday – Friday and I know how many truck stops and rest areas are southbound on I-71. Specific to Verona, there are 5 truck stops within 10 miles, 6 within 14 miles, and 7 within 18 miles. If you go further south that number reaches 10. The City of Dry Ridge has already held public meetings in 2019 and approved the siting of a truck stop on Exit 159, so a viable alternative exists there as well. If expansion is needed, the existing truck stops should be inclined to expand their business for potential customers instead of disturbing a peaceful and quite community where another truck stop is not needed due to the reasons mentioned.

I thank you for your time and taking into consideration the position of the community members in this proposed project.

Tyler Ryan M.S, M.A/LPA
S.T.A.R Program Psychologist/Restrictive Housing Unit
502-222-9441 ext. 4177

Michael Schwartz

From: Stephen Ryan <stephenryan59@gmail.com>
Sent: Tuesday, February 04, 2020 9:07 AM
To: Michael Schwartz; Planning Commission General Account
Subject: Verona Truck Stop

EXTERNAL MESSAGE

My name is Stephen Ryan and my family resides at 15041 Brown Road, Verona KY 41092 (approximately 2.0 Miles from the proposed truck stop site). I'm writing the planning commission and Mr. Michael Schwartz (lead planner) to **oppose** the contingent use permit for a truck stop at the North East corner of Verona Mudlick Road and Poole Road. My **opposition** to the truck stop stems from the following concerning items:

Lack of adequate infrastructure for an increase in trafficflow including:

- Inadequate/non-existent turning lanes, excessive truck turn-out for ingress/egress on Verona Mudlick Road, Poole Road and the I-71 northbound and Southbound exit ramps.
- The current speed limit is 55 MPH in front of this site. Trucks turning in and out of the proposed truck stop will cause a traffic hazard as they will cross both lanes of traffic due to their wide turning radius.
- Trucks will be coming up Verona Mudlick from US 42 and across Walton Verona Road from Walton, KY to access the truck stop
- In the general area of the proposed truck stop there is very poor lighting on/off the interstate as well as up and down interstate (I-71).
- I-71 in itself is problematic especially at the Boone County / Gallatin County mile marker. When it rains or there is other inclement weather the roads become wet and slippery causing many traffic accidents including tractor trailers. At times the accidents can close the interstate for extended hours backing traffic up towards I75 or further southbound down I-71. Traffic usually diverts up and down US 42 and up/down Verona Mudlick Road.

The plan provides no enhancements or solutions to any these items despite putting an enormous amount of additional traffic activity at this site and in the Verona area.

Business Interruption/Closure

- Currently we have two existing gas stations on the opposite side of the interstate from the proposed truck stop that are locally owned and operated. Due to presumed larger scale of the proposed truck stop these businesses could become closed. This would create the potential for 3 commercial properties being vacant. One already exists from a defunct family dollar store that is currently sitting unoccupied and is unappealing to the eye sitting next to Walton Verona's sports complex.

Noise

Increase in noise and fumes from increased traffic running and idling trucks, respectively. I can already see/hear the truck traffic as it is from my front porch, so I don't particular want to hear more of it. We moved to this area for its serenity and hometown feel not to watch see and hear a bunch of traffic. I would much rather look at a hay field that I know is feeding local farmers cattle or providing for his/her family rather than watching the property be sold off to a "big business".

Putting pressure on limited resources (Police/Fire/EMS)

- Increased pressure on fire/ems/police resources as truck stops typically bring higher call rates for crime related activity to include drug activity, shop lifting, run away trucks, homeless individuals etc. It is estimated that there are approximately ~760 calls for the existing truck stops in Northern Kentucky at this time.
- Verona Fire is limited in resources to date. As noted above, the interstates carrying the existing traffic and the potential for more traffic would put even more pressure on existing resources and their responsiveness to the citizens of Verona.

Surrounding Area (Truck Stops)

Currently, within 15 miles of the proposed site there are 7 other truck stops (1 Florence, KY Rt 18; 3 on Richwood Road KY 536; 1 in Walton, KY; 1 in Glencoe, KY; 1 at the Vevay Exit on I-71 South. These truck stops provide ample fuel stations and additional parking for drivers to rest under the DOT mandated time limits. Outside of the truck stops there are a number of truck scaling stations and rest stops along I75 and I71 that provide additional parking for drivers to pull off and safely rest. Despite this fact, drivers continue to pull off on the sides of the interstates on I-71 and more specifically on the Verona northbound on ramp causing traffic problems and unsightly garbage and filth.

Summary

The fact of the matter is Boone/Kenton County and the State of Kentucky have done a poor job of enhancing infrastructure in the area including roads, bridges, pull offs, truck havens to support increased truck activities stemming from Amazon, Fedex, UPS etc. As part of these developments, the developers should be made to have ample parking and rest areas to support their operations. It is my opinion the proposed truck stop will not improve these problems but foster more and more traffic to Verona and NKY. Based on the points listed above I strongly urge the planning commission to vote **NO** on the conditional use permit to allow a truck stop in Verona KY.

Stephen Ryan

Michael Schwartz

From: Gayla Harvey <harveygayla@gmail.com>
Sent: Tuesday, February 04, 2020 10:32 AM
To: Michael Schwartz; Planning Commission General Account
Subject: Proposed Truck Stop, Verona KY

EXTERNAL MESSAGE

Mr Schwartz,

As a Boone County and Verona resident, I am voicing my serious concerns regarding the proposed truck stop to be built near the I-71 exit at Verona.

One only needs to be driving on Walton-Verona Rd, Walton, KY where the Flying J Truck Stop is located to see the dangerous and crowded traffic situation this new Verona truck stop will likely create. At the Walton, KY truck stop, the trucks pull out in front of cars and dominate the single lanes that try to pass the Flying J and the next door Truck Wash business. There is sometimes a 30 minute backup to drive 1/4 mile to the intersection to take the exit onto I-75 or to go to the Kroger shopping center. The Walton-Verona school buses are affected by this traffic jam with kids sitting on buses much longer than needed. This level of congestion can be expected at the truck stop. The proposed Verona site is close by the Walton Verona School sports complex, and school buses, parents and children will be affected.

Why is another truck stop needed in this area when several other truck stops exist in Walton, Richwood, Union, etc.?

Adding this truck stop will require that lanes be added at taxpayer cost to the Verona exit I-71 overpass in order to accommodate the truck size and traffic. Certainly there are better uses for these limited funds for other more essential road improvements in the area. Many roads in Boone County are unsafe. Why waste funds to create traffic congestion and inconvenience for residents in a currently safe area?

Please do not approve the request for this project.

