

APPLICATION FORM

BOARD OF ADJUSTMENT AND ZONING APPEALS ACTION

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

- 1. (Check One) Boone \_\_\_\_\_ Florence \_\_\_\_\_  Walton \_\_\_\_\_ Union \_\_\_\_\_
- 2. (Check One)  Conditional Use Permit \_\_\_\_\_ Variance \_\_\_\_\_ Appeal \_\_\_\_\_  
Change in Non-Conforming Use \_\_\_\_\_
- 3. Applicant's Name FLYING J. INC  
Phone Number 1-801-734-9416  
Applicant's Address 50 WEST 990 SOUTH, P.O. Box 678  
BRIGHAM CITY UTAH 84302  
City State Zip
- 4. Description of Request: CONDITION USE PERMIT to ALLOW  
TRAVEL PLAZA - TRUCK STOP, FAST FOOD RESTAURANT
- 5. Name of Development FLYING J. TRAVEL PLAZA
- 6. Location of Development SOUTH-WEST QUADRANT OF I-75  
AT WALTON UTAHA EXIT - KY 14-16
- 7. Acreage Under Review 6.39
- 8. Lot Number and Name of Subdivision (if part of a subdivision)
- 9. Owner of Property FLYING J - 2069 CHESTER STORGGON 4.33 A  
Phone Number 801-734-9416 485-7292
- 10. Address of Property Owner STORGGON - 13470 SERVICE RD.  
WALTON KA 41094  
City State Zip
- 11. Proposed Use(s) On Site TRAVEL PLAZA
- 12. Total Square Footage of Existing and/or Proposed Buildings
- 13. Current Zoning on Property C-3
- 14. Deed Book \_\_\_\_\_ Page No. \_\_\_\_\_ Group No. \_\_\_\_\_
- 15. Is the site subject to a zone change? NO  
If yes, give date of approval \_\_\_\_\_
- 16. Have you submitted a Site Plan with this request? \_\_\_\_\_
- 17. Have you submitted a list of adjoining property owners with this request? YES.
- 18. Applicant's Signature: \*
- 19. Property Owner's Signature: \*

\* ATTACHED

SECTION B

(To be completed by Boone County Planning Commission Staff)

1. Date Received 8/15/88
2. Fee Received \$231-
3. Is application complete?  Yes  No
4. Staff Reviewer JIM
5. Scheduled Board Action Date 9-22-88
6. Board Action:  
 Approval  
 Approved With Conditions (See #7)  
 Disapproved (See #8)
7. Conditions: Retain access from Stephenson Hill Road for trucks  
and conditions of 6-7-88 B.O.A. approval
8. Reasons For Disapproval: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BCPC:7/11/88

STAFF REPORT

DEVELOPMENT: Flying J Travel Plaza  
APPLICANT: Flying J Inc.  
LOCATION: KY 14/16 at Stephenson Mill Road,  
Walton, KY  
ZONING: Commercial Services (C-3)  
DATE: September 22, 1988

REMARKS:

Applicant is requesting review for revision of a Conditional Use Permit approved June 9, 1988. The previous Conditional Use Permit was approved for a truck stop and travel plaza on a 3.01 acre site. This request is for a Conditional Use Permit for a truckstop/travel plaza and a franchise fast food restaurant with a drive thru window. In addition, the applicant has acquired an additional property for a total of 6.39 acres presently under review.

HISTORY OF THE SITE:

The 6.39 acre site adjoins a 10.386 acre tract that will also be utilized as part of the proposed development. This adjoining property previously received approval (with conditions) for a Zone Change and Conditional Use Permit from the Boone County Planning Commission. The following table outlines the attached staff and committee reports:

<u>DATE</u>	<u>ITEM</u>	<u>BODY</u>	<u>REVIEW</u>
8-3-88	Committee Report	Planning Commission	Revised Concept Plan & Conditional Use, 10.386 acres
7-6-88	Staff Report	Planning Commission	Revised Concept Plan & Conditional Use, 10.386 acres
6-9-88	Staff Report	Walton Board	Conditional Use Permit - 3.01 acres
5-4-88	Committee Report	Planning Commission	Zone Change and Conditional Use 10.386 acres
4-27-88	Staff Report	Planning Commission	Zone Change and Conditional Use 10.386 acres

In addition, the Walton City Council has approved the revised Concept Development Plan for the 10 acre tract with conditions recommended to them by the Planning Commission.

---

REVISED CONDITIONAL USE PERMIT

The revisions to the Conditional Use Permit result from the applicant's acquisition of an additional 4.3 acre parcel (zoned C-3) adjacent to the 3.01 acre tract for which the previous Conditional Use Permit was granted (Figure I). The applicant is proposing to utilize a portion of the recently acquired 4.3 acre parcel and the previous 2 acre out-parcel (see Figure II). The applicant has revised the proposed plan to provide access to the truck fueling islands and parking area from KY 14/16; the previous plan proposed access to the truck area from Stephenson Mill Road. In addition to the change in access, the revised plan increases the amount of truck parking from 151 spaces to 227 spaces (an increase of over 50 percent).

Other changes to the site include addition of a fast food restaurant with a drive up window, a dumping station for recreational vehicles, additional turning lanes on KY 14/16, and an area designated for a future motel.

Therefore, the purpose of this review is to determine if the newly proposed truck access and the fast food-drive thru restaurant on the expanded (6.39 acre) site are appropriate relative to the seven general standards applicable to Conditional Uses as outlined by Section 263 of the Zoning Regulations (see Figure III).

In addition to the revised plan, the applicant has submitted a traffic study of the I-75 interchange and Stephenson Mill Road - KY 14/16 intersection. The study, in general indicates the amount of traffic that will be generated by the development. The existing roadway should be able to handle the increased traffic. However, the study indicates that problems might arise at the highway ramp intersections. This problem can be eliminated by signalization, which is the reason for the Planning Commission placing condition number 1 on the developers (see 8-3-88 Committee Report, attached).

STAFF CONCERNS

1. ACCESS

The revised concept development plan calls for the truck traffic to use KY 14/16 instead of Stephenson Mill Road. This change will cause all of the truck traffic from the interstate to make a left turn at the intersection of Stephenson Mill Road and KY 14/16. Staff's concern is that this movement will cause congestion at the intersection.

Placing the truck entrance on KY 14/16 does not separate the auto and truck traffic to any great extent. The mixing of traffic will become more of a concern when the future motel is constructed.

In addition, the Kentucky Transportation Cabinet, has several concerns with the design of the development. Specifically, they have indicated that the truck driveway will need to be reduced in width and have greater turning radii.

The state has also indicated that dual lefts onto KY 14/16 will not be permitted. Staff's concern is that trucks coming from the north will have

---

a extremely short distance to merge into the turning lane. There is approximately 170 feet for trucks to make this movement, plus provide adequate stacking for vehicles turning left onto KY 14/16.


2. INTERNAL CIRCULATION

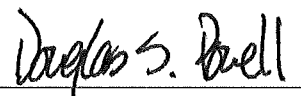
There are two concerns over the circulation within the site. The most important is the drive-through window and its affect on the circulation of auto traffic. The location of the window might pose problems dependant upon the number of cars expected to use it.

The second concern is the stacking distance the trucks will have waiting to refuel. The distance from the fuel island to KY 14/16 is only 230 feet, allowing for little distance for trucks to wait safely off the roadway.

CONCLUSION

The major issues regarding to this request for a change in a previously approved Concept Development Plan and Conditional Use Permit are primarily related to additional traffic generation, turning movements, mixing of traffic types, access management and internal traffic circulation. In addition, the relationship of the request to the Boone County Comprehensive Plan (see April 27, 1988 Staff Report) and the other general standards applicable to conditional uses should be considered.

