

APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

E D V B
APR 19 2005

BOONE COUNTY PLANNING COMMISSION

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

- 1. Name of Project Hopeful Road Development
2. Location of Project Hopeful Road, Boone County, KY
3. Total Acreage of Site 33.8082
4. Current Zoning of Site SR1-PD
5. Proposed Zoning (Classification being requested) SR2-PD
6. Proposed Uses (please specify each use) Multifamily Residential

- 7. Names of Applicant(s) Gallenstein Companies
Phone Number (859) 341-4111 Fax No. (859) 341-4165
8. Address of Applicant(s) 25 Crestview Hills Mall Rd, Suite 103
Crestview Hills KY 41017
City State Zip

- 9. Name of Property Owner(s) Anhofer Family Limited Partnership
Phone Number c/o Tom Schutzman (859) 344-0828 Fax No.
10. Address of Property Owner(s) c/o Tom Schutzman 2890 Chancellor Dr.
Crestview Hills KY 41017
City State Zip

- 11. Proposed Building Intensities (please specify) No More than 10.12 units Acre - please see attached plan

- 12. Are there any existing buildings on the site? No
How many?

- 13. Deed Book 679 Page No. 68 Group No. 2039

- 14. Are you also applying for:
Conditional Use Permit
Dimensional Variance

- 15. Have you submitted a Concept Development Plan? Yes

- 16. Have you had a pre-application meeting with BCPC Staff? Yes

- 17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

- Boone County Water District
X Florence Water and Sewer Dept.
Cinergy/U.L.H.&P. Co.
Sanitation District #1
Cincinnati Bell
Owen County Rural Electric
Boone County Public Works Department
Kentucky Transportation Cabinet
X City of Florence Public Services Department
Boone County Building Department

EXHIBIT

“A”

STAFF REPORT

Request of **Gallenstein Companies (applicant)** for **Anhofer Family Limited Partnership (owner)** for a Zoning Map Amendment from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with the Annexation of real property into the City of Florence, for an approximate 33.8 acre site located on the west side of Hopeful Church Road between the properties at 7275 and 7393 Hopeful Church Road, across Hopeful Church Road from the Hopeful Church Road/Surfwood Drive intersection, and at the southern terminus of Meadow Wood Drive, Boone County, Kentucky. The request is for a zone change and Annexation into the City of Florence to allow attached residential uses.

May 18, 2005

REQUEST

This request is for a Zoning Map Amendment from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with the Annexation of real property into the City of Florence, for an approximate 33.8 acre site located on the west side of Hopeful Church Road, across from the intersection with Surfwood Drive. The Concept Development Plan illustrates one hundred and twenty (120) townhouse units within twenty eight (28) buildings and two hundred and twenty four (224) "gallery home" units (stacked condominiums) within sixteen (16) buildings, for a total of three hundred and forty four (344) units. The proposed density based on 33.8082 acres is 10.18 gross units per acre.

The plan is organized by a limited access collector style road ("Three Fountains Drive") that runs east-west from the Hopeful Church Road/Surfwood Drive intersection, along the east portion of the south property line, and to the western property line. The buildings are organized into four basic groupings: two clusters of the town home buildings are located on the north side of Three Fountains Drive in the east and central parts of the site (are separated by a valley area and an existing lake); two clusters of the gallery home buildings are located along the west property line, with a cluster each being placed to the north and south of Three Fountains Drive. A clubhouse and pool is shown near the proposed Three Fountains Drive/Hopeful Church Road intersection.

The individual buildings are served by a series of local streets; the application materials do not state whether these streets are intended to be public or private. A street connection to the existing dead end of Meadow Wood Drive (in the adjoining Stonegate Meadows Subdivision) at the northwest corner of the site is proposed. Parking will be accommodated through attached garages and open parking. The existing lake in the north central area of the site (and is partly on adjoining property) is proposed to have three

fountains installed within it and serve as a retention basin. Public water and sanitary sewer service will be provided by the City of Florence upon annexation. No information regarding architectural, landscape, or signage design, or a Traffic Impact Study, have been provided to date.

ADJACENT LAND USES AND ZONING

The land uses and zoning adjacent to the site include the following.

- A. A subdivision (Stonegate Meadows and Kelley) of detached, single family residences is located to the north (SR-1 and SR-1/PD).
- B. Several detached, single family residences on large lots are located to the south (SR-1/PD), and a subdivision of detached, single family residences is located further to the south (Boone Valley Estates, SR-2).
- C. Farm land is located to the west between the site and Pleasant Valley Road (SR-1 and SR-1/PD), with several detached single family residences located near Pleasant Valley Road (RS and SR-1).
- D. Several subdivisions of detached, single family residences are located to the east across Hopeful Church and Hopeful roads (SR-1 and SR-2).

SITE CHARACTERISTICS

The site contains approximately 34 acres. The site has approximately 800 feet of frontage along Hopeful Church Road and adjoins the temporary dead end of Meadow Wood Drive at the northwest section of the site. The Hopeful Church Road frontage is a relatively steep grade and contains trees that were part of a Boone County Urban Forestry Commission streetscape project. The site contains an existing lake in the north central part of the site, a barn in the west central part of the site, and a driveway that runs from the southeast corner to the northwest corner of the site and onto the adjoining property. With the exception of a few tree clusters, particularly in the valley area, the site is an open pasture. The topography of the site is relatively flat in the east and west sections of the site, with a gently sloping valley area in the center which drains from the lake to the southeast corner of the site; an intermittent blue line stream runs through this channel. The elevation of the site ranges from approximately el. 834 in the southeast corner of the site to el. 892 at the northwest corner and in the southern section of the site near the west property line. Public water and sanitary sewer exists in several locations in the general area. Soil types on the site include Faywood silty clay (FdD3) and Rossmoyne silt loam (RsB and RsC).

RELATIONSHIP TO COMPREHENSIVE PLAN

The 2000 Boone County Comprehensive Plan's Future Land Use Map designates the site for "High Suburban Density Residential" (HSD) uses. This designation is described as "single-family and/or attached housing of up to 8 dwelling units per acre. This classification is typified by townhouse, condominium, and zero-lot line development, and also pertains to existing mobile home parks."

The Land Use Element text makes the following statements that relate to the overall area.

- A. This section of Boone County includes some of the western growth areas of Florence, including Mall Road and KY 18. It also contains some of the most rapidly growing residential areas in the county, particularly from KY 18 south to Union.

Hopeful Church Road should continue to serve as a residential corridor, and no commercial uses should occur past the KY 18 or U.S. 42 frontage properties . . .

In addition, connections should be provided between Hopeful Church Road and Mall Road.

The large area between Hopeful Road and Oakbrook Road, south of KY 18 to Pleasant Valley Road, should develop in a Suburban Residential fashion. The area must develop with local access and limited access collector road connections as a high priority. These should include the connection of Oakbrook Road to Pebble Creek Drive; Beemon Lane to Pleasant Valley Road; Cayton Road to Pleasant Valley Road; and, **an east-west connector between Pleasant Valley Road and Hopeful Church Road, south of Stonegate Meadows** (emphasis added). These collector road extensions should not allow parking or driveway access in order to facilitate the movement of traffic through the area, and should include multi-modal elements such as pedestrian paths and bike lanes, and bus stop areas ("Pleasant Valley - West Florence Area," pg. 163).

The Land Use Element provides the following general comments that relate to the proposal.

- A. Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole, rather than leveling an entire site to meet a pre-conceived project design. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined ("Utilization of Existing Vegetation and Topography," pg. 158).