Thank you
Gayla Harvey
15872 Teal Rd
Verona, KY 41092

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Sent from Gmail Mobile

Michael Schwartz

From: Betty Art <bettylart10@yahoo.com>
Sent: Tuesday, February 04, 2020 12:00 PM
To: plancom@boonecountyky.com; Michael Schwartz
Subject: Conditional Use permit for truck stop Poole Rd

EXTERNAL MESSAGE

Feb 4, 2020

Betty Art
13720 Poole Rd
Verona, KY 41092
8598665990

Board of Adjustment and Michael Schwartz,

I along with many of my Verona Residents and neighbors and family do not feel a truck stop at on Verona Mudlick Rd and Poole Rd is needed. There are many other truck stops and rest areas available with a minimal distance for trucks to use. The area you are talking about is very residential and rural with a small exit area for this influx of vehicles to our area. I have been impacted by temporary traffic problems in our area where numerous trucks would deter into our area because of shut downs on Interstates 71-75 and our area cannot handle this. It would definitely change the climate of the area in becoming overly busy with vehicles, noise, and possible crime. I do realize it might create a few jobs and income for our area, but I feel they would be minimal compared to the overall change in the small town calmness.

I am greatly concerned about the environmental impact also. As being a teacher (now retired from full time employment) who was involved with the state conservation districts, science education/ programs in Northern Kentucky and NKU, and other various programs I am aware of how this much change to the area would be detrimental to soil, water, air, and animal conservation in the area and surrounding runoff area. Pollution is inevitable in our society today, but we do not need to enhance or add to it to this degree when not warranted. Pollution of the water with erosion of soil and pollutants from the trucks and their fuels, changing farming land into a large paved area will be greatly detrimental to all areas of the environment. Also, since there is not any sewage disposal in the area the truck stop would need to create their own treatment facility for the vast number of possible people. These treatment plants are not easily maintained, and we then would have more air pollution added to the area with the diesel pollution. I have not had the time to do any research on the direct anticipated impacts (which creeks or water tables), but I know with almost my 50 years in education and my real life experiences from being raised on a farm in NKY and owning my own on Poole Rd I know there is a direct correlation here.

I am hoping that the environmental impacts are considered.

In short, I do not want a Conditional Use Permit granted for any construction that would cause major change to the residential area I have chosen to live in nor environmental impacts to the place my family now calls home for 19 years.

Thank you for your time and considerations! I will see you on Wednesday February 12 @ 6 PM..

Sent from [Mail](#) for Windows 10

Michael Schwartz

From: Morgan, James <James.Morgan@cchmc.org>
Sent: Tuesday, February 04, 2020 12:03 PM
To: 'mschwartz@boonecountyky.org'
Subject: FW: Truck stop @ Poole Rd./Rt. 14

EXTERNAL MESSAGE

From: Morgan, James
Sent: Monday, February 3, 2020 11:37 AM
To: 'mschwartz@boonecounty.org' <mschwartz@boonecounty.org>
Cc: 'plancom@boonecountyky.org' <plancom@boonecountyky.org>; 'rick lehmkuhl' <ricklehmkuhl@gmail.com>; Morgan Jim & Holly <holly.morgan@boone.kyschools.us>; 'Holly Morgan' <hollymorgan454@gmail.com>
Subject: Truck stop @ Poole Rd./Rt. 14

Hi Mr. Schwartz,

I just wanted to send a short email to express my concern about the chatter in local social media about a proposed truck stop to be constructed at Poole Rd. and Rt. 14 in Verona, KY. I built a house in very close proximity to the proposed location (15910 Porter Road) less than three years ago and at the time I purchased the property I had to sign acknowledgement agreement that I understood that the community that I'm moving into is a 'farm community' and there will be farm equipment traveling on the local roads, etc. that may cause slow traffic and other issues related to farming communities (smells, dust, etc.). I signed that agreement as I desired to live in a small town/farm community. The close proximity of this proposed truck stop will negatively affect Verona as a small-town farming community. This would have been a factor in my decision to purchase land and build here and I'm sure if the truck stop is constructed it will deter future individuals from wanting to reside in the community and thus have a negative impact on property values in this area.

This is strictly one personal issue that I have with the proposal, not to mention that it will be located less than a mile from Walton-Verona's Athletic complexes where school age kids (mine included) are in constant attendance throughout the year at all hours. The added criminal statistics, pollution factors and traffic congestion that accompany a truck stop in such close proximity to that complex seems like a recipe for disaster.

I sincerely hope and fervently pray that the Conditional Use Permit required for this truck stop will not be granted and the community here will be able to continue to thrive as a small-town, family-friendly, farming community. I hope that leaders such as yourself will make the appropriate decisions to ensure that happens. I do sincerely appreciate the work and efforts of our local government officials as I have no doubt there are social, political and economic pressures associated with each decision such as this one, but I whole-heartedly believe denying this permit is the right thing to do.

Sincerely,

James Morgan

James Morgan, PhD
BTM Manager

Cincinnati Children's
3333 Burnet Avenue, Cincinnati, OH 45229
(513) 803-3062



Michael Schwartz

From: Dave <gpdave50@gmail.com>
Sent: Tuesday, February 04, 2020 12:16 PM
To: Planning Commission General Account; Michael Schwartz
Subject: conditional use permit Verona KY

EXTERNAL MESSAGE

I am opposed to granting permission to build a truck stop at the Verona exit. I do not feel it necessary and know it will destroy our rural way of life. Traffic, possible crime, pollution and our wildlife will be harmed. Glencoe the next exit down has a large truck stop hardly used . Please vote against.

Thanks for considering,

David Art
13720 Poole Rd
Verona, KY 41092
8598664123

Sent from [Mail](#) for Windows 10

Michael Schwartz

From: Christina Ryan <ryanchristina10@yahoo.com>
Sent: Tuesday, February 04, 2020 3:33 PM
To: Planning Commission General Account; Michael Schwartz
Subject: Conditional use permit/truck stop in Verona

EXTERNAL MESSAGE

To whom it may concern,

I'm certain your inboxes are being flooded with messages concerning the potential truck stop in Verona. And that should speak volumes for our community and how we want to protect it. Please note, I have a list of some of my greatest concerns following my thoughts on further developing our town.

People may say it's progress. Those people also may encourage us to move if we don't like it.

I say it's detrimental to our way of living.

If you haven't lived there for the entirety of your life, then what exactly was it that drew you to Verona? A spouse? A job? Elderly family?

I work with the public and talk to people from all walks of life. When I tell them where I live; Verona, Kentucky, I get comments like; "It's so beautiful out there!", "It's just far enough to get away from the hustle and bustle.", "I would love to live in the country!", "I love how quiet it is out there!"

For most of us that live in the Verona area, we love it for all these reasons plus ample more! We have a hobby farm and love to raise our own food as a lot of other Verona dwellers do. We have been ridiculed by some for doing things such as processing our own meat. "That's animal abuse!" they say. Or "That's inhumane." Where do you think your bacon or burger came from, lady?