  
\_\_\_\_\_  
Jim Sturdevant,  
Plans Examiner/Planner

  
\_\_\_\_\_  
Douglas S. Powell,  
Transportation Planner

JES/DSP:kat

PREVIOUSLY APPROVED PLAN

FLYING U

CONCEPT PLAN

4-27-88  
AND 5-9-88

PROPOSED  
STEAK ACCESS

BEAVER  
ROAD

FIGURE I

STEPHENSON MILL RD

A-2  
10-C3

PROPOSED  
BUILDING

10 ACRES  
SITE

3 ACRE SITE

A-2  
ZONE

C-3  
ZONE

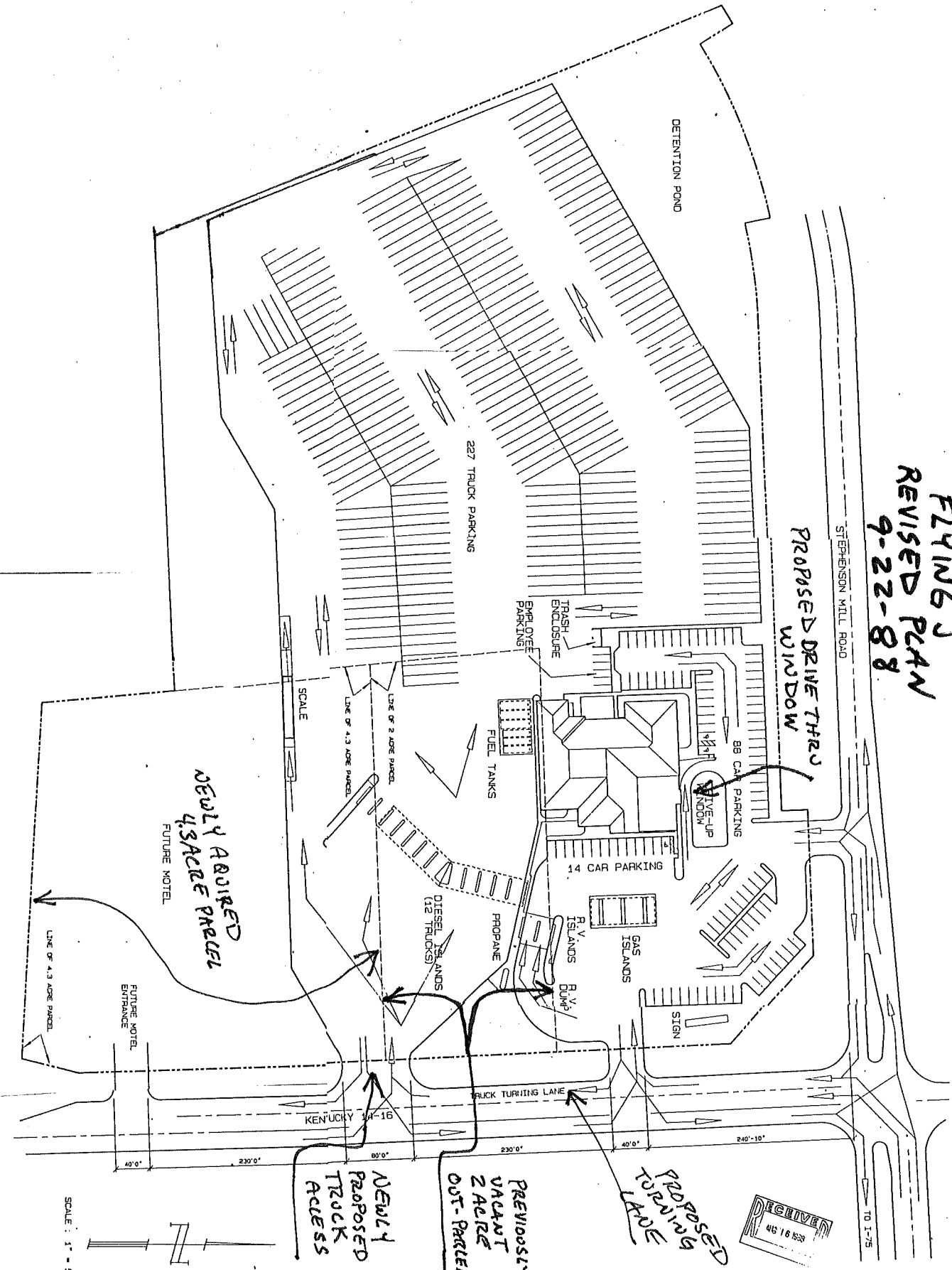
SITE CONCEPT  
WALTON BOONE COUNTY KENTUCKY

SCALE 1" = 50'

NO. 1	DATE	BY	REVISION
1	10/1/88	J. B. B.	REVISED
2	11/1/88	J. B. B.	REVISED
3	11/1/88	J. B. B.	REVISED
4	11/1/88	J. B. B.	REVISED
5	11/1/88	J. B. B.	REVISED
6	11/1/88	J. B. B.	REVISED
7	11/1/88	J. B. B.	REVISED
8	11/1/88	J. B. B.	REVISED
9	11/1/88	J. B. B.	REVISED
10	11/1/88	J. B. B.	REVISED
11	11/1/88	J. B. B.	REVISED
12	11/1/88	J. B. B.	REVISED
13	11/1/88	J. B. B.	REVISED
14	11/1/88	J. B. B.	REVISED
15	11/1/88	J. B. B.	REVISED
16	11/1/88	J. B. B.	REVISED
17	11/1/88	J. B. B.	REVISED
18	11/1/88	J. B. B.	REVISED
19	11/1/88	J. B. B.	REVISED
20	11/1/88	J. B. B.	REVISED
21	11/1/88	J. B. B.	REVISED
22	11/1/88	J. B. B.	REVISED
23	11/1/88	J. B. B.	REVISED
24	11/1/88	J. B. B.	REVISED
25	11/1/88	J. B. B.	REVISED
26	11/1/88	J. B. B.	REVISED
27	11/1/88	J. B. B.	REVISED
28	11/1/88	J. B. B.	REVISED
29	11/1/88	J. B. B.	REVISED
30	11/1/88	J. B. B.	REVISED
31	11/1/88	J. B. B.	REVISED
32	11/1/88	J. B. B.	REVISED
33	11/1/88	J. B. B.	REVISED
34	11/1/88	J. B. B.	REVISED
35	11/1/88	J. B. B.	REVISED
36	11/1/88	J. B. B.	REVISED
37	11/1/88	J. B. B.	REVISED
38	11/1/88	J. B. B.	REVISED
39	11/1/88	J. B. B.	REVISED
40	11/1/88	J. B. B.	REVISED
41	11/1/88	J. B. B.	REVISED
42	11/1/88	J. B. B.	REVISED
43	11/1/88	J. B. B.	REVISED
44	11/1/88	J. B. B.	REVISED
45	11/1/88	J. B. B.	REVISED
46	11/1/88	J. B. B.	REVISED
47	11/1/88	J. B. B.	REVISED
48	11/1/88	J. B. B.	REVISED
49	11/1/88	J. B. B.	REVISED
50	11/1/88	J. B. B.	REVISED
51	11/1/88	J. B. B.	REVISED
52	11/1/88	J. B. B.	REVISED
53	11/1/88	J. B. B.	REVISED
54	11/1/88	J. B. B.	REVISED
55	11/1/88	J. B. B.	REVISED
56	11/1/88	J. B. B.	REVISED
57	11/1/88	J. B. B.	REVISED
58	11/1/88	J. B. B.	REVISED
59	11/1/88	J. B. B.	REVISED
60	11/1/88	J. B. B.	REVISED
61	11/1/88	J. B. B.	REVISED
62	11/1/88	J. B. B.	REVISED
63	11/1/88	J. B. B.	REVISED
64	11/1/88	J. B. B.	REVISED
65	11/1/88	J. B. B.	REVISED
66	11/1/88	J. B. B.	REVISED
67	11/1/88	J. B. B.	REVISED
68	11/1/88	J. B. B.	REVISED
69	11/1/88	J. B. B.	REVISED
70	11/1/88	J. B. B.	REVISED
71	11/1/88	J. B. B.	REVISED
72	11/1/88	J. B. B.	REVISED
73	11/1/88	J. B. B.	REVISED
74	11/1/88	J. B. B.	REVISED
75	11/1/88	J. B. B.	REVISED
76	11/1/88	J. B. B.	REVISED
77	11/1/88	J. B. B.	REVISED
78	11/1/88	J. B. B.	REVISED
79	11/1/88	J. B. B.	REVISED
80	11/1/88	J. B. B.	REVISED
81	11/1/88	J. B. B.	REVISED
82	11/1/88	J. B. B.	REVISED
83	11/1/88	J. B. B.	REVISED
84	11/1/88	J. B. B.	REVISED
85	11/1/88	J. B. B.	REVISED
86	11/1/88	J. B. B.	REVISED
87	11/1/88	J. B. B.	REVISED
88	11/1/88	J. B. B.	REVISED
89	11/1/88	J. B. B.	REVISED
90	11/1/88	J. B. B.	REVISED
91	11/1/88	J. B. B.	REVISED
92	11/1/88	J. B. B.	REVISED
93	11/1/88	J. B. B.	REVISED
94	11/1/88	J. B. B.	REVISED
95	11/1/88	J. B. B.	REVISED
96	11/1/88	J. B. B.	REVISED
97	11/1/88	J. B. B.	REVISED
98	11/1/88	J. B. B.	REVISED
99	11/1/88	J. B. B.	REVISED
100	11/1/88	J. B. B.	REVISED

**FLYING J  
REVISED PLAN  
9-22-88**

**FIGURE II**



RECEIVED  
OCT 16 1988

SHEET 7-12-88 L. FELLER 8076-08 3341 IFA-156 L-01	REVISIONS BY DATE DESCRIPTION	FLYING J TRAVEL PLAZA WALTON, KENTUCKY	REVISED SITE CONCEPT	<b>PDG</b> ARCHITECTS-CONTRACTORS P.O. BOX 676 BIRMINGHAM CITY, UTAH 84202 - TEL: 734-9418
	SCALE: 1" = 50' 			

FIGURE III

Section 263

General Standards Applicable to All Conditional Uses

In addition to any specific requirements for conditionally permitted uses deemed appropriate by the Board of Adjustment and Zoning Appeals, the Board shall review the particular facts and circumstances of each proposed use and determine that the use is in fact a conditional use as established under the provisions of Articles 6-12 or 16. The Board may consider whether such use at the proposed location:

1. Will be harmonious with and in accordance with the general objectives, or with any specific objective of the County's comprehensive plan and/or the zoning order;
2. 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;
3. Will be hazardous to existing or future neighboring uses;
4. 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 any such services;
5. Will create excessive additional requirements at public cost for public facilities and services and will be detrimental to the economic welfare of the community;
6. Will 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, fumes, glare or odors.
7. Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares;

ATTACHMENTS  
PREVIOUS REPORTS  
FLYING J

JS

COMMITTEE REPORT

1

TO: Boone County Planning Commission

FROM: Donald McMillian, Chairman

DATE: August 3, 1988

RE: Request of Flying J, Inc. for revision of a previously approved Concept Development Plan and Conditional Use Permit for a truck stop and travel plaza. The 10.286 acre site is located at the southwest quadrant of the I-75 / Walton Interchange, Walton, Kentucky, and is zoned Commercial Services (C-3).

REMARKS:

We, the Committee, recommend approval of the proposed Concept Development Plan presented at the July 6, 1988, Public Hearing, based upon the following findings of fact and with the following conditions:

Findings of Fact

1. The request is in agreement with the 1986 Boone County Comprehensive Plan. The Future Land Use Map shows future development of this area as commercial and industrial, and the requested use (a truck stop facility) is principally permitted in the industrial zones as well as conditionally permitted in the Commercial Services zone. In addition, specific references to the text of the Comprehensive Plan, as they relate to this request, are in the July 6, 1988 Staff Report.
2. With completion of the below recommended roadway improvements, the Committee believes that the public facilities necessary to support the proposed development will be adequately provided.
3. The Committee believes that this development will have a substantial impact upon the existing roadway network. Future development in the surrounding area will greatly increase the traffic on this section of roadway. The development of this site is important to the safe and efficient operation of the Walton interchange, both now and in the future.