- B. Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering to mitigate these impacts should be an integral part of the design of proposed projects; existing site features should be used in meeting this guideline. Developments should provide buffering along public roadways, to soften the visual impact. Appropriate wooded areas and stream valleys should remain as greenbelts and open space within developments and between developments. Developments proposed adjacent to planned or established greenbelts should provide pedestrian access where appropriate ("Buffering," pg. 159).
- C. Developments in Boone County must include landscaping to accompany the proposed project. This landscaping should be designed to improve the public view of a development, and should be incorporated into parking lots and other vehicle circulation areas as well as within open spaces and around structures. Landscaping is intended to minimize the visual impacts of the development from adjoining properties and roadways . . .

Developments along major roadways in Boone County must include landscaping and/or the use of berms between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing uses ("Landscaping," pg. 159).

- D. Developments in Boone County must recognize the potential impacts of associated traffic on adjoining properties and transportation systems. The need exists to protect the capacity of the existing roadway network, and to plan improvements to accommodate new development and travel patterns. Access management provisions include the coordination of curb cuts, adequate corner clearance and site distance for access points, adequate space between access points, shared access points and parking facilities, and provisions for access connections to adjoining properties, and dedication of public right-of-way. In subdividing property, arterials or collectors should not be used for direct access to lots, rather a system of local streets should feed into the collector and arterial system ("Access Management," pg. 159).
- E. Developments in Boone County must be designed, where appropriate, to improve the County's transportation network system of roadway classification and function must be used in the planning for and designing of new developments. Collector roadways should be extended and developed to provide for the safe movement of traffic through and between subdivisions. Development along existing arterials and collector roadways should not have direct driveway access, but be served by a local street. Appropriate road connections should be constructed to provide alternate routes for traffic to and through specific projects and to enhance the capacity of existing streets ("Transportation and Pedestrian Network," pp. 159 and 160).

- F. Developments in Boone County should give consideration to the overall design of the area. Design should be a primary concern at the early stages of the development, with an emphasis on the aesthetic impact of the proposed use. The minimal use of signs is encouraged; signage should be adequate to identify a specific development, but should not be used as a means to compete for motorist attention . . .

Neo-traditional residential and commercial development should be encouraged to provide quality development that blends with the natural or historic character of parts of Boone County . . .

The proper application of these guidelines help, in part, to achieve an overall objective of this Comprehensive Plan. This goal states that proper future growth management for Boone County is implemented. As a minimum, proper design and development must include the consideration and application of the above guidelines ("Designs, Signs, and Historic Preservation," pg. 160).

The Housing Element provides the following comments that relate to this proposal.

- A. The major reason for Boone County's rapid population growth is in-migration. Often the higher income or new population locates in the developing rural areas of the county. While this is practical because they are the ones who can afford an estate lifestyle and cost of transportation over greater distances, this spatial phenomenon maintains social divisions between the different segments of society. A variety of housing opportunities within the established urban areas and within developing areas would encourage some of the higher income residents to reside there and thus lessen the isolation of different segments of society. Therefore, single-family housing should remain an ingredient of the urban areas instead of being targeted only for rural or suburban areas. Large, left-over parcels in urban service areas are well suited for planned residential development that includes high density housing. However, established single-family housing areas in urban settings should not experience an influx of multi-family or duplex construction unless adequate buffering or proper development design can be provided ("Population Needs," pg. 82).
- B. Although single-family homes are by far the most numerous, they are decreasing in their percentage of total Boone County housing. Most new construction of single-family housing will take place on the outer rings of growth. The Union area has a high percentage of single-family housing. Seventy six percent of all units in Union were constructed between 1970 and 1990. Large lot areas, including Union, will see multi-family construction, although this higher density development should occur close to highway arterials and urban services, and be sensitively developed in terms of building height, setbacks, mass, and visual impact. Throughout Boone County, high density developments should be close to thoroughfares to achieve a gradation of densities and land uses outlined in the Future Land Use Plan.

Multi-family housing developments should have convenient access to commercial districts or should provide their own supporting commercial uses. The developments should be designed to offer the shortest trips to the most people. High density residential developments help to hold down the cost of individual units due to many variables including lower land cost per unit, lower land development cost and building unit costs per unit. Clustering of the dwelling units allows this by requiring less site work and utility construction. This provides a supply of affordable housing for county residents

... Duplexes are often more successful than multi-family housing in blending in with single-family residential surroundings. Therefore, when buffering is minimal between single-family housing areas and proposed multi-family units, an appropriate transitional area of duplexes may be designed. It is important to offer a variety of housing units, not only in terms of economics, but also because of the county's demographics . . . ("Housing Types," pp. 82 and 83).

- C. High density residential areas should be located sufficiently near and with convenient access to major streets, highways, and shopping and public facilities. A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing. Existing vegetation (such as wooded fence rows) should be retained as much as possible to provide buffer strips. This serves a dual purpose in that woodland is becoming relatively scarce in the eastern uplands of the county, and these areas buffer different land uses. Housing densities should vary within the established developed areas, which is in agreement with the objective of land use selection based on housing densities rather than housing types.

In order to support the densities needed to sustain mass transit (as proposed in OKI's Looking Ahead: 2020 Metropolitan Plan), and to foster new affordable housing options, average minimum densities shall be encouraged for mixed-use, planned developments. This would allow a variety of housing types but also enable a logical progression of intensities. The highest residential densities would be in the activity centers of these mixed-use developments. These activity centers would also include neighborhood commercial, employment, and public uses, as well as transit stations or stops ("Housing Densities," pg. 84).

- D. The undeveloped land on the southwest quadrant of KY 18 and KY 237 would be an excellent site for a transit-oriented, mixed-use planned development. New subdivisions throughout the west Florence and Burlington areas should provide interconnections between their developments and adjacent developments to promote safe and easy transportation access. Overall, the KY 18 Corridor represents a prime opportunity to promote high density residential uses in a transit corridor ("Geographic Housing Issues," Florence-Burlington Area, pg. 87).

The Transportation Element provides the following comments that relate to this proposal.

- A. The Boone County Subdivision Regulations contain specific criteria for evaluating potential street connections between developments and adjoining property. The Boone County Planning Commission maintains conceptual maps of possible future street connections for public review as well as to assist the Planning Commission in the development plan review process ("Street Connections," pg. 151).

(Note - the conceptual street connection layer in the GIS system shows an east-west connection across the property from the Hopeful Church Road/Surfwood Drive intersection to Pleasant Valley Road, and a connection from Meadow Wood Drive southward to the Hopeful Church/Pleasant Valley connector).

The Population Element outlines population projections based on the Ohio-Kentucky-Indiana Regional Council of Government's (OKI) transportation analysis zones. The population for the zone in question (822) is expected to increase from 7,611 in the year 2000 to 9,437 in 2010, and to 12,788 in 2020 (pp. 27-30).

The adopted 2005 Boone County Comprehensive Plan Goals and Objectives include the following pertinent statements.

- A. Development issues shall be viewed in terms of promoting overall quality of life. Mixing of residential and other land uses shall be encouraged, within appropriately planned and designed neighborhood developments ("Overall," Objective 2).
- B. Proper design principles shall be applied in development ("Overall," Objective 3).
- C. Future growth shall be accompanied by adequate infrastructure and services. Existing infrastructure and services shall be monitored, maintained and improved as needed ("Overall," Objective 4).
- D. Boone County shall strive to achieve both a diversity and balance in land use. Land use and zoning decisions shall strive to balance the rights of landowners with the rights of the general public in a fair and impartial manner ("Overall," Objective 6).
- E. Innovative development design methods shall continue to be pursued ("Overall," Objective 9).
- F. The needs of Boone County's population base are measured and fulfilled through the provision of orderly growth ("Population," Goal).
- G. New development or redevelopment within Boone County is designed, constructed and operated in such a way that the quality of the existing physical environment and social environment are enhanced. Development within Boone County preserves and promotes a better quality of life ("Environment," Goal).