So my answer to those who may criticize our way of life and our resistance to 'progress.' MOVE. Don't live out here in the 'boonies.' Stay in the higher population areas where you don't have to worry about tractors, dirty roads and outdoor animal smells. And have your truck stop next door in your town. NOT OURS.

Here's a list of my concerns:

-the overall infrastructure of Verona cannot handle the level of traffic the truck stop would bring -the interstate ramps are not ready for the increased traffic -there are not enough lanes for tractor trailers to easily nor safely exit the interstate from either direction -the bridge cannot support the traffic -there would certainly be an increase in vehicle accidents due to the increased traffic -there's a large concern of increased crime activity -there would definitely be drivers who decide to follow their gps down to US42, which creates another nightmare. Whenever there's a back up on the interstate, inevitably a trucker will drop his trailer off the side of 'Green Mountain' hill, creating a total gridlock in and out of town on that end -human trafficking -interfering further with school traffic. Our busses use this exit and having increased truck traffic would pose a problem to our busses timeliness -noise pollution -drop in property value(who wants to live near a truck stop) -the fact there are plenty of truck stops on surrounding exits -adding 20 jobs isn't a reason to add an eyesore like a truck stop to the area -if there's such a need for a rest area due to the warehouses in Walton, I think those companies should provide rest area for their own drivers

I feel that this list could go on and on. There is absolutely no reason this permit should be granted. The community is against it. Strongly against it. It poses so much risk to the wellbeing and loveliness of our little town. Do not toss that aside for something that could be someone else's cross to carry.

Thank you for your time,
Christina Ryan

Sent from my iPhone

Michael Schwartz

From: Lisa Willis <lisal122@cinci.rr.com>
Sent: Tuesday, February 04, 2020 5:42 PM
To: Michael Schwartz
Subject: Truck stop in Verona, Ky.

EXTERNAL MESSAGE

Good afternoon,

This email is being sent to express my deep concern for NOT wanting a truck stop at the corner of Poole Rd. and Verona-Mudlick Rd.

Let's start with the fact that there are multiple truck stops within a 10 mile radius from this proposed location. It's already bad enough that trucks stay on the on/off ramps and leave litter behind along with an annoyance to try and go around them while trying to merge into traffic on the 2 lane highway.

Merging is bad enough already dealing with the trucks that are already traveling on 71 North.

There has been an increase in crime in the Verona area over the recent months, and I feel that the crime would increase more if there was a known truck stop that "outsiders" know they can come to for potential victims. And with this being so close to a residential area, I feel that that the crime would gravitate towards the homes as well.

With a truck stop comes increased traffic, of which the 2 lane road would not be able to handle, along with the overpass over the highway. Which would cause another stronger overpass to be built, along with a wider road to allow for trucks to get in and out of without disrupting the flow of residential traffic.

There are school buses that go on this road, along with construction trucks, that would not be able to fit completely on the current width of the road. Which would cost money once again to widen the road.

Crime, pollution (noise, trash, and air) would increase in the area. Which takes away from the beauty of the "country" scenery that people move to Verona for.

We moved here from Cincinnati to get away from the "City" life and enjoy the views and lifestyle that the "country" holds.

There are plenty of other places in Boone County that would be more suitable for a truck stop that already accommodate high flow traffic without being too close to residential areas. One of those areas could def. be utilized over the Verona exit.

If it was up to me, I would put a UDF there!

Thanks for your time,

Lisa and David Willis

Poole Rd. Resident

Verona, Ky.

Sent from my iPhone

Michael Schwartz

From: Patti Hungler <phungler@yahoo.com>
Sent: Tuesday, February 04, 2020 9:06 PM
To: Michael Schwartz; Planning Commission General Account
Subject: Opposition to proposed truck stop in Verona

EXTERNAL MESSAGE

My name is Patti Hungler. I live at 13665 Poole Rd. in Verona. I'm contacting you to voice my concerns about the construction of a truck stop in Verona at the corner of KY 14 and Poole Rd. I will refer to some of the elements the planning commission has outlined for future development which I believe a truck stop would create a conflict.

Environment

This element defines the environment as the circumstances, objects, or conditions by which one is surrounded comprised of physical, chemical and biotic factors...(par.2 pg 3). It goes on to say that other, less visible qualities, such as clean air are important to a community. I'm sure that the diesel fumes from trucks that need to keep their engines running in winter to heat and summer to cool their space will have a negative impact on the air quality in our community.

Further, it states that since development has an effect on the physical and social environment of a community, it can effect many of a community's unique characteristics that its residents feel are important. These amenities would include clean air and the quiet that our current rural community has valued.

Finally, this area lies right above the beginning of a watershed that covers a large part of southern Boone County. There are no sewers in this part of the county. The chance of oil spills or sewage spills could cause disastrous effects.

Land Use

According to the Boone County Plan 2040, "Development along KY 14 should reinforce the rural estate character of the Verona Commons Subdivision"(par.3, p.146). It goes on to state that the town of Verona should experience limited residential and commercial growth. Recommendations also state that any commercial development should primarily serve the Verona district. A truck stop at this location is contradictory to all of these recommendations

Safety

Lastly, I want to point out the design of the ramps on I71 are not equipped to handle a safe exit onto KY14 without running into the oncoming traffic. There is no room to widen the road along KY14 at the southbound exit as there is a huge drop off on the right side of the road. Another major concern is that it would be impossible for emergency vehicles to pass through if an accident occurred. In addition, the entrance ramp on the northbound side of I71 already poses problems. Oncoming traffic traveling at 60-70 mph are not able to see the ramp due to the crest of the hill. I've witnessed many "near accidents" at this location due to the fact that the interstate is only a two lane road and vehicles that are traveling that fast are not always able to change lanes that quickly. Additionally, I71 southbound is currently a disaster because most trucks lose speed as they travel up that long uphill stretch of road. Again, it is a two lane road. I can't imagine the danger that this would create with trucks and other vehicles being at a standstill (as they often are in Walton) while waiting to get off the exit. Both ways are accidents destined to happen.

This proposal needs to stop now!

In closing, I want to say that the residents in this area do not want this development because of safety concerns, all of the negative impacts on the environment, and the invasion of something that would have such a devastating impact on our community. I know there was mention of preserving the rural estate character of Verona Commons. It is beautiful. But there are many properties on Poole Rd. and in the immediate surrounding area that may not be in a

subdivision, but are valued in the \$400,000-\$1,000,000 range. We have chosen this area because of the beauty of the land, the quiet and lack of the hub bub that is found in the more developed areas of Boone County.