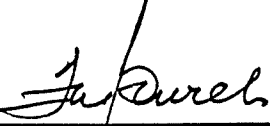
Conditions


The applicant is being asked to agree to include these items as part of the Concept Development Plan and as conditions of approval of the conditional Use Permit in order to clarify the plan as presented at the July 6, 1988 Public Hearing. Further, these

conditions are intended to clarify the suitable uses and arrangement of facilities for development of the presented plan:

1. The applicant agree to cooperate with the Kentucky Transportation Cabinet, the Boone County Planning Commission and the City of Walton to provide any necessary improvements to the existing roadway network. This may include the improvements to the intersections of the I-75 ramps and Mary Grubbs Highway, as well as the intersection of Stephenson Mill Road and KY 14 / 16.
2. The location and design of the drive-through window will be reviewed at the time the Site Plan is reviewed for the development. This is to insure safety in the internal circulation of the development.


  
\_\_\_\_\_  
Donald McMillian, Chairman

  
\_\_\_\_\_  
Fred Burch

  
\_\_\_\_\_  
Carol Smith

DM:jdh

\_\_\_\_\_  
Larry Barnett

  
\_\_\_\_\_  
Rector Jones

BOONE COUNTY PLANNING COMMISSION  
SPECIAL PUBLIC HEARING  
JULY 6, 1988  
7:30 P.M.  
AGENDA

---

CONCEPT DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT - Donald McMillian,  
Chairman; Jim Sturdevant, Staff

1. Request of Flying J, Inc. for revision of a previously approved Concept Development Plan and Conditional Use Permit for a truck stop and travel plaza. The 10.286 acre site is located at the southwest quadrant of the I-75/Walton Interchange, Walton, Kentucky, and is zoned Commercial Services (C-3).

:jdh

REQUEST OF FLYING J, INC.  
FOR REVISION OF A CONCEPT DEVELOPMENT PLAN AND  
CONDITIONAL USE PERMIT TO DEVELOP A TRAVEL PLAZA AND  
TRUCK STOP FACILITY IN WALTON, KENTUCKY

The applicant is requesting revision of a Concept Development Plan and Conditional Use Permit which was originally approved May 4, 1988 by the Boone County Planning Commission and May 25, 1988 by the Walton City Council. In addition, on June 9, 1988, the Walton Board of Zoning Adjustment and Appeals approved a Conditional Use Permit for an adjacent 3.01 acres as part of the facility. Copies of the Staff and Committee Reports of the Planning Commission's April 27, 1988 Public Hearing and the June 9, 1988 Board of Adjustment meeting are attached. The site is located near the southwest corner of Stephenson Mill Road and KY 14/16 and is zoned Commercial Services (C-3).

REVISED CONCEPT DEVELOPMENT PLAN

The revisions to the Concept Development Plan result from the applicant's acquisition of an additional 4.3 acre parcel (zoned C-3) adjacent to the southeast corner of the 10.386 acre tract for which the previous Concept Plan and Conditional Use Permit were granted (Figure I). Their utilization of a portion of the additional 4.3 acre parcel and the previous 2 acre out-parcel (see Figure II). The applicant has revised the Concept Development Plan to provide access to the truck fueling islands and parking area from KY 14/16. The previous plan proposed access to the truck area from Stephenson Mill Road. In addition to the change in access, the revised plan increases the amount of truck parking from 151 spaces to 227 spaces (an increase of over 50 percent).

Other changes to the project, but not to the 10.38 acres under review, include addition of a fast food restaurant with a drive up window, a dumping station for recreational vehicles, additional turning lanes on KY 14/16, and an area marked for a future motel.

STAFF CONCERNS

1. TRAFFIC VOLUME

The traffic that will be generated by this development is hard to estimate. The Institute of Traffic Engineers (ITE) have two land use classifications that could be used; Highway Oasis and Truck Stop. A truck stop caters to the needs of truck drivers and includes overnight accommodations and mechanical services; a highway oasis, although it does serve truck drivers, does not have these two services. Automobile traffic is relatively more important to a highway oasis. This development will not only serve interstate travelers, but will generate local traffic because of the convenience store items and restaurant.

Estimated traffic generated based on the ITE Trip Generation Manual is:

	Weekday 24 hr	AM Peak	PM Peak
Highway Oasis		80	61
Truck Stop		64	82

These rates were determined from observing only one or two sites, and should be interpreted with caution.

The study indicated that although the sample was small, a 16 hour, two-way volume for a highway oasis was 1,894. Of this number, 45.5 per cent was heavy truck traffic. A 1984 count by the State on KY 14/16 showed an average daily trip rate (ADT) of 2,200 south of Stephenson Mill Road. The development of a highway oasis will increase the traffic on the road tremendously. Great care should be taken to upgrade the roadway and intersections to handle the additional traffic.

## 2. ACCESS

The revised concept development plan calls for the truck traffic to use KY 14/16 instead of Stephenson Mill Road. This change brings Access Management requirements into consideration, as the roadway is classified as a Access Class II Arterial. The regulations call for 115' between driveways and intersections, and 230' between two drives. The design meets the distance requirement from the intersection, but there is only 180' between the driveways. This is especially critical because the second driveway is to be used exclusively for heavy trucks, that need greater sight distance.

The truck access onto KY 14/16 will cause all of the truck traffic from the interstate to make a left turn at the intersection of Stephenson Mill and KY 14/16. Staff concern is that this movement will cause congestion at the intersection.

Placing the truck entrance on KY 14/16 does not separate the auto and truck traffic to any great extent. The mixing of traffic will become more of a concern when the future motel is constructed.

## 3. INTERNAL CIRCULATION

There are two concerns over the circulation within the site. The most important is the stacking distance the trucks will

have waiting to refuel. The distance from the fuel island to KY 14/16 is only 230 feet, allowing for little distance for trucks to wait safely off the roadway.


The second concern is with the drive-through window and its affect on the circulation of auto traffic. The location of the window might pose problems dependant upon the number of cars that expected to use it.

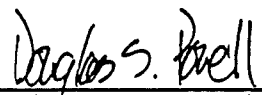
#### 4. TRAFFIC IMPACT ANALYSIS

If the Commission should decide to approve this request; staff recommends that the applicant be required to submit a detailed traffic analysis for the proposed development. The study should include the roadway through the ramps onto I-75.

#### CONCLUSION

The major issues regarding to this request for a change in a previously approved Concept Development Plan and Conditional Use Permit are primarily related to additional traffic generation, turning movements, mixing of traffic types, access management and internal traffic circulation. In addition, further review by the Walton Board of Adjustment will be necessary for the remaining 9.4 acres fronting KY 14/16. In addition, the relationship of the request to the Boone County Comprehensive Plan (see April 27, 1988 Staff Report) and the general standards applicable to conditional uses should also be considered. If the Planning Commission and City of Walton should approve this request, the 1986 Boone County Comprehensive Plan need not be amended.

  
\_\_\_\_\_  
Jim Sturdevant  
Plans Examiner/Planner

  
\_\_\_\_\_  
Douglas S. Powell  
Transportation Planner

JS/DSP:jdh

McMillian: DEFINE FAST FOOD - Wendy, Hardee, or Dairy Queen  
MOORE: Detailed Traffic Analysis?  
Sharp: Access from Stephenson Mill, exit 14/16  
DeLong: Traffic Analysis should include future development (Hotel)  
Increase in truck parking  
Buffering  
Burch: Traffic increase  
Dam Stearns: South bound traffic stacking up on Interchange  
Moore: need best technical Advice -  
DTW: KDOT Comments as part of record ~~has~~ of this meeting  
Other traffic analysis available, submit for record.