- H. New development or redevelopment shall attempt to design sites utilizing existing topography and vegetation, and encourage preservation of the existing character of the land. New development shall be designed in harmony with the physical environment in such a way that each site's existing physical assets are used. Residential development design in particular should minimize grading work as opposed to clearing the entire site. Existing trees and pasture land shall be evaluated during the design and construction process as a visual and economic benefit to the community ("Environment," Physical Objective 2).
- I. Existing vegetation shall be considered as both an important site characteristic and a community resource ("Environment," Social Objective 4).
- J. A broad range of housing opportunities shall be provided which meet the needs and desires for all household types ("Housing," Objective 1).
- K. Housing supply in Boone County shall be balanced against present and planned commercial, industrial, and education needs. Primary and secondary education capacity shall be evaluated during housing development review ("Housing," Objective 4).
- L. In order to offer the citizens of Boone County maximum choice in living environment, residential development shall be judged primarily on the impact on infrastructure, buffering, and development design with only secondary consideration given to the type of dwelling units ("Housing," Objective 5).
- M. The interior street system of new residential developments shall insure continuity with adjacent built or planned neighboring areas. Residential developments shall be encouraged to provide interconnections between sections of their developments and with adjacent developments to promote safe and easy transportation access and a sense of neighborhood interaction. Based on certified traffic analysis, collector and sub-collector streets shall be evaluated to determine design without individual lot or driveway access. Lot and home buyers shall have access to approved plans regarding future connections. The interior street system shall also coordinate with and continue the evolving multi-modal transportation system (pedestrian and bicycle facilities, mass transit stops) ("Housing," Objective 8).
- N. New or redeveloped residential areas shall be designed to establish clearly defined neighborhoods with a mix of retail, public, and recreational uses. Established neighborhoods shall be protected and enhanced and deteriorated neighborhoods shall be regenerated ("Housing," Objective 9).
- O. Mixed use, higher density neighborhoods shall be encouraged to locate at proposed mass transit stations near commercial districts and public facilities (i.e. parks) and also have convenient access to major streets and highways ("Housing," Objective 10).

- P. Clustering (increasing net density while not altering overall usable density) shall be promoted by appropriate incentives in order to preserve green space, scenic views, other identified significant site features, and land for public facilities or recreation. The usability of green space must be carefully reviewed, and the provision of green space shall not in itself guarantee an increase of density. Clustered housing, or Open Space Subdivisions shall be permitted not only in planned developments, but in appropriately designed subdivisions under conventional zoning ("Housing," Objective 12).
- Q. Residential developments shall be encouraged to plan and build in a manner which is compatible not only with the general housing density and design planned for the area but also with the existing conditions of the site, including the suitability of adjoining lands for appropriate access, and significant site features ("Housing," Objective 13).
- R. Where existing infrastructure, services and the public school system are not adequate, developments shall be phased to coordinate with the provision of these items ("Housing," Objective 14).
- S. New infrastructure systems shall be built to definite planned and balanced capacities and for definite urban and rural forms ("Public Services and Facilities," Objective 2).
- T. Priorities for growth within any individual infrastructure system shall be based on the predicted needs of specific areas as prescribed by the future land use projections of this plan. No infrastructure system shall commit the county to excessive growth by the system's expansion ("Public Services and Facilities," Objective 3).
- U. New connector streets shall be developed where needed and feasible thus lessening the total dependence on arterial, collector, and local streets. Existing connector streets shall be improved where needed ("Transportation," 2nd Goal, Objective 2).
- V. Proper vehicular and pedestrian access to adjoining property shall be provided and/or retained when a property develops or redevelops ("Transportation," 2nd Goal, Objective 3).

STAFF COMMENTS

1. The Planning Commission and City Council will need to determine whether the proposal is in agreement with the Comprehensive Plan. The Future Land Use Map shows the site for "High Suburban Density Residential" (HSD) uses. This designation is described as "single-family and/or attached housing of up to 8 dwelling units per acre. This classification is typified by townhouse, condominium, and zero-

lot line development, and also pertains to existing mobile home parks." The proposal is for townhouse and condominium units with a gross density of 10.18 units per acre based on the 33.8082 acre figure stated on the application form. Although Section 1500 of the zoning regulations allows the density/intensity in a Planned Development zone to be increased by up to thirty percent (30%) over the maximum permitted by the underlying zone (up to 10.4 units per acre maximum in this instance), Section 1514 states that Planned Developments shall "conform" to the Comprehensive Plan and "agreement" with the Comprehensive Plan is one of the three possible statutory criteria which need to be fulfilled in order for a zone change to be granted. Therefore, the density issue will need to be considered in context of the entire Comprehensive Plan as well as in light of the alternate statutory findings.

The Land Use Element states that "Hopeful Church Road should continue to serve as a residential corridor" and that "connections should be provided between Hopeful Church Road and Mall Road." The Element also states that "the area must develop with local access and limited access collector road connections as a high priority," and that "an east-west connector between Pleasant Valley Road and Hopeful Church Road, south of Stonegate Meadows" should be provided, basically leaving either the intersection with Surfwood as proposed, or possibly Rosetta, as the initial point for this connector if an off-set intersection is to be avoided. These collector road extensions should not allow parking or driveway access in order to facilitate the movement of traffic through the area, and should include multi-modal elements such as pedestrian paths and bike lanes, and bus stop areas - the connector road shown could be developed in such a fashion. The Transportation Element and Goals and Objectives also stress the importance of such connections.

The Housing Element states "large, left-over parcels in urban service areas are well suited for planned residential development that includes high density housing. However, established single-family housing areas in urban settings should not experience an influx of multi-family or duplex construction unless adequate buffering or proper development design can be provided." Regarding the basic arrangement of such developments, the Element provides the following quotes:

- A. Throughout Boone County, high density developments should be close to thoroughfares to achieve a gradation of densities and land uses outlined in the Future Land Use Plan.
- B. Duplexes are often more successful than multi-family housing in blending in with single-family residential surroundings. Therefore, when buffering is minimal between single-family housing areas and proposed multi-family units, an appropriate transitional area of duplexes may be designed.

- C. High density residential areas should be located sufficiently near and with convenient access to major streets, highways, and shopping and public facilities. A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing. Existing vegetation (such as wooded fence rows) should be retained as much as possible to provide buffer strips.

The Population Element forecasts a substantial increase in population for the traffic zone in question, although the population forecast is for the zone at large and should not, in and of itself, be construed to endorse a particular land use or density on a specific parcel. The governing bodies will also need to consider whether the current zoning is inappropriate and the proposed zoning is appropriate, and whether there have been changes of an economic, physical, or social nature not anticipated in the comprehensive plan that substantially alter the area's character.

2. Staff offers the following comments regarding the standards set forth in Section 1514 "Planned Development Standards" of the Boone County Zoning Regulations. Concept Development Plan proposals in Planned Developments are to be primarily evaluated against these criteria.

1. Mixed Use Development and Pedestrian Orientation: Although the proposal can not be accurately depicted as "mixed use" in a true sense, it does involve a combination of two different types of condominium structures and open space. The inclusion of a duplex and/or patio home phase or "tier" adjoining the conventional detached, single family development to the north as advocated by the Housing Element would help to diversify the use mix, provide a more gradual transition or "gradation," and could secondarily lower the density closer to the 8 unit per acre figure shown on the Future Land Use Map. Regarding "pedestrian orientation," such details have not been provided on the plan. Sidewalks are required along "Three Fountains Drive" and along all local public streets, although a combination pedestrian/bike path along the main road is an appropriate option that is advocated by the Comprehensive Plan (if the internal streets are private, a less regimented sidewalk system is required along them). Regardless, a path system which can be a combination of sidewalks and trails which connect the streets, building phases, open space, and community facility together should be considered.