Lastly, I must say there will be many questions about how it could happen after all of this research has made it abundantly clear that it should not.

Sincerely,
Patti Hungler

Sent from [Mail](#) for Windows 10

Michael Schwartz

From: Sara Smith
Sent: Wednesday, February 05, 2020 7:40 AM
To: Michael Schwartz
Subject: FW: Conditional Use permit for truck stop Poole Rd

From: Betty Art [mailto:bettylart10@yahoo.com]
Sent: Tuesday, February 04, 2020 9:57 PM
To: Planning Commission General Account
Subject: Fwd: Conditional Use permit for truck stop Poole Rd

EXTERNAL MESSAGE

Sent from my iPhone

Begin forwarded message:

From: Betty Art <bettylart10@yahoo.com>
Date: February 4, 2020 at 12:00:07 PM EST
To: "plancom@boonecountyky.com" <plancom@boonecountyky.com>, "mschwartz@boonecountyky.org" <mschwartz@boonecountyky.org>
Subject: Conditional Use permit for truck stop Poole Rd

Feb 4, 2020

Betty Art
13720 Poole Rd
Verona, KY 41092
8598665990

Board of Adjustment and Michael Schwartz,

I along with many of my Verona Residents and neighbors and family do not feel a truck stop at on Verona Mudlick Rd and Poole Rd is needed. There are many other truck stops and rest areas available with a minimal distance for trucks to use. The area you are talking about is very residential and rural with a small exit area for this influx of vehicles to our area. I have been impacted by temporary traffic problems in our area where numerous trucks would deter into our area because of shut downs on Interstates 71-75 and our area cannot handle this. It would definitely change the climate of the area in becoming overly busy with vehicles, noise, and possible crime. I do realize it might create a few jobs and income for our area, but I feel they would be minimal compared to the overall change in the small town calmness.

I am greatly concerned about the environmental impact also. As being a teacher (now retired from full time employment) who was involved with the state conservation districts, science education/ programs in Northern Kentucky and NKU, and other various programs I am aware of how this much change to the

area would be detrimental to soil, water, air, and animal conservation in the area and surrounding runoff area. Pollution is inevitable in our society today, but we do not need to enhance or add to it to this degree when not warranted. Pollution of the water with erosion of soil and pollutants from the trucks and their fuels, changing farming land into a large paved area will be greatly detrimental to all areas of the environment. Also, since there is not any sewage disposal in the area the truck stop would need to create their own treatment facility for the vast number of possible people. These treatment plants are not easily maintained, and we then would have more air pollution added to the area with the diesel pollution. I have not had the time to do any research on the direct anticipated impacts (which creeks or water tables), but I know with almost my 50 years in education and my real life experiences from being raised on a farm in NKY and owning my own on Poole Rd I know there is a direct correlation here.

I am hoping that the environmental impacts are considered.

In short, I do not want a Conditional Use Permit granted for any construction that would cause major change to the residential area I have chosen to live in nor environmental impacts to the place my family now calls home for 19 years.

Thank you for your time and considerations! I will see you on Wednesday February 12 @ 6 PM..

Sent from [Mail](#) for Windows 10

Michael Schwartz

From: Sara Smith
Sent: Wednesday, February 05, 2020 7:40 AM
To: Michael Schwartz
Subject: FW: Truck shop

-----Original Message-----

From: Ernie Ryan [mailto:bullockpen07@icloud.com]
Sent: Tuesday, February 04, 2020 9:08 PM
To: Planning Commission General Account
Subject: Truck shop

EXTERNAL MESSAGE

Sent from my iPhone To whom it may concern,

I'm certain your inboxes are being flooded with messages concerning the potential truck stop in Verona. And that should speak volumes for our community and how we want to protect it. Please note, I have a list of some of my greatest concerns following my thoughts on further developing our town.

People may say it's progress. Those people also may encourage us to move if we don't like it.
I say it's detrimental to our way of living.

If you haven't lived there for the entirety of your life, then what exactly was it that drew you to Verona? A spouse? A job? Elderly family?

I work with the public and talk to people from all walks of life. When I tell them where I live; Verona, Kentucky, I get comments like; "It's so beautiful out there!", "It's just far enough to get away from the hustle and bustle.", "I would love to live in the country!", "I love how quiet it is out there!"

For most of us that live in the Verona area, we love it for all these reasons plus ample more! We have a hobby farm and love to raise our own food as a lot of other Verona dwellers do. We have been ridiculed by some for doing things such as processing our own meat. "That's animal abuse!" they say. Or "That's inhumane." Where do you think your bacon or burger came from, lady?

So my answer to those who may criticize our way of life and our resistance to 'progress.' MOVE. Don't live out here in the 'boonies.' Stay in the higher population areas where you don't have to worry about tractors, dirty roads and outdoor animal smells. And have your truck stop next door in your town. NOT OURS.

Here's a list of my concerns:

- the overall infrastructure of Verona cannot handle the level of traffic the truck stop would bring
- the interstate ramps are not ready for the increased traffic
- there are not enough lanes for tractor trailers to easily nor safely exit the interstate from either direction
- the bridge cannot support the traffic
- there would certainly be an increase in vehicle accidents due to the increased traffic
- there's a large concern of increased crime activity
- there would definitely be drivers who decide to follow their gps down to US42, which creates another nightmare. Whenever there's a back up on the interstate, inevitably a trucker will drop his trailer off the side of 'Green Mountain' hill, creating a total gridlock in and out of town on that end
- human trafficking
- interfering further with school traffic. Our busses use this exit and having increased truck traffic would pose a problem to our busses timeliness
- noise pollution
- drop in property value(who wants to live near a truck stop)
- the fact there are plenty of truck stops on surrounding exits
- adding 20 jobs

isn't a reason to add an eyesore like a truck stop to the area -if there's such a need for a rest area due to the warehouses in Walton, I think those companies should provide rest area for their own drivers

I feel that this list could go on and on. There is absolutely no reason this permit should be granted. The community is against it. Strongly against it. It poses so much risk to the wellbeing and loveliness of our little town. Do not toss that aside for something that could be someone else's cross to carry.