# FLYING U CONCEPT PLAN

4-27-88

AND 5-9-88

PROPOSED  
STEAK ACCESS

BEAVER  
ROAD

FIGURE III

STEPHENSON MILL RD

10 ACRE  
SITE

10 ACRE  
SITE

3 ACRE  
SITE

A-2  
ZONE

C-3  
ZONE

SITE CONCEPT  
WALTON, BOONE COUNTY, KENTUCKY

PROPOSED  
BONDING

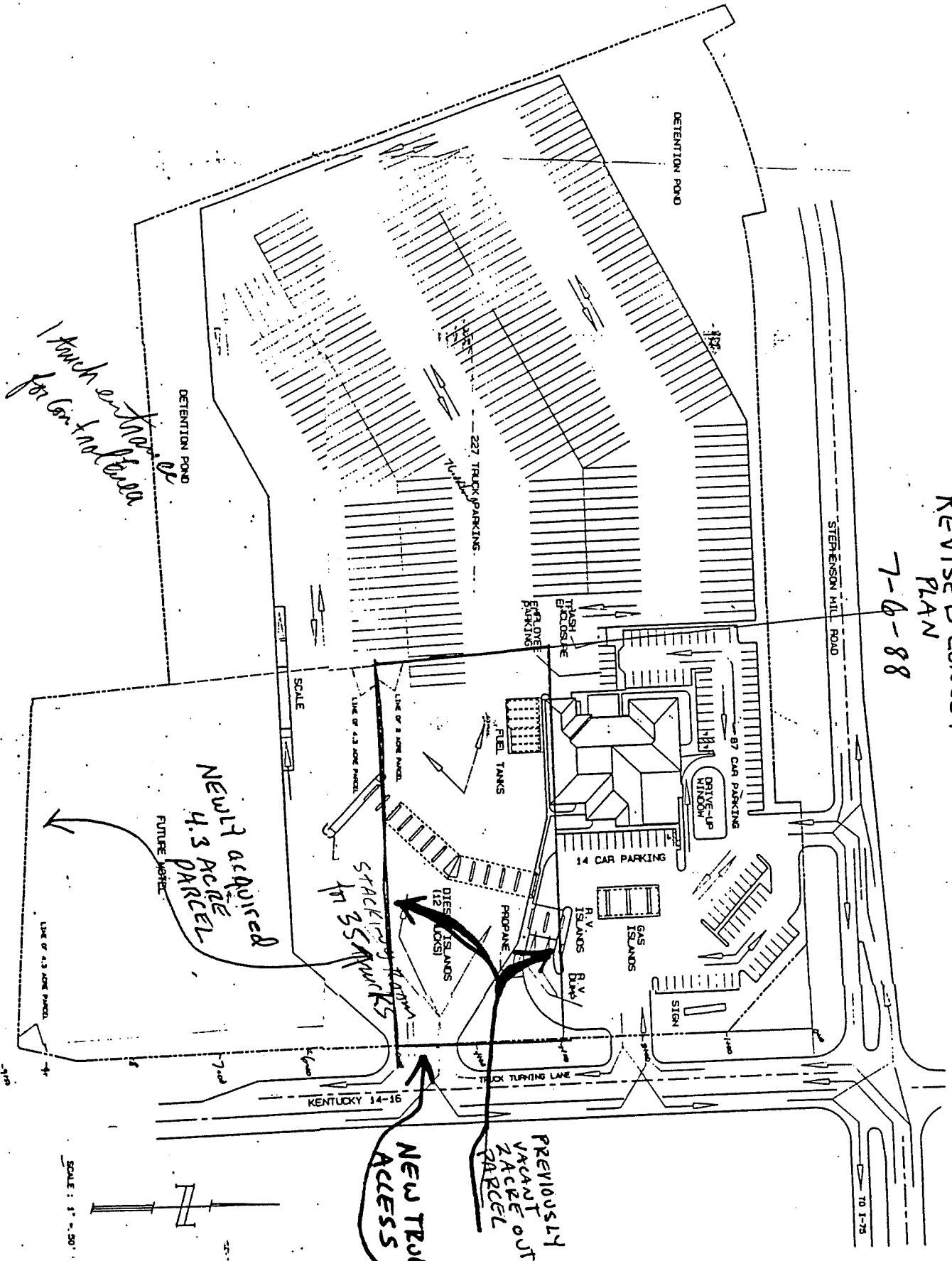
TO INTERSTATE I-75

SCALE 1" = 200'

DATE LOAN 9-27-88	REVISED	FLYING U TRAVEL PLAZA WALTON, BOONE COUNTY, KENTUCKY	SITE CONCEPT	FIGURE III
SHEET				

FLYING J  
REVISED CONCEPT  
PLAN  
7-6-88

FIGURE I



SHEET	REVISION	FLYING J TRAVEL PLAZA WALTON, KENTUCKY	REVISED SITE CONCEPT	
	1-7-88 2-1-88 3-1-88 4-1-88 5-1-88 6-1-88 7-1-88 8-1-88 9-1-88 10-1-88 11-1-88 12-1-88			

file

STAFF REPORT

DEVELOPMENT: Flying J Travel Plaza  
APPLICANT: Flying J Inc.  
LOCATION: KY 14/16 at Stephenson Mill Road, Walton, Kentucky  
ZONING: Commercial Services (C-3)  
DATE: June 9, 1988  
REMARKS:

Applicant is requesting review of a Conditional Use Permit to develop a travel plaza and truckstop facility on a 3.01 acre site located near the southwest quadrant of the I-75/Walton interchange. The site is adjacent to a 10.386 acre tract for which a Zone Change and Conditional Use Permit were approved, for the truck stop facility, May 4, 1988 by the Boone County Planning Commission. The Walton City Council approved the Zone Change request at a special council meeting on May 25, 1988. A Concept Development Plan for the 3.01 acre site and the adjacent 10.386 acre tract is shown in FIGURE 1.

Surrounding Land Uses and Zoning

The attached zoning map (Figure II) indicates a wide variety of land uses adjacent to the subject site in addition to significant uses in the vicinity of the I-75/Walton Interchange. Adjacent uses include:

- North - an existing service station (Gulf) zoned C-3, and agricultural land zoned Agricultural Estate (A-2) and Industrial One (I-1)
- East - Boone Inn Restaurant and truckstop (zoned C-3)
- South - A mobile home dealership and vacant property in the C-3 zone and a trucking company in the I-1 zone
- West - Directly west of the subject site is the 10 acre site which was recently rezoned, west of the 10 acre site is a concrete plant in the A-2 zone and the City of Walton's sanitary sewage treatment facility.

Other land uses in the vicinity of the interchange that may be affected by this request include the Kentucky National Guard (zoned Public Facilities, PF), Clarion Manufacturing (I-1), Walton-Verona High School (PF), and several service stations in the C-3 zone.

### Public Facilities

Existing utilities to the site include a City of Walton sanitary sewer line (8") located within the right-of-way of Stephenson Mill Road, and a city water line (6") at the Stephenson Mill-KY 14/16 intersection. Police and fire protection for the site would be provided by the City of Walton and the Walton Fire Protection District. Stephenson Mill Road is presently classified by Article 17a (Access Management) of the Zoning Regulations as an Access Class III roadway. However, KY 14/16 is classified as Access Class II.

### Relationship to the Comprehensive Plan

This request should be reviewed on the basis of its relationship to the 1986 Boone County Comprehensive Plan. The Plan's "Future Land Use Map" indicates future land uses of commercial and industrial for the vicinity of the site (see Figure III).

The Plan's Goals and Objectives state that the county (and the cities within it): shall seek a balance between land uses that generate revenue and those that create public cost (Economy, page G-2); that commercial uses, and especially highway services, shall be developed at locations with convenient access to their designated markets, however, these developments should not be located so close to interchanges that undue traffic congestion results (Business Activity, page G-3); that public services and facilities must be adequate for all developments (Public Services and Facilities, page G-4, and Land Use, page G-6); and that access management principles shall be utilized to help prevent traffic congestion (Transportation, page G-6).

The Plan's Business Activity Element states: "the I-75 interchange at Walton is capable of additional commercial growth as appropriate levels of infrastructure become available. This development shall occur in such a manner as to not overload the interchange with access points" (page B-15); and "the Richwood and Walton interchanges will serve an increasing amount of industrial traffic along the U.S. 25 and I-75 corridor. Most of the industrial activity should locate near the interchange to minimize travel on non-interstate roads" (page B-16). The Plan's Land Use Element (Section D-7) states that the more intense commercial development in the Walton area should occur around the I-75 interchange (page L-22).

### Concept Development Plan

The applicant's proposed Concept Development Plan indicates the travel plaza and truck stop facility on both the 10.386 acre site and the subject 3.01 acre site which is in the C-3 zone (See Figure I). The plan indicates that the "travel plaza" will include a restaurant, convenience store, and a drivers lounge and shower facilities. Access to the facility is proposed to be through the commercially zoned property. The primary use of the 10.386 acre parcel is for truck fueling islands and parking for 151 trucks.

Conditional Use Permit

Article Two, Section 263 of the Zoning Regulations outlines sever general standards applicable to all Conditional Uses (Figure IV). The applicant should be prepared to address these items at the Public Hearing. Staff's review of these criteria are as follows:

1. This report has previously outlined the relationship of the Comprehensive Plan to this request.
2. In the staff's opinion, the greatest possible hazard that could be created by the proposed development is traffic congestion in terms of mixing automobile traffic with truck traffic at the I-75 interchange.
3. The area is intended to be commercial in character. Staff believes it would be appropriate of the Board to require landscaping on the site above the minimum required by the Zoning Regulations.
4. Staff has contacted the Kentucky Transportation Cabinet and the City of Walton regarding public services necessary to support the development. Staff believes that water, sewer, police and fire protection are adequate to support the development. However, transportation facilities leading to the site may be inadequate to serve future demand without traffic congestion occurring at the interchange.
5. Costs for transportation improvements will either be paid by the applicant or the Kentucky Transportation Cabinet, as the site is accessed from state maintained roadways.
6. Traffic is again staff's primary concern. In addition, trucks transporting radioactive and hazardous materials may present the possibility of an accident and, therefore, may affect the general welfare of the public.
7. The design of access approaches to the site should be reviewed very critically during review of the Site Plan for the project. The proposed access drive out of the restaurant and automobile fueling area should be moved the greatest possible distance from the intersection while maintaining a safe separation from the entrance to the truck fueling area. In addition, a turning lane on KY 14/16 should be provided pending a review of traffic generation and in cooperation with the Kentucky Transportation Cabinet. In addition, the conditions imposed by the Planning Commission regarding access should also be considered by the Board.

Staff Concerns

1. Access - access points to the site should be carefully designed to keep turning movements the greatest possible distance from the intersection and also be in conformance with the Boone County Zoning Regulations.
2. Interchange Capacity - additional turning lanes may be necessary at the freeway entrance and exit ramps to help prevent future traffic congestion at the interchange. While the I-75/Walton interchange currently serves an area with a rural, small-town character, the Comprehensive Plan calls for significant growth in this areas over the next 20 years. Staff believes it is imperative to assume future traffic volumes at this interchange will someday approach current traffic volumes at the KY 18 and U.S. 42 interchanges in Florence.
3. Landscaping - if approved, this development will set a trend for future developments in the vicinity. The Board should consider setting an aesthetic standard for this development and future developments in the area. A detailed landscaping plan should be submitted with the Site Plan for this development.

Conclusion

The major issues regarding this development are the criteria for a Conditional Use Permit, access and roadway improvements, landscaping, and previous conditions imposed by the Planning Commission and City Council for the adjacent 10 acre site. A copy of the Planning Commission Staff and Committee reports is also attached for your review.