2. Compatibility of Uses: The scale of the proposed structures (length of the four units townhouse buildings is 110', five unit townhouses are 140', and the gallery home structures are 150') and the intensity of the development are substantially greater than the adjoining uses (the combined gross density of Stonegate Meadows and Kelley subdivisions is 3.15 units per acre based on GIS info). As well, the type of proposed structures are fundamentally different from the abutting detached, single family residences. The proposed building heights or specific methods for buffering

have not been stated or shown on the plan. A number of measures could be incorporated into the development to help mitigate the compatibility issues including:

- A. A duplex and/or patio home tier should be considered in the northern section of the site as discussed above, particularly with one or one and a half story structures.
- B. A 30 foot minimum landscaped perimeter should be provided around the north, south, and west property lines, and the 50 foot arterial road setback should be met along Hopeful Church Road. The 30 foot figure is consistent with the setback requirements in Section 3161 and the 30' Buffer Yard C option outlined in Article 36 when a UR-1 development with more than eighty units adjoins the SR-1 zone (i.e., proposed density is consistent with the UR-1 zone - a few slight encroachments into the 30' and 50' areas are shown on the plan; a 30' perimeter along the south property line would cause a slight realignment of Three Fountains Drive which would help its horizontal geometrics regardless).
- C. As noted above, the proposed density is consistent with the 12 unit per acre maximum permitted in the UR-1 zone, and Buffer Yard C is required when a UR-1 development with more than 80 units adjoins an SR-1 zone. Buffer Yard C requires either a 60 foot width with specified plantings or a 30 foot width with specified plantings and a berm, wall, or fence. When considering the expansive views into the site from the adjoining properties, Staff's initial recommendation is for the existing, healthy vegetation along the property lines and in the stream valley to be maintained and the plantings and berming from the 30 foot wide Buffer Yard C option to be provided around the site's perimeter. Additionally, the applicant should provide an analysis to the Zone Change Committee which intensifies or modifies this basic scheme where necessary to maximize the screening effect through the provision of additional evergreen trees, "wood-scaped" areas, and/or fences or walls based on the visual impacts from the various points around the site.
- D. The design of the proposed structures has not been provided. In order to better assimilate to the design, scale, and spatial characteristics of the adjoining detached, single family residences, staff suggests that the buildings be designed to appear as multiple smaller structures (or actually separated into more buildings containing fewer units each). This would involve providing multiple jogs in the building footprints to create smaller building massings and perhaps bays, eaves, or other three dimensional projections on the facades, breaking the long roof lines into multiple roof forms with varying ridge lines, and providing secondary roof forms such as dormers and gables. Additionally, a warm color palette and natural appearing materials (unit masonry, lap siding, et al) should be opted. To reduce the monotony of such a large project, Staff suggests that each basic phase (each townhouse area

on either side of the valley area and each gallery home area on either side of Three Fountains Drive) be developed with a different architectural theme so that each building grouping will read as a sub-neighborhood versus a repetitive part of a large development. These comments are also made in light of standard #7 "Architecture." The applicant needs to further explain these issues (representative has stated that architectural concepts will be provided).

3. Open Space: This standard states that "useable open space(s), in an amount over and above setback areas and open areas required by the underlying zone, shall be provided." The proposal does include a clubhouse and pool facility, which does qualify as "open space" (athletic and recreational areas) in the context of this standard. The applicant should explain or show the intended treatment of the lake area and adjoining valley as it relates to this standard. Even if the valley area is not actively useable, it could be considered relative to this standard if the existing trees were to be retained and/or it served some other environmental quality purpose. The provision of a trail/pedestrian system as discussed above and other recreational facilities in the open spaces would help demonstrate compliance with several of the PD standards.

4. Multi-Modal Transportation System: Walkways have been discussed under numbers 1 and 3 above. The provision of bike racks and some sidewalk links are required by Article 33 of the zoning regulations. Additionally, defined bus stops/pull-out lanes should be considered on both sides of Three Fountains Drive, in the central section of the road. Such lanes could be used by both school buses and public transit if such a route would be provided. The Land Use Element notes that street connections in the area, including the one in question, should include multi-modal improvements.

5. Preservation of Existing Site Features: This standard states "existing topography, significant tree cover, and water courses and water bodies shall be largely preserved and incorporated into the project design, where appropriate and consistent with the remainder of this article." The site is largely open pasture, with the exception of tree cover in the valley area and an area in the southwest corner of the site, and tree lines along portions of the property lines. The existing lake is proposed to be retained with fountains added to it. As noted above, Staff recommends that the existing, healthy vegetation along the property lines and in the stream valley to be retained as part of a larger landscaping and buffering scheme.

6. Landscaping: No landscaping concepts or guidelines have been provided (representative has stated that landscaping concepts will be provided). In addition to the tree retention and buffering recommendations discussed above, a formal street tree scheme should be provided for Three Fountains Drive - one that could be reasonably expanded with the street in the future. A plan for relocating or replanting the existing streetscape plantings along Hopeful Church Road which would be

removed as part of the new intersection construction needs to be provided. Aside from these specific topics, staff has no issue with project following the normal landscaping requirements in Article 36 of the zoning regulations.

7. Architecture: Comments regarding architectural design issues are made under #2 "Compatibility of Uses" above.

8. Historic and Prehistoric Features: Staff is not aware of any such features on the subject site. There is an "old" barn on the site, although staff is unaware of any specific quality which would make it historically important. There are no known cemeteries on the site.

9. Signage: No details regarding signage have been provided. Provided that any entrance monuments use materials and architectural detailing which correlate to the buildings, and the size and number of such monuments meet the requirements of Article 34 of the zoning regulations, Staff has no other comments on this standard.

10. Transportation Connections and Entry Points: The main Three Fountains Drive connection is provided as discussed several times previously, and a connection to Meadow Wood Drive is provided in the northwest corner of site. Regarding the Meadow Wood Drive connection, Staff recommends that this connection be a public street which uses the existing roll curb, local street standard for its entire length. Additionally, in order to maintain a sense of separation and to maintain low speeds, a traffic calming strategy could be employed at the point between Stonegate Meadows and the Anhofer tract - this strategy could use a traffic circle, diverter islands with landscaping, stenciled concrete or other change in pavement surface, monument walls coupled with a narrower pavement surface at the entry point, etc.

A street connection to the south should also be considered. This connection would ideally be located in the approximate center of Three Fountains Drive by the "Ray Stevens Estates" property (opposite the second intersection from the Hopeful Church Road intersection to create a four way intersection). This connection would provide access to the Stevens property should it be developed, and could be extended to the Rosetta Drive/Hopeful Church Road intersection should Rosetta become a main thoroughfare. Entry point demarcation is discussed above.

11. Conformance with Comprehensive Plan: The Comprehensive Plan is discussed above.

3. Staff has examined the project relative to basic traffic, circulation, and parking issues in addition to the street connection comments above and has the following comments.
 - A. No street section or description has been provided for Three Fountains Drive, although it scales to a standard subcollector width (28' pavement within a 50' right-of-way). Based on the Comprehensive Plan's direction, this road should be designed to be as limited access as possible. This would entail: eliminating many of the proposed intersections - at least half of the proposed intersections could be eliminated/consolidated based on the submitted plan, and this may entail making some of the internal streets double loaded versus single loaded as shown; providing a continuous center turn lane or minimally center left turn lanes at the remaining intersections - landscaped medians which are part of a larger streetscape scheme could be used as part of the turn lane design; and, the first access point from the Hopeful Church Road intersection needs to be spaced away from the intersection. The right-of-way width will likely need to be increased to accommodate utilities and street trees, a bike path, and bus stops if such improvements are opted.
 - B. No traffic study has been submitted to date, although the applicant's representative has stated that one is being prepared. Of particular importance to a traffic study is whether the development will change either the AM or PM peak hour level of service and whether improvements such as a right turn lane or a signal are warranted at the Three Fountains Drive/Hopeful Church Road intersection. Traffic volumes are the basic concern expressed by the Kentucky Transportation Cabinet, District 6 (refer to attached 4/25/05 e-mail from Jim Brannon, Branch Manager of Planning, Kentucky Transportation Cabinet, District 6).
 - C. For the applicant's information, the project will need to supply the quantity of parking spaces required by Article 33 of the zoning regulations.
4. Comments from the Boone County Schools are summarized in the attached letter from Bryan Blavatt, Superintendent.
5. Staff has requested written comments on the proposal from the Florence Fire Department, the Florence Public Services Department, and the Boone County Engineer. Such written comments have not been received as of this writing. Any written comments received from these agencies will be forwarded to the Zone Change Committee for review.