Thank you for your time,
Ernest Ryan

Sent from my iPhone

Michael Schwartz

From: Sara Smith
Sent: Wednesday, February 05, 2020 7:40 AM
To: Michael Schwartz
Subject: FW: Truck Stop

From: James Hannon [mailto:jameshannon010@gmail.com]
Sent: Tuesday, February 04, 2020 8:30 PM
To: Planning Commission General Account
Subject: Re: Truck Stop

EXTERNAL MESSAGE

With regards to the Conditional Use Permit being sought by the developer of the proposed truck stop at Verona Mudlick and Poole Roads, I have the following thoughts. First, starting with KRS 100.111 – Definitions of Conditional Use permits as they relate to Planning and Zoning within KY:

"Conditional use" means a use which is essential to or would promote the public health, safety, or welfare in one (1) or more zones, but which would impair the integrity and character of the zone in which it is located, or in adjoining zones, unless restrictions on location, size, extent, and character of performance are imposed in addition to those imposed in the zoning regulation; (7) "Conditional use permit" means legal authorization to undertake a conditional use, issued by the administrative official pursuant to authorization by the board of adjustment, consisting of two (2) parts: (a) A statement of the factual determination by the board of adjustment which justifies the issuance of the permit; and (b) A statement of the specific conditions which must be met in order for the use to be permitted; Our opinion as local residents: Although the proposed Truck Stop is within the C-3 zoning limits, specifically listed as a Conditional Use, implementation would not "promote the public health, safety, or welfare" as called out in the definition of conditional use. It will, however, "impair the integrity and character of the zone in which it is located, or in adjoining zones". There are no reasonable conditions or restrictions that can be imposed that would offset or negate those impairments. Tractor trailers do not use existing deceleration lanes in front of existing truck stops in our area, so we cannot expect them to do so here, especially in such a short deceleration/turn lane as could be installed within the road frontage of the parcel in question. The only way to safely accommodate the turns would be to reconfigure and widen Verona Mudlick Road to have 4 traffic lanes from Brown Road across the interstate to the existing gas station properties, which would allow existing traffic to continue around the slow moving and stopped truck traffic. Even then, the turn lane in the proposed plan would still be required since trucks do not stay within one traffic lane when turning. Adding such lanes is beyond a reasonable accommodation unless paid for by the developer of the proposed project. The existing interstate ramps are inadequate to safely allow tractor trailer traffic to turn onto Verona Mudlick road. The turns are too tight, forcing existing tractor trailers to cross into oncoming traffic when turning, creating a significant traffic safety hazard. Adding a truck stop on the exit will increase the occurrence rate from a few times per day (for gravel trucks) to dozens, if not hundreds of times per day with the new tractor trailer traffic. Changing the expressway ramp and roadway configuration is outside a reasonable accommodation unless paid for by the developer of the proposed project. The current traffic speed limit is 55 MPH in front of the proposed location. There is no way to reasonably and safely accommodate tractor trailer traffic turning into or out of a 55 MPH traffic flow. Any tractor trailers pulling out into the 55 MPH traffic flow would create a hazard, and that hazard would be repeated hundreds of times per day. Even with the 35 MPH zones in front of the truck stops in Walton and Richwood, the Crash Frequency Map contained within Boones County's 2040 plan shows a CRF over 3 which is a highly elevated crash frequency. We do not want that to occur within our community, too. If there is a concern for safe rest areas/overnight parking for trucks as a result of the influx of warehousing and distribution sites like Amazon, those projects can, and should be required to provide the space and facilities to accommodate the truck traffic they generate and require for their operation. Any planning and zoning actions required for that are outside the purview of this action. Our Sheriff's department is already responding to existing truck stops within 10 miles of the proposed truck stop location 770 times over the last 6 months. They respond to the closest truck stop (Flying J in Walton) an average of 2.3 times per day for calls ranging from trivial parking complaints (truckers blocking fuel pumps as they remain parked after fueling) to serious complaints of terroristic threatening. When asked about the crime reports at our area truck stops, Major Tom Sheben responded: "Keep in mind while you're perusing the files, these are 24/7/365 operations that can attract a certain element. Those can include runaways, prostitutes, drug dealers, and people down on their luck who

have nowhere else to go." As we consider adding yet another truck stop with overnight parking, we must recognize that there will be an increase of crime, and an added burden to our emergency response infrastructure. This additional burden to our emergency response infrastructure is not a reasonable accommodation. If approved, the additional staffing, equipment and other public safety costs should be paid for by the developer of the proposed truck stop. In summary, presupposing the need for a truck stop at the proposed location would be a failure to recognize the existing tractor trailer infrastructure that already exists within Boone County and the immediate vicinity. There are 5 truck stops within 10 miles of the proposed location, 6 within 14 miles and 7 within 18 miles. There are 2 truck weigh stations and 2 rest areas within 10 miles of the proposed location, collectively there are hundreds of truck parking spaces. The google map shows truck stops on the interstate system within the I-71/75/I-64 triangle, and the sections of interstate which appear to be least serviced by truck stops are centered around Exit 43 on I-71 and Exit 159 on I-75. The City of Dry Ridge has already held public meetings in 2019 and approved the siting of a truck stop on Exit 159, so a viable alternative exists there. As a result of the significant impairment of the integrity and character of the area surrounding the proposed truck stop location, with little to no benefit to public health, safety or welfare, we should request the Board and staff deny this request.

I moved to Poole Road 30 years ago for the peace and quiet of the country. This proposed truck stop would take all that away. Poole Road is a dead end road and the only way for residents to enter or exit is via Verona Mudlick Road. What a traffic nightmare for all the residents of Verona!

James Hannon
Poole Road Resident

Michael Schwartz

From: Caroline & Marc Alston <cbamda6@gmail.com>
Sent: Wednesday, February 05, 2020 10:55 AM
To: Michael Schwartz
Subject: Opposition to Conditional use Permit for Parcel ID 056.00-00-009.01

EXTERNAL MESSAGE

I am writing to you as a concerned parent and resident of Verona. My Husband and I have four children in the Walton Verona School system.

An Application has been submitted to the Boone County Board of Adjustment for a conditional use permit to allow a Large Truck Stop to be constructed along the Verona exit. There are well documented statistics outlining the increased rates of crime that occur at truck stops, the most concerning of which would be human trafficking, prostitution and illegal drug use.

With the Walton Verona Sports Complex being in very close proximity to this proposed truck stop we feel it is definitely a public safety concern. Please Deny the permit request, Thank you in advance.

Caroline Alston

3220 Ballantree Way

Verona, Ky 41092859-466-4222

Michael Schwartz

From: Marc Alston <kentuckyrentalhomes@gmail.com>
Sent: Wednesday, February 05, 2020 11:03 AM
To: Michael Schwartz
Subject: Opposition to Conditional use Permit for Parcel ID 056.00-00-009.01

EXTERNAL MESSAGE

I am writing to you as a concerned parent and resident of Verona. My wife and I have four children in the Walton Verona School system.

An Application has been submitted to the Boone County Board of Adjustment for a conditional use permit to allow a Large Truck Stop to be constructed along the Verona exit. There are well documented statistics outlining the increased rates of crime that occur at truck stops, the most concerning of which would be human trafficking, prostitution and illegal drug use.

With the Walton Verona Sports Complex being in very close proximity to this proposed truck stop we feel it is definitely a public safety concern. Please Deny the permit request, Thank you in advance.