Respectfully Submitted,

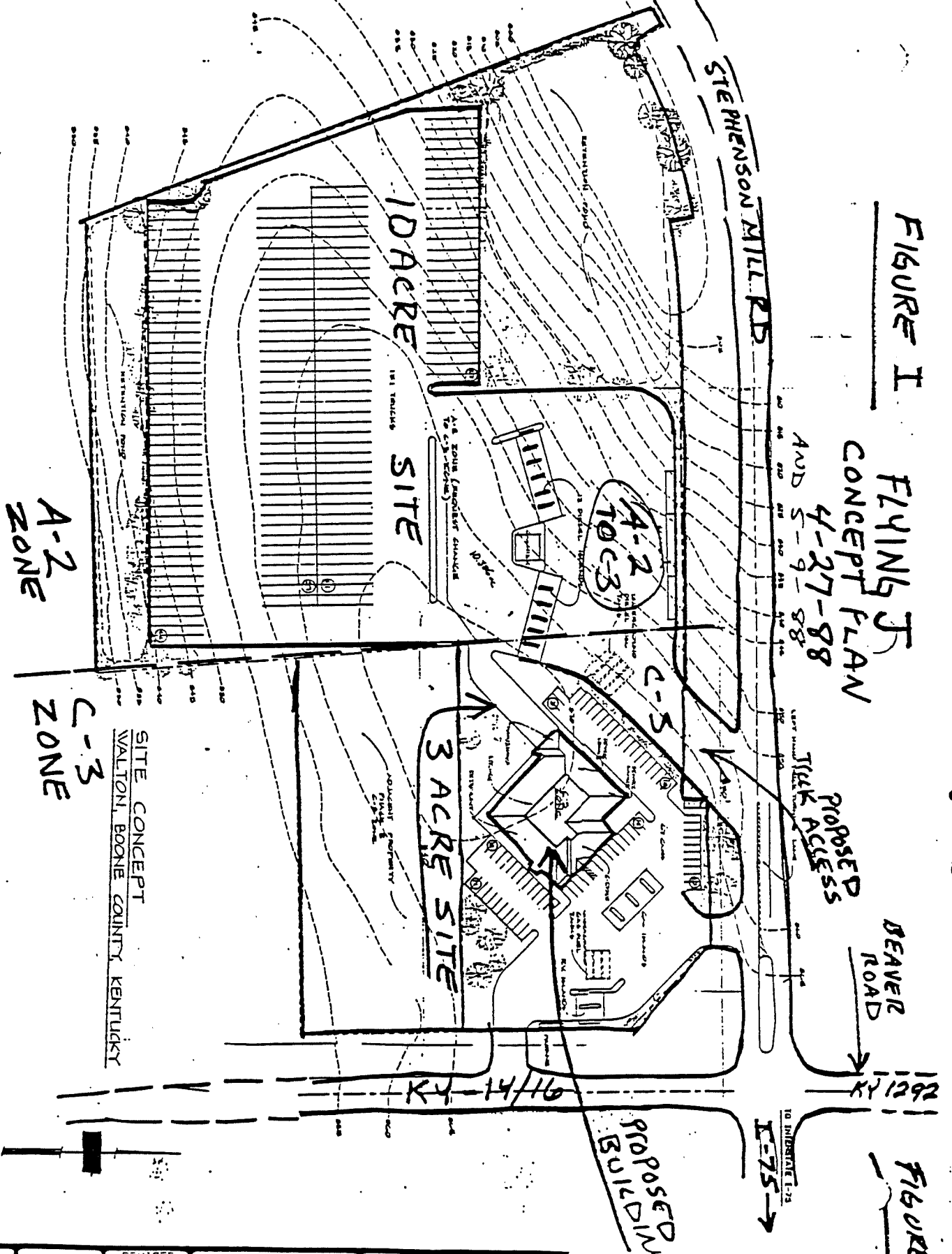


Jim Sturdevant  
Plans Examiner/Planner

JS:jdh

FIGURE I

FLYING J  
CONCEPT PLAN  
4-27-88  
AND 5-9-88



A-2  
ZONE

C-3  
ZONE

SITE CONCEPT  
WALTON, BOONE COUNTY, KENTUCKY

IDACRE  
SITE

3 ACRE  
SITE

A-2  
10-C3

C-3

PROPOSED  
BUILDING

PROPOSED  
TRUCK ACCESS

BEAVER  
ROAD

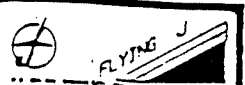
STE PHENSON MILL RD

KY 1292

KY 14/16

I-75  
TO INDEPENDENCE

FIGURE II



SITE CONCEPT

FLYING J  
TRAVEL PLAZA  
WALTON,  
BOONE COUNTY, KENTUCKY

REVISED

DATE	10/88
BY	PLK/MS
CHKD	

SHEET

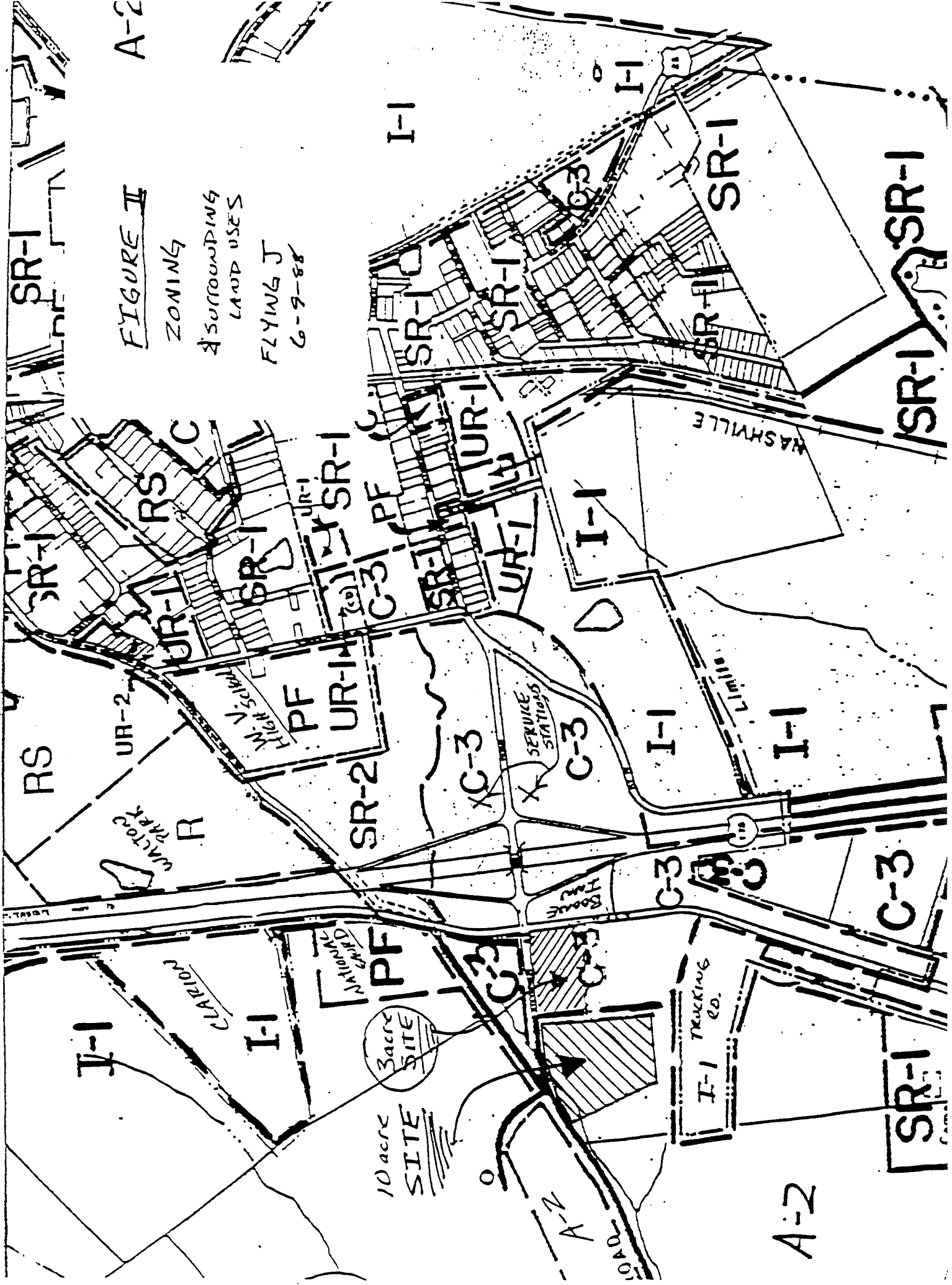
SCALE 1" = 80'

**FIGURE II**

**ZONING**

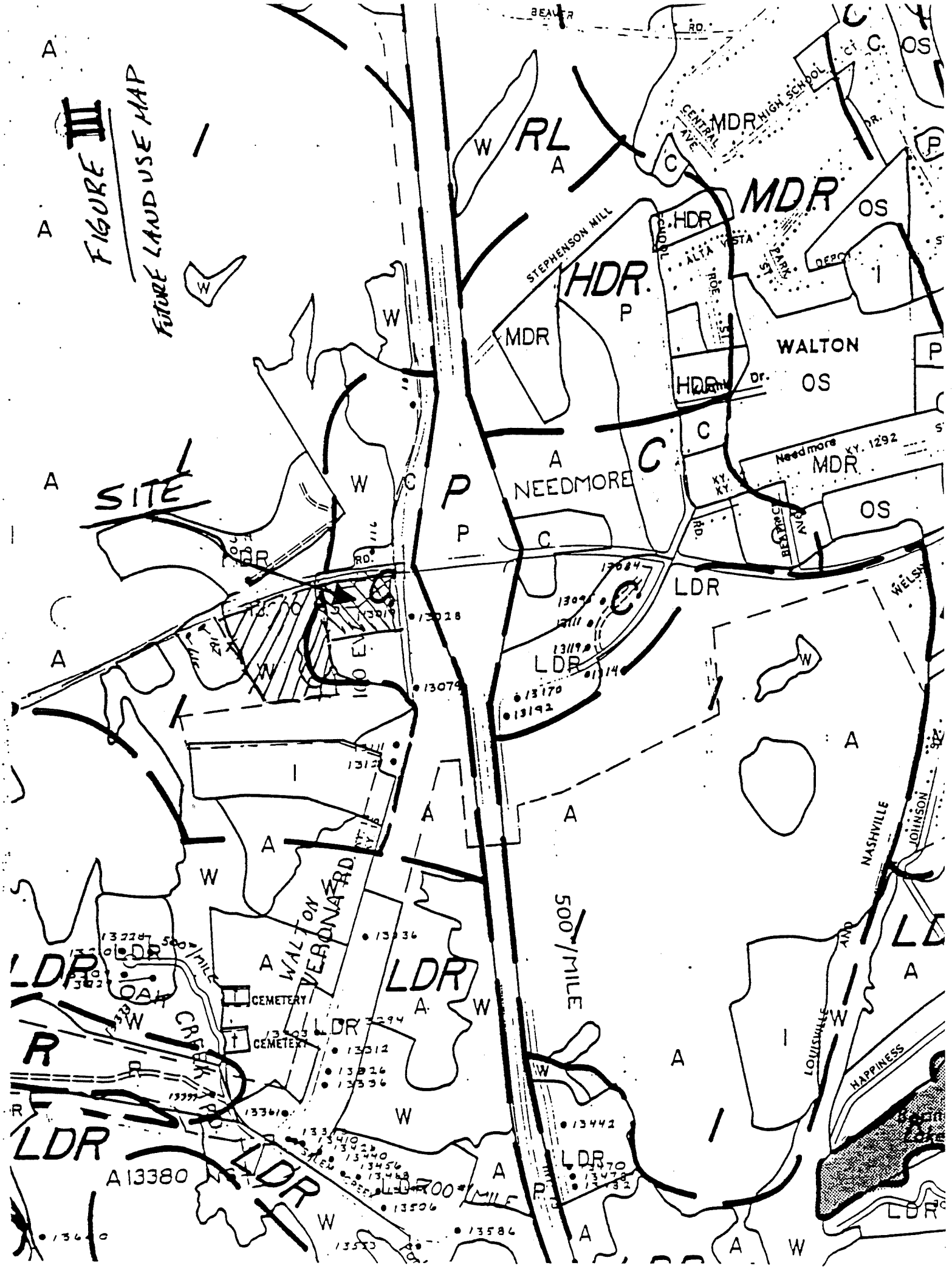
of SURROUNDING  
LAND USES

FLYING J  
6-9-88



A-2

FIGURE III  
FUTURE LAND USE MAP



at least one owner or owner by contract (option) or lessee with permission of the owner of property for which such conditional use is proposed. The Board may require the applicant to submit a site plan as detailed in Article 14, Section 1402 of these regulations.