CONCLUSION

This request needs to be evaluated by the Boone County Planning Commission and the Florence City Council in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3 "Amendment" of the Boone County Zoning Regulations, the requirements of Article 15 "Planned Development District" of the zoning regulations, and the potential impacts on the existing and planned uses in the area. The Future Land Use Map would need to be amended to reflect Urban Density Residential (UD) uses if this request is approved.

Respectfully submitted,

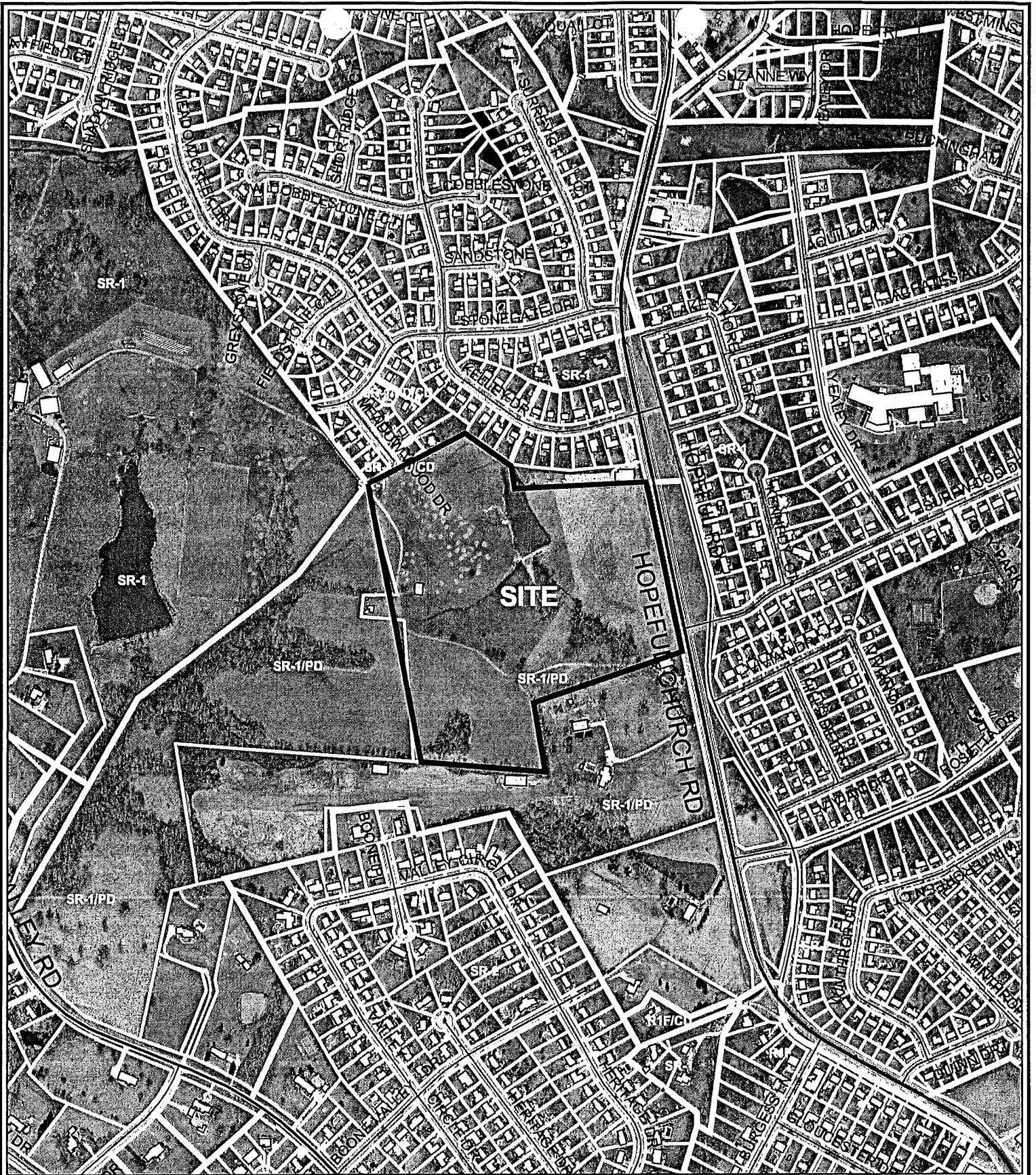


Kevin T. Wall, AICP CDT
Director, Zoning Services

KTW/pr

attachments:

- location map
- aerial photo w/zoning
- Future Land Use Map excerpt
- topographic map
- 4/25/05 e-mail from Jim Brannon, P.E., Project Manager, Planning, Kentucky Transportation Cabinet, District 6
- 1/16/03 letter from Bryan Blavatt, Superintendent, Boone County Schools
- application materials including Concept Development Plan