Marc Alston

3220 Ballantree Way

Verona,Ky 41092

859-466-4222

Michael Schwartz

From: Stephanie <stefmc723@gmail.com>
Sent: Wednesday, February 05, 2020 4:04 PM
To: Michael Schwartz
Subject: Opposition to Conditional Use Permit

EXTERNAL MESSAGE

My name is Stephanie McAdams and I am writing to express concern of the large truck stop that is being considered in Verona. My husband and I and our two small children have just moved to Verona because of the safeness of the town, less congestion, and for the amazing schools. I was sick to hear there could potentially be a large truck stop at our exit. Now I understand the need for truck stops, but statistically they bring illegal drug use, trafficking and prostitution. Not to mention with the increased traffic of large trucks, will bring an increase of accidents. Why put this so close to our school and in our small town. Now for those of us that live in Verona, once our children start middle school and high school, they will be bussed daily thru this very same exit. My biggest concern is the safety of our children and our community. We are new residents to Verona, and other than the schools, the lack of congestion in Verona is what drove us to build our home here. Please listen to the residents of Verona, there are so many other truck stops nearby, why to we need one in Verona?? Please protect our children and our community from the potential of increased crime and traffic incidents.

Thank you,

Stephanie McAdams
3208 Bergamo Road
Verona, KY 41092
Sent from my iPhone

Michael Schwartz

From: Kimberly Padgett <kimberlypadgett.kp@gmail.com>
Sent: Wednesday, February 05, 2020 5:22 PM
To: Planning Commission General Account
Cc: Michael Schwartz
Subject: Conditional use permit for truck stop at northeast corner of Verona Mudlick Road and Poole Road

EXTERNAL MESSAGE

To whom it may concern,

This letter is to address the conditional use permit being examined for the Northeast Corner of Verona Mudlick Road and Poole Road.

Please do not allow a truck stop at this exit. There are no foreseeable pros that I can imagine. However, there are numerous cons.

Come out and see our town for yourselves!

Verona is a sleepy town with two flashing lights and a stop sign. It currently only has some (mostly) small businesses and the Walton Verona Complex, the Walton Verona Elementary School, and many local residents. The addition of even the Dollar Store has brought unwanted crime to the area.

A truck stop is unnecessary here. If traveling Southbound on I-71 there is already a weigh station and rest area located less than 2 miles from the Verona exit. When traveling Northbound on I-71 there is already one located just south of Verona in Glencoe. If they are traveling south on I-75 after leaving I-71 northbound there is one located 10 minutes from Verona in Walton.

If they go north on I-75 after leaving I-71 they will reach a rest area just past the Richwood exit. Again - not 10 minutes from Verona exit.

The addition of a truck stop will increase traffic on these small country roads. There is no place for them to turn around. It will cause so much traffic congestion too. It will increase crime in our area and lead to noise pollution and environmental pollution. It will also devastate the local residents by lowering our property values. Our area will no longer be the area we built our house here for. A small quiet town where the doors can be left unlocked. A country area where it's good to raise a family. A place where we pay extremely high taxes to support our local schools. A safe neighborhood and area for our children, teens, adults and elderly.

I understand that trucking is a major and necessary industry but taking away our small, quiet and safe town is too big a price to pay for those of us who call Verona home.

Thank you,

Kimberly Padgett
A local resident on Brown Road

Michael Schwartz

From: Sara Smith
Sent: Thursday, February 06, 2020 7:53 AM
To: Michael Schwartz
Subject: FW: Opposition of a truck stop in Verona

-----Original Message-----

From: Michelle Kerns [mailto:mkerns67@yahoo.com]
Sent: Thursday, February 06, 2020 7:02 AM
To: Planning Commission General Account
Subject: Opposition of a truck stop in Verona

EXTERNAL MESSAGE

Good morning! I am a resident of Verona and I STRONGLY oppose a truck stop on the Verona exit. A proposed plan stating a truck stop will serve Verona is not accurate. Residents of Verona have several gas stations to serve the true residents of Verona. A truck stop would serve mostly non residents/truck drivers/commercial vehicles/etc. There are MANY truck stops at exits near Verona to serve the truck drivers (Florence, Richwood (3), Walton, Sparta). We are a quiet, rural community. We do not want the traffic, noise, congestion, etc. Please do not put this here in our community. The horse farms, rolling hills, wooded areas ARE Verona. A truck stop would only take away from its current charm and appeal. Thank you for your time and attention.

Thank you,
Michelle Kerns
15286 Glencoe Verona Road
Verona, KY 41092
859-991-5548
Sent from my iPhone

Michael Schwartz

From: Sara Smith
Sent: Thursday, February 06, 2020 7:54 AM
To: Michael Schwartz
Subject: FW: Argument Against Permit for Truck Stop at Verona Exit

From: carace@fuse.net [mailto:carace@fuse.net]
Sent: Wednesday, February 05, 2020 9:54 PM
To: Planning Commission General Account
Subject: Argument Against Permit for Truck Stop at Verona Exit

EXTERNAL MESSAGE

Carace MacKay
15178 Glencoe Verona Road
Verona, KY 41092

Attn: Boone County Board of Adjustments
Boone County Planning Commission

Regarding: Proposed Verona Truck Stop on Poole Road, off of Hwy 14

Unfortunately, I cannot attend the meeting but appreciate the opportunity to comment on the proposed truck stop at the Verona exit. I do not believe this land use is appropriate for the following reasons:

- According to the Boone County Comprehensive Plan, “the commercial district should primarily serve the Verona area.” A truck stop serves cross country truck traffic or industrial parks, not the local community/residents. Due to future land use planning and traffic conflicts, this exit is not an appropriate location for a truck stop serving cross country truck traffic. Industrial zoning is not consistent with the current or future character or planned use of the area, and is not in the Boone County Future Land Use Plan for this area. Parking/Staging for industrial parks should be incorporated into the industrial parks, and should not burden surrounding communities.
- Also according to the Boone County Comprehensive Plan, “development along KY14 should reinforce the rural estate character of Verona Commons Subdivision.” An equestrian training facility is under construction in the vicinity of this interchange, similar in distance from the interstate as this proposal. Many residents have chosen to make Verona and the area around this exit their home because of the pastoral, rural, congestion free qualities of the community. Placement of a truck stop at the proposed location directly contradicts the intended character of the area.
- “A detailed study is needed for this area, particularly near the interchange, in order to coordinate the residential and commercial development as well as the infrastructure. At the same time, this study could examine the idea of utilizing performance standards as a means of achieving quality development design.” (BCCP) This statement from the BCCP insinuates great care should be taken in the planning and design of the interchange area, which functions as a gateway to the community. This study has not been completed, and therefore a truck stop should not be allowed.
- There is no sanitary sewer to support the facility.
- Future plans call for construction of a high school on Waller Stephenson Park, near the interchange. School traffic and residential traffic does not co-exist well with truck traffic. There is ample evidence of this at the Richwood exit, as well as other exits throughout Boone County. The construction of truck stops is often the first

step towards ruining circulation at an interchange that is utilized for community traffic flow. Once a truck stop exists, traffic flow problems are difficult to correct as the rest of the community grows.