Section 263

General Standards Applicable to All Conditional Uses

In addition to any specific requirements for conditionally permitted uses deemed appropriate by the Board of Adjustment and Zoning Appeals, the Board shall review the particular facts and circumstances of each proposed use and determine that the use is in fact a conditional use as established under the provisions of Articles 6-12 or 16. The Board may consider whether such use at the proposed location:

1. Will be harmonious with and in accordance with the general objectives, or with any specific objective of the County's comprehensive plan and/or the zoning order;
2. 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;
3. Will be hazardous to existing or future neighboring uses;
4. 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 any such services;
5. Will create excessive additional requirements at public cost for public facilities and services and will be detrimental to the economic welfare of the community;
6. Will 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, fumes, glare or odors.
7. Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares;

Section 264

Specific Standards Applicable to Conditional Uses

The Board shall consider the criteria for conditional uses as set forth in each zoning district.

COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Don McMillian, Committee Chairman

DATE: May 4, 1988

RE: Request of Flying J, Inc. for a Zoning Map Amendment and Conditional Use Permit for construction of a Truck Stop and Travel Plaza. The 10.386 acre site is located near the southwest quadrant of the I-75/Walton Interchange, Walton, Kentucky. The Zoning Map Amendment request involves rezoning the site from Agricultural Estate (A-2) to Commercial Services (C-3).

REMARKS:

We, the Committee, recommend approval of the Zoning Map Amendment and Conditional Use Permit request based upon the following findings of fact and with the following conditions:

Findings of Fact

1. The request is in agreement with the 1986 Boone County Comprehensive Plan. The Future Land Use Map shows future development of this area as commercial and industrial, and the requested use (a truck stop facility) is principally permitted in the industrial zones as well as conditionally permitted in the Commercial Services zone. In addition, specific references to the text of the Comprehensive Plan, as they relate to this request, are in the April 27, 1988 Staff Report.
2. With completion of the below recommended roadway improvements, the Committee believes that the public facilities necessary to support the proposed development will be adequately provided.

Conditions

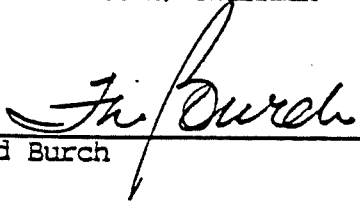
The applicant is being asked to agree to include these items as part of the Concept Development Plan and as conditions of approval of the Conditional Use Permit in order to clarify the plan as presented at the April 27, 1988 Public Hearing. Further, these conditions are intended to clarify the suitable uses and arrangement of facilities for development of the presented plan:

1. Access to the proposed truck fueling area shall be limited to Stephenson Mill Road as far west as practical to provide the greatest amount of stacking room for trucks on Stephenson Mill Road.
2. The applicant shall construct, in cooperation with the Kentucky Transportation Cabinet, an extra westbound lane on Stephenson Mill Road to carry through traffic past the truck stop's entrance and vehicles waiting to turn left into the truck stop facility.

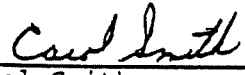
3. The location, design, and configuration of the access to the site will be reviewed at the time the Site Plan is reviewed for the development. This is to assure that the interior circulation of traffic will not create traffic stacking up and blocking the public roadway. This may involve terracing of the truck area relative to the restaurant and automobile area or other adjustments as necessary to assure safe and expeditious flow of traffic into and out of the site.

\_\_\_\_\_  
Don McMillian, Chairman

  
\_\_\_\_\_  
Larry Barnett

  
\_\_\_\_\_  
Fred Burch

  
\_\_\_\_\_  
Rector Jones

  
\_\_\_\_\_  
Carol Smith

DM:kam

BOONE COUNTY PLANNING COMMISSION  
PUBLIC HEARINGS  
APRIL 27, 1988  
8:00 P.M.  
AGENDA

ATTACHMENTS TO  
WALTON BOARD OF  
ADJUSTMENT REPORT  
6-9-88

ZONING MAP AMENDMENT AND CONDITIONAL USE PERMIT - Donald McMillian, Chairman; Jim Sturdevant, Staff

1. Request of Flying J, Inc. for a Zoning Map Amendment and Conditional Use Permit for construction of a Truck Stop and Travel Plaza. The 10.386 acre site is located near the southwest quadrant of the I-75/Walton Interchange, Walton, Kentucky. The Zoning Map Amendment request involves rezoning the site from Agricultural Estate (A-2) to Commercial Services (C-3).

ZONING MAP AMENDMENT - Carol Smith, Chairwoman; Dave Geohegan, Staff

2. Request of Kemm Development, Inc. for a Zoning Map Amendment for 19.2 acres in the Mars Hill Subdivision, Boone County, Kentucky. The request is to rezone the property from Suburban Residential Two / Planned Development (SR-1/PD) to Suburban Residential One (SR-1).

ZONING MAP AMENDMENT - Donald McMillian, Chairman; Kevin Costello, Staff

3. Request of Robert L. Kreke for a Zoning Map Amendment for 99 acres located on the northeast side of KY Hwy. 14 near Verona, Boone County, Kentucky. The site is presently zoned Agricultural Estate (A-2) and the request is to rezone the property to Rural Suburban (RS) to develop a subdivision of single-family homes.

REQUEST OF FLYING J, INC. (APPLICANT) FOR ELLIOT & JENEVIEVE KIRBY (OWNERS)  
FOR A ZONE CHANGE AND CONDITIONAL USE PERMIT TO DEVELOP A TRAVEL PLAZA  
AND TRUCK STOP FACILITY IN WALTON, KENTUCKY

APRIL 27, 1988  
8:00 P.M.

Applicant is requesting a Zoning Map Amendment and Conditional Use Permit to develop a travel plaza and truck stop facility. The 10.386 acre site is presently zoned Agricultural Estate (A-2). The applicant is requesting the property to be rezoned Commercial Services (C-3) with a Conditional Use Permit to allow the truck stop facility. The site is located on the south side of Stephenson Mill Road approximately 550 feet west of KY Hwy. 14/16, at the southwest quadrant of the I-75/Walton Interchange. The site adjoins a 3.01 acre tract in the C-3 zone which is planned to be utilized as part of this development. This contiguous site is directly on the corner of KY 14/16 and Stephenson Mill Road.

Surrounding Land Uses and Zoning

The attached zoning map indicates a wide variety of land uses adjacent to the subject site in addition to significant uses in the vicinity of the I-75/Walton Interchange.

Adjacent uses include:

- North - Agricultural land north of Stephenson Mill Road in the Agricultural Estate (A-2), Industrial One (I-1), and C-3 zones.
- East - A three acre site which contains an abandoned restaurant and gas station (zoned C-3) and which is also planned to be a part of the development under review. In addition, directly south of the above 3 acre tract is an existing mobile home dealership and some undeveloped property in the C-3 zone.
- South - Directly south of the subject site is an undeveloped parcel in the A-2 zone. South of the undeveloped parcel is a trucking business in an I-1 zone.
- West - Directly west of the subject site is a concrete plant in the A-2 zone. West of the concrete plant is the City of Walton's sanitary sewage treatment facility.

Other land uses in the vicinity of the interchange that may be affected by this request include the Kentucky National Guard (zoned Public Facilities, PF), Clarion Manufacturing (I-1), Walton-Verona High School (PF), the Boone Inn Restaurant and truck stop (C-3) and several service stations in the C-3 zone (Figure I).

Public Facilities and Features of the Site

The 10.386 acre site is presently undeveloped. The site slopes down to Stephenson Mill Road to the north and towards a natural drainage swale to the south.

The most important feature of this site is its frontage on Stephenson Mill Road. Stephenson Mill Road drops approximately 30 feet in elevation from the Stephenson Mill - KY 14/16 intersection to the subject property. Stephenson Mill Road continues to drop in elevation to the west. The highest elevation on the site is approximately 60 feet above the average elevation of Stephenson Mill Road. Existing utilities to the site include a City of Walton sanitary sewer line (8 inch) located within the right-of-way of Stephenson Mill Road, and a city water line (6 inch) at the Stephenson Mill-KY 14/16 intersection. Police and fire protection for the site would be provided by the City of Walton and the Walton Fire Protection District. Stephenson Mill Road is presently classified by Article 17a (Access Management) of the Zoning Regulations as an Access Class III roadway. However, KY 14/16 is classified as Access Class II.

#### Relationship to the Comprehensive Plan

This request should be reviewed on the basis of its relationship to the 1986 Boone County Comprehensive Plan. The Plan's "Future Land Use Map" indicates future land uses of commercial and industrial for the vicinity of the site (see Figure II).