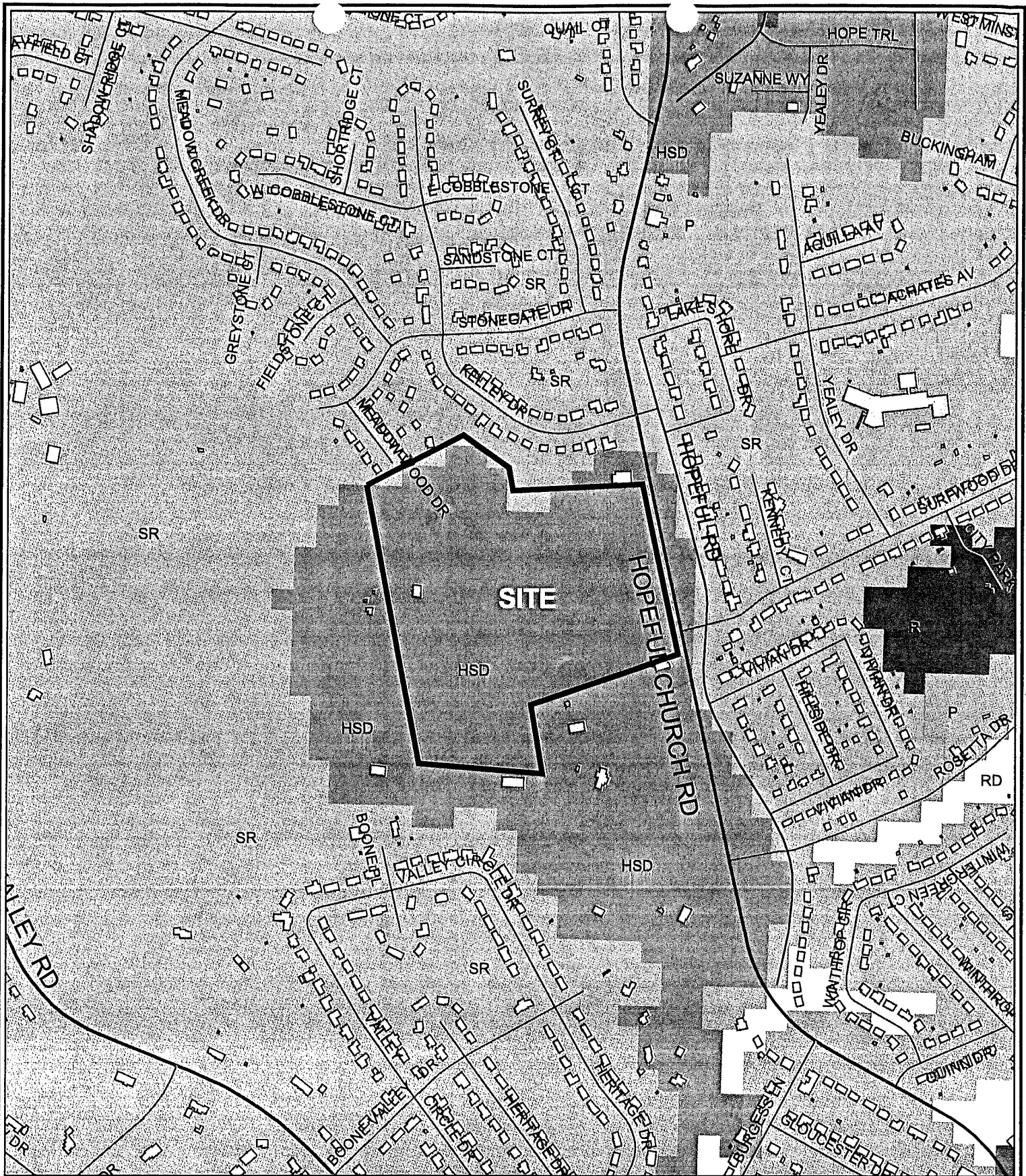


Zoning

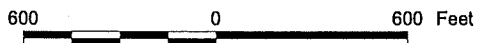


1 inch equals 600 feet
 Produced by the
 Boone County Planning Commission
 GIS Services Division
 May 3, 2005



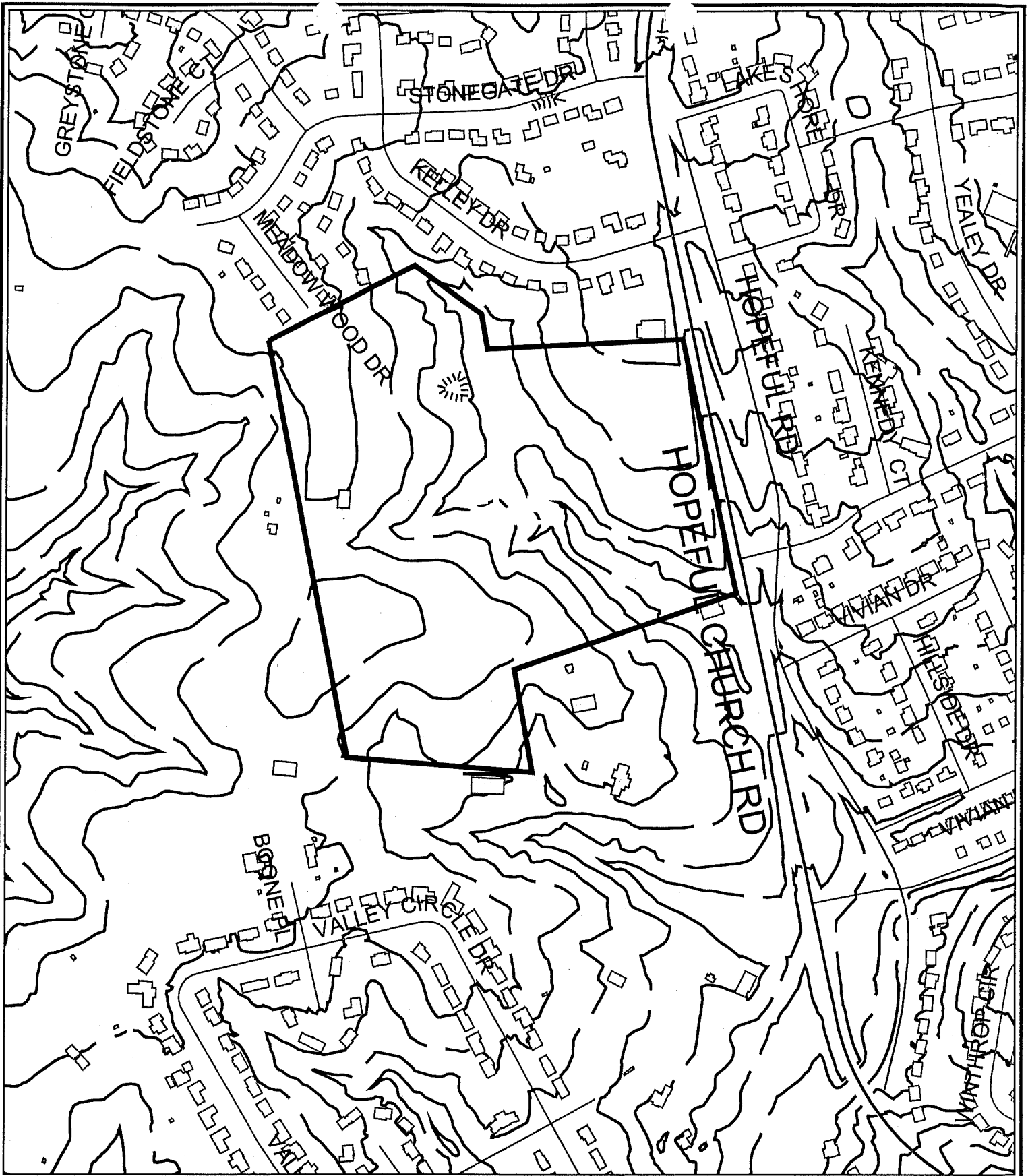


Future Land Use

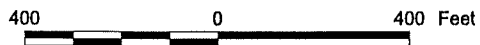


1 inch equals 600 feet
 Produced by the
 Boone County Planning Commission
 GIS Services Division
 April 22, 2005





Topography



1 inch equals 400 feet
 Produced by the
 Boone County Planning Commission
 GIS Services Division
 April 22, 2005



Kevin Wall

From: Jim.Brannon@ky.gov
Sent: Monday, April 25, 2005 2:12 PM
To: Kevin Wall
Subject: Zoning Change- Hopeful Road

Mr. Wall,

I have reviewed the request for a zoning change to build 334 units off Hopeful Church Road. The only concern I have is the volume of traffic that will be produced. As you are aware, the roads in Boone County are congested as it is. This development will only add to the delays experienced.

If you have any questions, please contact me.

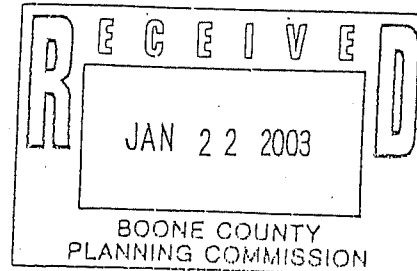
BRYAN A. BLAVATT
Superintendent of Schools

8330 U.S. 42
Florence, KY 41042
Phone: (859) 283-1003
Fax: (859) 282-2376
www.boone.k12.ky.us

BOONE COUNTY SCHOOLS

January 16, 2003

Mr. Kevin Costello
Boone County Planning Commission
2995 Washington Street
Burlington, KY 41005



Dear Kevin,

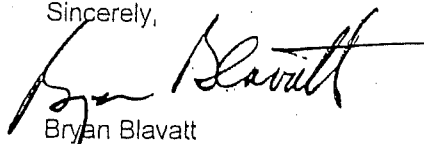
At the outset, I would like to personally thank you and the Planning Commission for all the assistance you have provided to Boone County Schools in the past. We look forward to the continuation of the high level of collaboration between the Planning Commission and Boone County Schools that has taken place over the last several years. While I do not believe the school district needs to communicate with the Commission on every housing plan that is proposed, there are a few concerns related to the development of large housing projects that obviate comment and could be addressed in the Comprehensive Plan.