- Truck stops present safety concerns. The presence of an elementary school in the area, and plans for future school construction emphasize the need for careful planning of the area, with responsible development that is safe for residents and true to the character of the community.

For these reasons, I encourage you to deny approval for the conditional use permit. Thank you for your consideration and concern regarding the long term impacts on Boone County and our local community.

Sincerely,
Carace MacKay

Michael Schwartz

From: Tom Knox <tpknox53@yahoo.com>
Sent: Thursday, February 06, 2020 10:44 AM
To: Michael Schwartz
Subject: Proposed Truck Stop @ Verona Exit

EXTERNAL MESSAGE

Dear Michael,

I will be unable to attend the Public Hearing by the Board of Adjustment scheduled for Feb. 12th where the proposed truck stop at the Verona Exit is to be discussed.

I want to express that I am strongly opposed to placing a truck stop at this exit for the following reasons:

- There is no need for a truck stop at this exit when you have one truck stop in Florence, three in Richwood, one in Walton, and I think one in Glencoe which is only one exit up I-71 from Verona. I do not believe there is any need whatever! for a truck stop with so many in such close proximity.
- Traffic at our exit will be a nightmare due to these semi trucks
- We moved to home in Verona Commons due to the quiet, quality of life setting. This lifestyle will be comprised extensively with a truck stop at the Verona exit.
- I am concerned about crime increasing with a truck stop coming so close to our neighborhood.

In summary, I strongly oppose the approval of this request. There is simply no need for this truck stop & it would negatively impact the quality of life we have come to appreciate in Verona.

Best regards,

Tom Knox
2490 Peppermill Court
Verona, KY 41092

Michael Schwartz

From: Sara Smith
Sent: Thursday, February 06, 2020 10:45 AM
To: Michael Schwartz
Subject: FW: Truck Stop in Verona

From: Gary Scroggins [mailto:gscroggins@kellybros.com]
Sent: Thursday, February 06, 2020 10:08 AM
To: Planning Commission General Account
Subject: Truck Stop in Verona

EXTERNAL MESSAGE

-According to the Boone County Comprehensive Plan, “the commercial district should primarily serve the Verona area.” A truck stop serves cross country truck traffic or industrial parks, not the local community/residents. Due to future land use planning and traffic conflicts, this exit is not an appropriate location for a truck stop serving cross country truck traffic. Industrial zoning is not consistent with the current or future character or planned use of the area, and is not in the Boone County Future Land Use Plan for this area. Parking/Staging for industrial parks should be incorporated into the industrial parks, and should not burden surrounding communities.

-Also according to the Boone County Comprehensive Plan, “development along KY14 should reinforce the rural estate character of Verona Commons Subdivision.” An equestrian training facility is under construction in the vicinity of this interchange, similar in distance from the interstate as this proposal. Many residents have chosen to make Verona and the area around this exit their home because of the pastoral, rural, congestion free qualities of the community. Placement of a truck stop at the proposed location directly contradicts the intended character of the area.

-“A detailed study is needed for this area, particularly near the interchange, in order to coordinate the residential and commercial development as well as the infrastructure. At the same time, this study could examine the idea of utilizing performance standards as a means of achieving quality development design.” (BCCP) This statement from the BCCP insinuates great care should be taken in the planning and design of the interchange area, which functions as a gateway to the community. This study has not been completed, and therefore a truck stop should not be allowed.

-There is no sanitary sewer to support the facility.

-Future plans call for construction of a high school on Waller Stephenson Park, near the interchange. School traffic and residential traffic does not co-exist well with truck traffic. There is ample evidence of this at the Richwood exit, as well as other exits throughout Boone County. The construction of truck stops is often the first step towards ruining circulation at an interchange that is utilized for community traffic flow. Once a truck stop exists, traffic flow problems are difficult to correct as the rest of the community grows.

-Truck stops present safety concerns. The presence of an elementary school in the area, and plans for future school construction emphasize the need for careful planning of the area, with responsible development that is safe for residents and true to the character of the community.

For these reasons, I encourage you to deny approval for the conditional use permit. Thank you for your consideration and concern regarding the long term impacts on Boone County and our local community.

I moved to Verona in 2018 and live on Teal Road and use this exchange daily.

Gary Scroggins

Kelly Bros Home & Design Center

Work: 859-581-0400

Fax: 859-655-8135

Cell: 859-816-7394



Michael Schwartz

From: Karen Biehl <ksdiogi@aol.com>
Sent: Thursday, February 06, 2020 11:22 AM
To: Michael Schwartz
Cc: Patricia Blackburn; Philip Blackburn; jack.blackburn@mubeausa.com
Subject: Regarding the proposed truck stop in Verona

EXTERNAL MESSAGE

Mr. Schwartz, I understand the benefits and challenges that need to be weighed when considering bringing a truck stop to Verona. As a Verona resident, I'm not sure how I feel. I have jokingly said if it brings a Skyline Chili to the exit, I'm all for it. :-) Now, I am sure how I feel about the traffic. If the decision is made to allow the truck stop to proceed, PLEASE make sure the exit ramps from both Southbound and Northbound are expanded to have 2 full lanes from the expressway BEFORE the truck stop opens. Otherwise, I envision another Mt Zion or Richwood exit ramp (thinking southbound I75) at 6pm where cars and trucks are backed up in the right lane of the expressway sometimes a half a mile before the actual exit.

Sincerely,
Karen Biehl
859 393 8264
2548 Waller Rd
Verona, KY 41092

Michael Schwartz

From: Sara Smith
Sent: Thursday, February 06, 2020 1:07 PM
To: Michael Schwartz
Subject: FW: Verona Exit Proposed truck stop

From: jwryan@fuse.net [mailto:jwryan@fuse.net]
Sent: Thursday, February 06, 2020 12:33 PM
To: Planning Commission General Account
Subject: Verona Exit Proposed truck stop

EXTERNAL MESSAGE

My husband has been a life time resident (67 years) of Verona and I have been a long time resident(43 years). We are proud of the area being a family and farming oriented community. We do not feel the proposed truck stop would be an enhancement to the area.

Many citizens have invested in costly property and high dollar homes, which will depreciate in value due to the close proximity to the proposed truck stop. Taxes will be used for the development of roads to accommodate the traffic to and from the new stop. Traffic will increase from the proposed site, to and from Hwy 42, creating a more dangerous situation than already exists. Dump trucks already using this route cause a great deal of upkeep on this road.