The Plan's Goals and Objectives state that the county (and the cities within it): shall seek a balance between land uses that generate revenue and those that create public cost (Economy, page G-2); that commercial uses, and especially highway services, shall be developed at locations with convenient access to their designated markets, however, these developments should not be located so close to interchanges that undue traffic congestion results (Business Activity, page G-3); that public services and facilities must be adequate for all developments (Public Services and Facilities, page G-4, and Land Use, page G-6); and that access management principles shall be utilized to help prevent traffic congestion (Transportation, page G-6).

The Plan's Business Activity Element states: "the I-75 interchange at Walton is capable of additional commercial growth as appropriate levels of infrastructure become available. This development shall occur in such a manner as to not overload the interchange with access points" (page B-15); and "the Richwood and Walton interchanges will serve an increasing amount of industrial traffic along the U.S. 25 and I-75 corridor. Most of the industrial activity should locate near the interchange to minimize travel on non-interstate roads" (page B-16). The Plan's Land Use Element (Section D-7) states that the more intense commercial development in the Walton area should occur around the I-75 interchange (page L-22).

#### Concept Development Plan

The applicant's proposed Concept Development Plan indicates the travel plaza and truck stop facility on both the subject 10.386 acre site and a portion of the adjacent 3.01 acre site which is in the C-3 zone (See Figure III). The plan indicates that the "travel plaza" will include a restaurant, convenience store, and a drivers lounge and shower facilities. Access to the facility is

proposed to be through the commercially zoned property. The primary use of the 10.386 acre parcel is for truck fueling islands and parking for 151 trucks. The plan includes a truck scale facility and areas for storm water retention.

#### Conditional Use Permit

In addition to the Zoning Map Amendment from Agricultural Estate to Commercial Services, the applicant is requesting that the Commission review its request for a Conditional Use Permit required to develop a truck stop in the C-3 zone. Article Two, Section 263, of the Zoning Regulations outlines seven general standards applicable to all conditional uses (Figure IV). The applicant should be prepared to address these items at the Public Hearing. Staff's review of these criteria are as follows:

1. This report has previously outlined the relationship of the Comprehensive Plan to this request.
2. In the staff's opinion, the greatest possible hazard that could be created by the proposed development is traffic congestion in terms of mixing automobile traffic with truck traffic at the I-75 interchange.
3. The area is intended to be commercial in character.
4. Staff has contacted the Kentucky Transportation Cabinet and the City of Walton regarding public services necessary to support the development. Staff believes that water, sewer, police and fire protection are adequate to support the development. However, transportation facilities leading to the site may be inadequate to serve future demand without traffic congestion occurring at the interchange.
5. Costs for transportation improvements will either be paid by the applicant or the Kentucky Transportation Cabinet, as the site is accessed from state maintained roadways.
6. Traffic is again staff's primary concern. In addition, trucks transporting radioactive and hazardous materials may present the possibility of an accident and, therefore, may affect the general welfare of the public.
7. The design of access approaches to the site should be reviewed very critically during review of the Site Plan for the project. In addition, the site's internal design should be carefully reviewed to avoid traffic stacking up on the public roadway.

#### Special Concerns

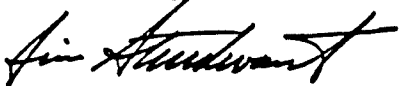
1. Access - access to the site should be designed to provide adequate stacking room for large trucks entering the site. This may require certain improvements to the grade and width of Stephenson Mill Road and a turning lane on KY 14/16.

2. Interchange Capacity - additional turning lane may be necessary at the freeway entrance and exit ramps to help prevent future traffic congestion at the interchange. While the I-75/Walton interchange currently serves an area with a rural, small-town character, the Comprehensive Plan calls for significant growth in this areas over the next 20 years. Staff believes it is imperative to assume future traffic volumes at this interchange will someday approach current traffic volumes at the KY 18 and U.S. 42 interchanges in Florence.

### Conclusion

This request should be reviewed on the basis of its relationship to the Comprehensive Plan and the general criteria applicable to Conditional Uses. The major issue about this request is the impact of the development on traffic at the interchange and possible measures to abate potential traffic problems. Should the Planning Commission and Walton City Council approve the zone change and Conditional Use Permit, the Comprehensive Plan's Future Land Use Map need not be amended. In addition, the applicant will need to apply to the Walton Board of Adjustment and Zoning Appeals for a Conditional Use Permit for the contiguous 3.01 acre parcel.

Respectfully submitted,



Jim Sturdevant,  
Plans Examiner/Planner

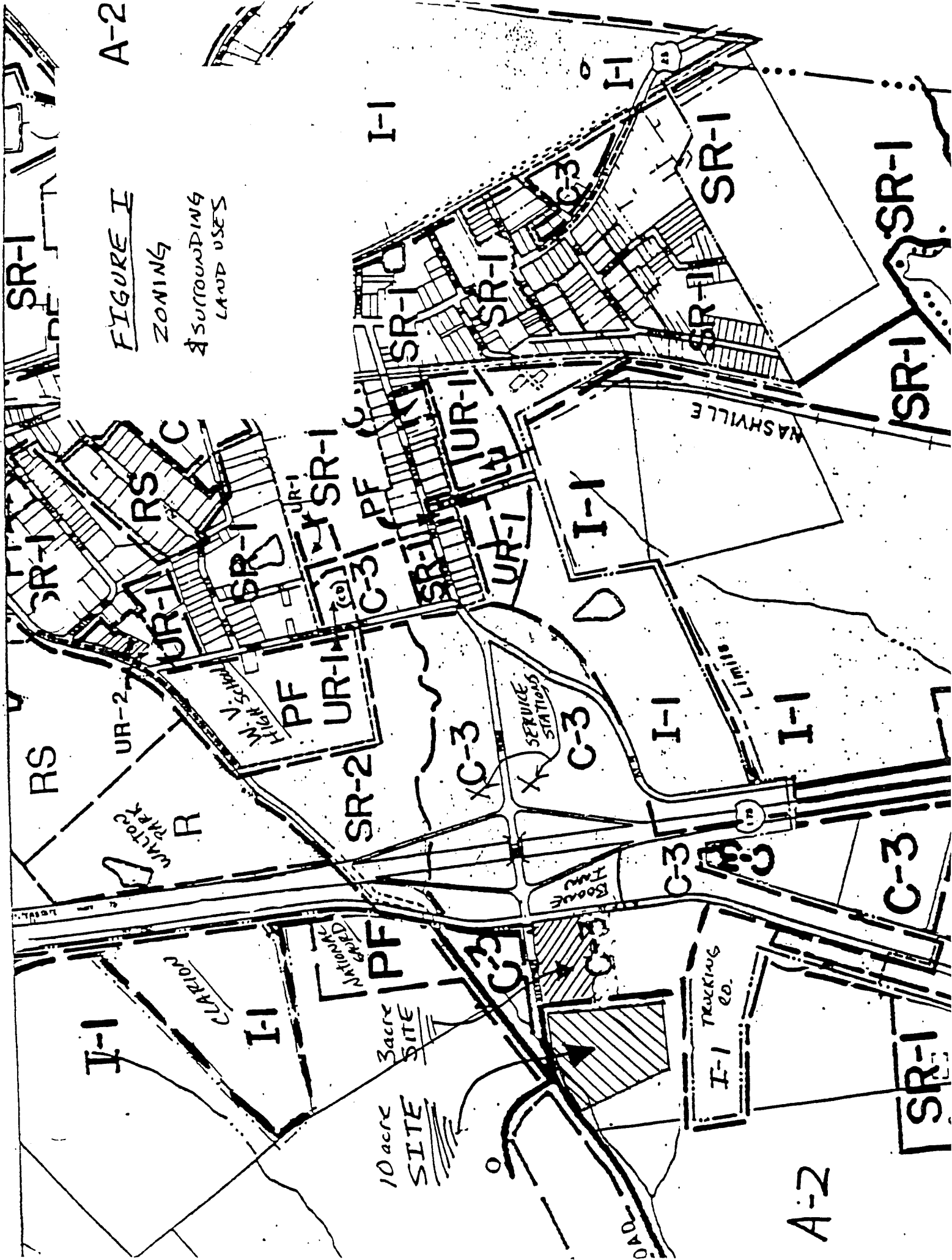
JS:mcb

A-2

FIGURE I

ZONING

of SURROUNDING  
LAND USES







at least one owner or owner by contract (option) or lessee with permission of the owner of property for which such conditional use is proposed. The Board may require the applicant to submit a site plan as detailed in Article 14, Section 1402 of these regulations.

Section 263

General Standards Applicable to All Conditional Uses

In addition to any specific requirements for conditionally permitted uses deemed appropriate by the Board of Adjustment and Zoning Appeals, the Board shall review the particular facts and circumstances of each proposed use and determine that the use is in fact a conditional use as established under the provisions of Articles 6-12 or 16. The Board may consider whether such use at the proposed location:

1. Will be harmonious with and in accordance with the general objectives, or with any specific objective of the County's comprehensive plan and/or the zoning order;
2. 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;
3. Will be hazardous to existing or future neighboring uses;
4. 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 any such services;
5. Will create excessive additional requirements at public cost for public facilities and services and will be detrimental to the economic welfare of the community;
6. Will 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, fumes, glare or odors.
7. Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares;

Section 264

Specific Standards Applicable to Conditional Uses

The Board shall consider the criteria for conditional uses as set forth in each zoning district.

CITY OF WALTON  
BOARD OF ADJUSTMENT

September 22, 1988 - 6:00 P.M.

---

---

BOARD MEMBERS PRESENT:

Mr. Ed Berkemeier  
Mr. Wally Wireman

BOARD MEMBERS NOT PRESENT:

Mr. Maynard Meadows

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

Mr. Ed Berkemeier chaired the meeting which was called to order at 6:05 P.M. to hear the request of Flying J. Inc. for revision of a previously approved Conditional Use Permit, and a Conditional Use Permit for a truck stop and travel plaza and addition of a fast food restaurant with drive-thru window. The 6.39-acre site is located at the southwest quadrant of the I-75/Walton Interchange, Walton, Kentucky, and is zoned Commercial Services (C-3).

Staff Member, Jim Sturdevant, presented the Staff Report and noted its attachments (see Staff Report).