As you know, the school district recognizes and is supportive of continued growth within Boone County. However, the future development of large subdivisions will place an increased strain on the infrastructure of the school district. We believe that the Planning Commission needs to work with developers to move towards slow 'build out' plans, rather than massive immediate development. This would allow the district to phase in the increased costs of dealing with these large developments and provide a more natural growth pattern. Moreover, we suggest that the Planning Commission make it part of the conditions relative to zone change that the developer provide land for possible use by the school district. This would provide for the necessary future infrastructure to handle the student growth related to the development and offer a true selling point for the development.

Another point of concern is related to approval of individual developments that start as of small tracts of land and are later aggregated into a larger development. It is problematic that developers will propose a small subdivision grows into a large development, however, many times contiguous tracts are purchased in quick succession. This leaves the school district uninformed and ill prepared to take the necessary steps. Please encourage the Commission to review these multi-tracts. If at all possible, we would recommend applying the same criteria for these plans as you would a large development.

As always, thank you for your consideration. With your help, new large and multi-tract zone changes will be structured so that the School System can respond proactively. If you have further questions, please feel free to call me.

Sincerely,


Bryan Blavatt
Superintendent of Schools

APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

BOONE COUNTY
APR 19 2005

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

- 1. Name of Project Hopeful Road Development
- 2. Location of Project Hopeful Road, Boone County, KY
- 3. Total Acreage of Site 33.8082
- 4. Current Zoning of Site SR1-PD
- 5. Proposed Zoning (Classification being requested) SR2-PD
- 6. Proposed Uses (please specify each use) Multifamily Residential

- 7. Names of Applicant(s) Gallenstein Companies
- Phone Number (859) 341-4111 Fax No. (859) 341-4165
- 8. Address of Applicant(s) 25 Crestview Hills Mall Rd, Suite 103
- Crestview Hills KY 41017
- City State Zip

- 9. Name of Property Owner(s) Anhofer Family Limited Partnership
- Phone Number c/o Tom Schutzman (859) 344-0828 Fax No. _____
- 10. Address of Property Owner(s) c/o Tom Schutzman 2890 Chancellor Dr.
- Crestview Hills KY 41017
- City State Zip

- 11. Proposed Building Intensities (please specify) No More than 10.12 units Acre - please see attached plan

- 12. Are there any existing buildings on the site? No
- How many? _____

- 13. Deed Book 679 Page No. 68 Group No. 2039

- 14. Are you also applying for:
- _____ Conditional Use Permit
- _____ Dimensional Variance

- 15. Have you submitted a Concept Development Plan? Yes

- 16. Have you had a pre-application meeting with BCPC Staff? Yes

- 17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

- _____ Boone County Water District
- Florence Water and Sewer Dept.
- _____ Cinergy/U.L.H.&P. Co.
- _____ Sanitation District #1
- _____ Cincinnati Bell
- _____ Owen County Rural Electric
- _____ Boone County Public Works Department
- _____ Kentucky Transportation Cabinet
- City of Florence Public Services Department
- _____ Boone County Building Department

ZONING MAP AMENDMENT
APPLICATION
PAGE 2

- _____ Northern Kentucky Health District
- _____ USDA NRCS/Boone County Conservation District
- _____ KY Division of Water
- _____ Local School District
- _____ Local Fire District
- _____ Other: _____

18. Project Jurisdiction/Location Annexation Requested please see attached letter
 Unincorporated Boone County _____ Walton
_____ Florence _____ Union

19. Applicant's Signature _____

Property Owner's Signature _____, POA

SECTION B (To be completed by BCPC Staff)

1. Date Received 4-19-05
2. Review Fee \$1721.00 PA 42120
3. Check what has been submitted:
 Application
 Fee
 Legal Description
 Concept Development Plan
 Address of Adjoining Property Owners
 Number of copies of plan received**
4. Is application complete? _____ Yes _____ No
5. Staff Reviewer KRIN WALL
6. Committee Chairman _____
7. Scheduled Public Hearing Date 5/18/05
8. Boone County Planning Commission Action:
_____ Approval
_____ Approval with Conditions
_____ Denial
9. Other: _____

**** Five (5) Copies Are Required**

Boone County Planning Commission
2995 Washington Street
Burlington, Kentucky 41005
(859) 334-2196 - Phone
(859) 334-2264 - Fax
plancom@boonecountyky.org - E-mail
www.boonecountyky.org - Web Page

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

April 14, 2005

Mr. Kevin Wall, AICP
Director of Zoning Services
Boone County Planning Commission
2995 Washington Street
Burlington, KY 41005

Dear Kevin:

On Tuesday evening, April 12, 2005, Florence City Council took first reading of Ordinance O-5-05 to annex the Anhofer Family Limited Partnership property. The Anhofer Family Limited Partnership property is located on the west side of Hopeful Church Road adjacent to the City limits consisting of a tract of property approximately 33.8082 acres in size.

The applicant, Gallenstein Properties, LLC, has an option to purchase the above referenced property subject to the approval of a requested zone change to SR-2/PD following annexation. The City has elected to follow the procedure of KRS 100.209 to consider a comprehensive plan and zoning map amendment to change the zoning prior to annexation. Please find attached a copy of Ordinance O-5-05 along with the exhibits describing the property.

The City requests that the Planning Commission, following the procedure of KRS 100.209, hold the necessary hearings and make a recommendation with respect to the zoning application.

Thank you in advance for your attention to this matter. If you have any questions please feel free to call me at 647-8177.

Sincerely



Richard J. Lunnemann
Assistant City Coordinator/Community Development Director

ORDINANCE NO. 0-5-05

AN ORDINANCE ANNEXING CERTAIN TERRITORY CONSISTING OF A PARCEL OF APPROXIMATELY 33.8082 ACRES LOCATED ON THE WEST SIDE OF HOPEFUL CHURCH ROAD, ADJACENT TO THE CITY LIMITS. (ANHOFFER FAMILY LIMITED PARTNERSHIP PROPERTY)

WHEREAS, the Anhofer Family Limited Partnership, an Ohio limited partnership, being the owner of record of the hereinafter described territory (the "territory"), has requested that the City of Florence, Kentucky (the "City") annex the territory and, pursuant to K.R.S. 81A.412, the owner has given written consent to such annexation; and

WHEREAS, the City has determined that it is desirable to annex the territory which is contiguous to the boundaries of the City, and

WHEREAS, pursuant to K.R.S. 100.209(1) the City makes the election that prior to final action of annexation, the comprehensive plan and official zoning map of the City shall be amended to incorporate and establish zoning of SR-2/PD with respect to the territory.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF FLORENCE, KENTUCKY, AS FOLLOWS:

SECTION I

The City finds that the hereinafter described unincorporated territory meets the requirements of K.R.S. 81A.410 and is as follows:

- (a.) Is contiguous to the boundaries of the City, and
- (b.) Is urban in character and suitable for development for urban purposes without unreasonable delay, and
- (c.) Is not included within the boundary of another incorporated city.

SECTION II

That the territory, described in Exhibit "A" and shown on Exhibit "B" each of which is attached hereto and incorporated herein by reference, shall be and the same is hereby annexed to the City of Florence, Kentucky.

SECTION III

The owners of record of the territory have filed with the City written consent to this annexation under K.R.S. 81A.412 and therefore, the following do not apply to this annexation: (a) the notification ordinance required by K.R.S. 81A. 420(1); (b) the notice requirement of K.R.S. 81A.425; and (c) the waiting period of K.R.S. 81A.420(2).

SECTION IV

Pursuant to K.R.S. 100.209(1) the comprehensive plan and official zoning map of the City shall be amended to establish zoning for the territory as SR-2/PD.