The Walton Verona Schools sports complex is located less than two miles from the proposed site. To make sure our children are safe and secure when competing or using the facility for activities, a higher police presence would be needed.

This local are is already inundated with services for the over the road trucking community: Richwood - 2
truck stops
Walton - 1 truck
stop
1 truck
wash
1 lube
and oil business
Glencoe - 1 truck
stop
Exit 55 - 1 truck
stop
Between Mt Zion
Rd and Richwood Rd - 1 rest area
I-71 weigh
station - 1 truck rest haven

It is our opinion, that it would be much better for the local community and its citizens , if the property in question, would be used for something that would benefit its local population, as opposed to large trucking companies and other business conglomerates.

Thank you for your time and consideration,
Dwight Ryan
Janice Ryan

Michael Schwartz

From: steipe@zoomtown.com
Sent: Friday, February 07, 2020 2:34 AM
To: Michael Schwartz
Subject: Truck stop

EXTERNAL MESSAGE

Good Evening,

My name is Stephanie, and I live in Verona. I am writing to say no to the truck stop in Verona. It is a small exit area. The Walton-Verona Complex is right there off the exit. My concern is for traffic and safety of the kids. Also, my neighbors and I moved to Verona for the quiet country atmosphere.

I feel truck stops eventually promote truck washes, and automotive shops for them. Which we do not need, Walton already has all this, and the area looks run down.

I know the vast majority of truck drivers are good, hard working people, but with the uptick in sex trafficking, I'm worried, especially with the kids sporting events nearby. I've read numerous articles where sometimes these victims are in the back of semi's.

I ask you, if you would like this next to your house, or children?

Thanks for listening to my concerns,

Respectfully,

A concerned Verona resident

Stephanie T

Sent from my iPhone

Michael Schwartz

From: Brannon, Mark K (KYTC-D06) <Mark.Brannon@ky.gov>
Sent: Tuesday, January 28, 2020 2:58 PM
To: Michael Schwartz
Subject: Verona Truck Stop

EXTERNAL MESSAGE

Michael,

Here are the Departments comments for the Verona Truck Stop on KY 14.

1. KYTC will require a TIS
2. Is the intention of this development to make the driveway directly next to the full access go away? Will access be re-established to the parcel to the west?
3. Is it possible to line the full access up with the driveway across the road?
4. Concerns with their circulation patterns. The exiting traffic from Poole Road will cross all entering traffic which has to use the full access on KY 14. Their exit only lane has the island with the existing utility poles directly in front of it. If it jams up and trucks are slow getting in it could back out onto KY 14, which would be an issue.
5. If re-development is approved, KYTC will require a right turn lane and possibly a left turn lane based on a TIS.
6. They show a left and right turn lane from Poole. This needs to be one lane exit for sight distance. It may be wide enough to accommodate large trucks, however, must be striped so that one truck is exiting at a time.

Thanks,

Mark Brannon
Transportation Engineer Tech. III
KYTC District 6
421 Buttermilk Pike
Fort Mitchell, KY 41017
859-341-2700 ext. 307
Mark.Brannon@ky.gov

Michael Schwartz

From: Aman, Andy <aaman@sd1.org>
Sent: Friday, January 31, 2020 10:38 AM
To: Michael Schwartz
Subject: Re: Verona Truck Stop

EXTERNAL MESSAGE

Good Morning Michael.

This project/location is outside SD1's service area for both storm water and sanitary services. Therefore SD1 does not have any comments to provide regarding this project.

Regards,

On Wed, Jan 22, 2020 at 9:38 AM Michael Schwartz <mschwartz@boonecountyky.org> wrote:

The Boone Board of Adjustment has received an application for a Conditional Use Permit to allow a truck stop to be constructed on an approximate 14.6 acre parcel located at the northeast corner of the intersection of Verona Mudlick Road with Poole Road.

If you would like to make comments for the Board to consider, please review the attached plan and forward your comments to me no later than Thursday, February 6, 2020.

Thank you in advance.

Michael D. Schwartz, Planner



BOONE COUNTY
PLANNING COMMISSION

2950 Washington Street, Room 317

Burlington, Kentucky 41005

(P) 859-334-2196 (F) 859-334-2264

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Andy Aman

Plan Review Manager

SD1

1045 Eaton Dr

Ft. Wright, KY 41017

859-578-6880

aaman@sd1.org

www.sd1.org

Cut the clutter. [Sign up for e-bills](#) today through our customer portal run by Paymentus, SD1's secure electronic billing provider. Learn more at www.sd1.org.

Public Records Notice: I am not the Official Custodian of Public Records at SD1. All requests for public records must be sent to SD1's Official Custodian of Records at: 1045 Eaton Dr. Ft. Wright, KY 41017, Attention: Official Custodian of Records; facsimile at (859) 331-2436 or via email to records@sd1.org. **Your request will not be forwarded.**

Michael Schwartz

From: Robert Franxman
Sent: Thursday, February 06, 2020 2:05 PM
To: Michael Schwartz
Subject: RE: Verona Truck Stop

Michael,

I've reviewed this according to the parts of Section 262 that apply to public works:

- 5-6. In all likelihood, Poole Road doesn't consist of a pavement structure sufficient to withstand the loadings to be created by the development. Approval of the permit should require reconstruction of Poole Road from the furthest extent of the exit on Poole Road to KY 14 (or an engineering analysis concluding Poole Road is sufficient in its existing condition).
7. I doubt the development will cause issue with the existing traffic on Poole Rd. However KYTC will need to provide comment for KY 14.

Thanks,
Rob

From: Michael Schwartz
Sent: Wednesday, January 22, 2020 9:38 AM
To: Robert Franxman <rfranxman@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; 'bullockpen@bpwd.org' <bullockpen@bpwd.org>; 'linzy.brefeld@ky.gov' <linzy.brefeld@ky.gov>; 'Brannon, Mark K (KYTC-D06)' <Mark.Brannon@ky.gov>; 'steve.divine@nkyhealth.org' <steve.divine@nkyhealth.org>; 'justin.hancock@nkyhealth.org' <justin.hancock@nkyhealth.org>; 'lmcnally@owenelectric.com' <lmcnally@owenelectric.com>; 'aaman@sd1.org' <aaman@sd1.org>; 'ghaggard@sd1.org' <ghaggard@sd1.org>; 'kyems@fuse.net' <kyems@fuse.net>
Subject: Verona Truck Stop

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If you would like to make comments for the Board to consider, please review the attached plan and forward your comments to me no later than Thursday, February 6, 2020.

Thank you in advance.

Michael D. Schwartz, Planner



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