Mr. Berkemeier asked the applicant for his comments.

Mr. Lafe Feller with Flying J. Inc. stated that a portion of the site was intended to be reserved for a motel; but a small portion of it has been used to enlarge the diesel island. He presented an artist's rendering of the proposed motel, noting that the one shown has a desert approach and the proposed motel will have a Kentucky flavor. He stated that he believes the county's main concern is the trucks on KY 14/16. He indicated on a drawing their proposed traffic pattern and stated that they are concerned about the trucks using Stephenson Mill Road due to the steep grade and the trucks having to make a turn.

Mr. Berkemeier noted that Stephenson Mill Road also slants sideways. Mr. Wireman commented that there is also a slope on the road leading to Stephenson Mill Road.

Mr. Feller continued with his presentation and stated that the trucks would only be able to go about 5 MPH on Stephenson Mill Road. He stated that they are aware of the stacking problem on KY 14/16. Mr. Feller stated that they have added a drive-thru window for a fast food type restaurant on the complex. There may be changes in the vehicular access to the drive-thru window. He presented a drawing of the facility indicating the main entrance; the convenient store; and the professional drivers' area which contains an eating area, movie room, game room, drivers' lounge, phone booth, barber shop, laundry, showers, and restrooms. He indicated the location of the fast food restaurant and the public restrooms. There is also a 149-seat restaurant. He presented a drawing of the interior of a similar restaurant in Cheyenne, Wyoming. Mr. Feller presented an artist's rendering of the travel plaza. He stated that they allow for three trucks to stack from the access point to the island. There is a facility for 36 trucks, and there will not be that many in the facility at a time. They do not believe there will be a problem with stacking. They are moving the island slightly to narrow the exit and help the stacking problem.

In response to a question from Mr. Tackett, Mr. Feller discussed how the drivers pay for the fuel. Mr. Tackett noted that most truck stops do not have those types of fueling and asked if they also have an up-to-date pumping system.

Mr. Feller replied that they do and that the diesel islands have the capability of pumping 60 gallons per minute.

Mr. Doug Powell, Transportation Planner, stated that the major difference between this plan and the previous plan, besides the increased acreage, is that they are moving the entrance to KY 14/16 from Stephenson Mill Road. He discussed Staff's concerns in regard to the traffic (see Staff Report). Mr. Powell stated that there will most likely be an increase in traffic on KY 14/16 over the next few years, but he does not predict such an increase for Stephenson Mill Road. He noted the state's concerns about the width of the access in regard to the turning radius. The state wants the access to be 50' wide.

Mr. Feller commented that the access is now 80' wide.

Mr. Powell stated that the concern is that if the access is too wide, the trucks will pull up next to each other. The state is also concerned about the new left turn lane on KY 14/16 and will not allow dual left turn lanes.

Mr. Wireman discussed the traffic circulation patterns in the area and stated that there will be traffic congestion.

Using a topographical map of the area, Mr. Powell indicated that if there is only one left turn lane a truck has only 170 feet to get over and there may be a truck ahead of him.

Mr. Feller stated that 170 feet is not an optimum distance, but most rigs are 65 feet long and that is a considerable stacking distance. He noted that there is the possibility of stacking two or three trucks. Mr. Feller stated that as growth continues in the area, the intersection will have to be changed.

Mr. Ron Tackett asked if a traffic study had been done. Mr. Feller advised that a traffic study was done in July, 1988.

Mr. Wireman noted his concerns regarding the truck stop on the other side of the road. He questioned what would happen if Pilot Oil were to take over that operation and what kinds of traffic jams would result. Mr. Wireman asked if Boone Inn has expansion plans.

Mr. Sturdevant advised that they requested a permit a year ago to expand the restaurant and storage areas and recently purchased new pumping islands. The owner has talked about fixing up the facility and repaving, but cannot afford to do so all at one time.

Mr. Wireman stated that Boone Inn will have to improve or sell out. He noted that there are school buses in the area in the mornings and afternoons. The majority of the buses go to I-75, but some have to pick up children in the area. Mr. Wireman noted that there is a slant in the road in Richwood and the trucks get by it. He stated that the traffic would be eased if the entrance was further down Stephenson Mill Road. He noted that in the future the intersection may be combined with Beaver Road and there may be a traffic light.

Mr. Tackett stated that there was a lot of research done when the interstate was built and the Highway officials believed that when I-75 opened up that Walton would grow. At that time, Florence and Walton were not that different and Walton was predicted to grow, not Florence. He noted that dirt can be moved, but consideration has to be given to the level of the ground in relation to KY 14/16.

Mr. Wireman stated that there could be a ramp from Stephenson Mill Road into the site. Mr. Wireman questioned why Flying J. Inc. did not notice the problem of Stephenson Mill Road at the last approval.

Mr. Feller noted a section of land on the drawing and stated that the owner would not sell it to them; therefore, they had to design the travel plaza with the land they owned. With the acquisition of other adjacent properties they redesigned the site and want to come in off KY 14/16.

Mr. Wireman noted that the roads are not reviewed until there is a gigantic traffic jam. He stated that this access should only be allowed if future changes to the roadway are planned now. There should be foresight in planning the roads. He noted that one truck stop attracts another one and if Boone Inn has to close up, Pilot Oil will come in there.

Mr. Powell advised that if the area continues to grow, lights will be necessary. He does not believe they are in the plans now.

Mr. Sturdevant noted that in addition to the Conditional Use Permit for the truckstop and the access, there is also the issue of the drive-thru restaurant.

Mr. Powell stated that if the trucks enter off KY 14/16, the car and truck traffic would not be adequately separated. He noted the drive-thru window and stated that in consideration of the interior circulation pattern of the site, people would not know where to go if they came in off Stephenson Mill Road and there is not enough stacking distance. He noted that a Wendy's or a Hardee's would attract local residents in addition to highway traffic. Stacking distance needs to be provided. Mr. Powell stated that the fast food restaurant would increase car traffic at the site.

Mr. Tackett noted that Mr. Feller had not been present for the discussion during the first zone change request. At that time, there was debate over the steepness of Stephenson Mill Road. The turning from KY 14/16 was not discussed at that time due to the required distance from the corner to the property line only being 300 feet. There was no discussion by Flying J. of the entrance being on KY 14/16. The Committee Report referred to the entrance on KY 14/16 and some members questioned why it was not on KY 14/16 due to the steepness of the grade on Stephenson Mill Road. The first Staff Report mentions the problem with the grade and that the entrance was initially about 300 feet from the corner. Staff wanted the entrance moved further down. Mr. Tackett noted that the further you go down Stephenson Mill Road, the steeper the bank is on the left. He noted that Flying J. will build 700 to 800 feet of turning lane on KY 14/16. He stated that traffic problems are created by business. He stated that a four or five-lane road is not built in the middle of nowhere with the hope that people will do business there. He noted that Industrial Road had been widened as business increased.

In response to comments from Mr. Wireman, Mr. Tackett noted that the area of US 42 and Conners Lane is improving due to Site Plan Review of the new businesses and the plantings. He noted that the process is becoming more professional. Mr. Tackett stated that the tax dollars generated from this facility, if they pump at least a million gallons a month at 27¢ to 28¢ per gallon, the highway taxes will be sufficient to do whatever is necessary to alleviate the problems. He noted that Flying J. has offered to buy the Boone Inn.

Mr. Chester Sturgen stated that there has been an extra lane added at the taxpayers' expense.

Mr. Feller stated that they will pay for the turning lane off KY 14/16. They will also widen Stephenson Mill Road slightly and there will be a turning lane.

Mr. Phil Trzop, City of Walton, stated that Flying J. was to work with the State in regard to the ramp work -- not to pay for it, but to do a study. They were to cooperate.

Mr. Berkemeier asked if there were any further comments.

At this time, Mr. Sturdevant completed the Staff Report, noting the Staff's concerns.

Mr. Feller stated that they can see the concerns of the county in regard to the traffic flow. They will do a better business coming off KY 14/16 and, with the state and county's help, they can make this function without undue hardship on the area by adding an extra lane for the traffic. They would not want a left-turn lane without a stop light. He stated that there will be a problem as the traffic on the road increases, but they cannot fix that now. They will cooperate with the city, the county, and the state to alleviate the traffic problems. They want to be good neighbors.

Mr. Sturdevant commented that the hotel is not a part of this review. Mr. Wireman stated that the hotel is in the future and there will be more traffic.

Mr. Wireman stated that he disapproves of the new plan on the basis that there will be too much traffic on KY 14/16. With the modern technology and earth moving equipment, Mr. Wireman believes that they can devise a better entrance and use Stephenson Mill Road.

Mr. Wireman moved that the Board go along with the approval of June 9, 1988 and the entrance off Stephenson Mill Road. He stated that they can work out the fast food restaurant.

Counselor Wilson clarified the motion made by Mr. Wireman noting that Mr. Wireman's motion is to oppose the revised entrance off KY 14/16 and to allow the fast food restaurant and have it incorporated under the approved plan. Counselor Wilson asked that Mr. Wireman state why he is opposed to the new entrance.

Mr. Wireman stated that he is opposed to the entrance on KY 14/16 because it will increase the chances of a traffic jam at the corner of KY 14/16 and Stephenson Mill Road and that the first proposal, which was approved, is the best one to use in regard to the traffic.

Mr. Berkemeier stated that he is in agreement with Mr. Wireman and seconded the motion.

Mr. Berkemeier asked for a roll call vote on the motion which found Mr. Berkemeier and Mr. Wireman in favor. The motion carried.

Other Business:

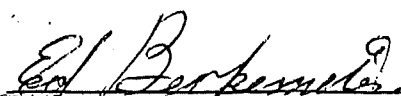
Counselor Wilson advised that the Minutes of the last meeting were previously distributed and approved.

There being no further business to come before the Board, Mr. Berkemeier moved that the meeting be adjourned. The meeting was adjourned by unanimous consent at 7 P.M..

APPROVED:

Attest:

  
\_\_\_\_\_  
Jan Hancock, Recording Secretary

  
\_\_\_\_\_  
Ed Berkemeier, Presiding Chairman over  
September 22nd Business Meeting