SECTION V

This ordinance shall be published in full.

PASSED AND APPROVED ON FIRST READING THIS ____ DAY OF _____, 2005.
PASSED AND APPROVED ON SECOND READING AND PUBLICATION ORDERED THIS
____ DAY OF _____, 2005.

APPROVED:

MAYOR

ATTEST:

CITY CLERK

CITY OF FLORENCE, KENTUCKY

READING SUMMARY

ORDINANCE NO.

AN ORDINANCE ANNEXING CERTAIN TERRITORY CONSISTING OF A PARCEL OF APPROXIMATELY 33.8082 ACRES LOCATED ON THE WEST SIDE OF HOPEFUL CHURCH ROAD, ADJACENT TO THE CITY LIMITS. (ANHOFFER FAMILY LIMITED PARTNERSHIP PROPERTY)

SUMMARY

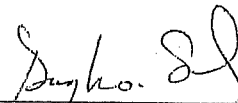
This Ordinance annexes and makes a part of the City a tract of approximately 33.8082 acres located on the west side of Hopeful Church Road, adjacent to the City limits.

This annexation is in response to a request by the Anhofer Family Limited Partnership, an Ohio limited partnership, the owner, to have the property become part of the City. The annexation will be complete upon second reading and publication of this Ordinance.

After annexation the property shall be zoned SR-2/PD.

CERTIFICATION

I hereby certify that the foregoing is a summary of the contents of the Ordinance titled above and that it was prepared by me this 6th day of April, 2005, and I am an attorney licensed to practice law in the Commonwealth of Kentucky.



HUGH O. SKEES, KBA#64730
SKEES, WILSON & DILLON, PLLC
7699 Ewing Blvd., P.O. Box 756
Florence, KY 41042-0756
Phone: (859) 371-7407
Fax: (859) 371-9872

EXHIBIT

“A”

② Metes + Bounds



JAMES W. BERLING ENGINEERING, PLLC

Land Surveying • Site Development • Civil Engineering Services • Land Planning

KY License No. 5745

1671 PARK ROAD, SUITE ONE • FT. WRIGHT, KENTUCKY 41011 • (859) 331-9191 • FAX (859) 344-7422

Land Surveyor License KY 206

March 25, 2005

LEGAL DESCRIPTION

GALLENSTEIN COMPANIES, L.L.C.

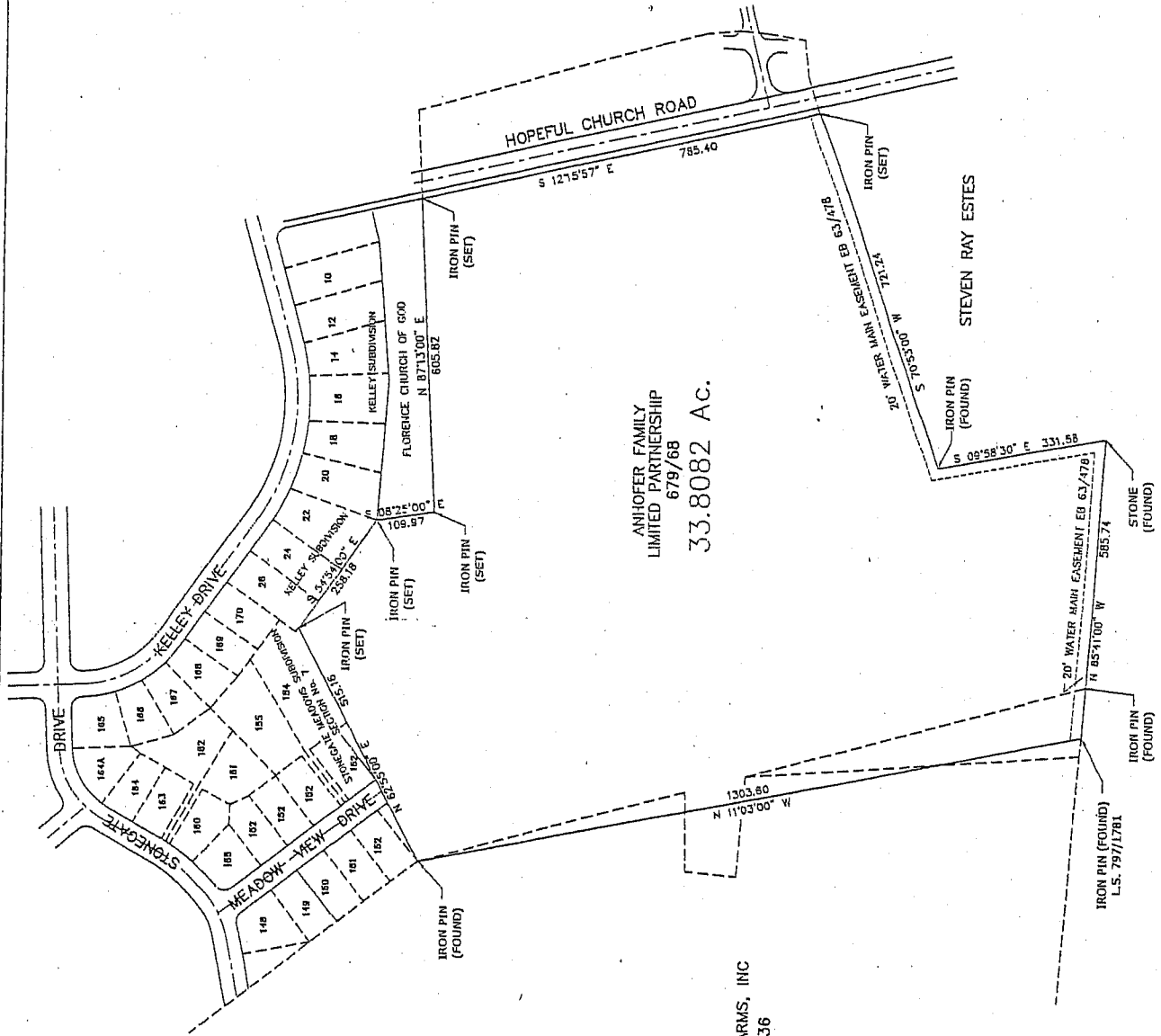
33.8082 ACRES

Beginning at an iron pin (set) in the west line of Hopeful Church Road as presently located, said point being the intersection point of the west line of Hopeful Church Road and the south line of the grantor's property as described in Deed Book 679 at Page 68 of the Boone County Clerk's records at Burlington, Kentucky; thence along the south line of the grantor S 70° 53' 00" W 721.24 feet, S 9° 58' 30" E 331.58 feet and N 85° 41' 00" W 585.74 feet to an iron pin (found); thence along the westerly line of the grantor's property N 11° 03' 00" W 1,303.60 feet to an iron pin (found) at the northwest corner of the grantor's property; thence N 62° 55' 00" E along the northwest line of the grantor and the southeast line of Stonegate Meadows Subdivision 515.16 feet to an iron pin (set); thence along the north line of the grantor S 54° 54' 00" E 258.18 feet, S 8° 25' 00" E 109.97 feet, and N 87° 13' 00" E 605.82 feet to a point in the west line of Hopeful Church Road; thence S 12° 15' 57" E along the west line of Hopeful Church Road 785.40 feet to the place of beginning.

Containing 33.8082 Acres

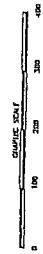
EXHIBIT

“B”

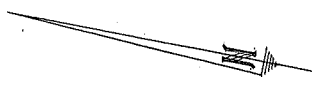


ANHOFER FAMILY
LIMITED PARTNERSHIP
679/68
33.8082 Ac.

REHKAMP FARMS, INC
253/36



PLAT OF SURVEY	
ANHOFER FAMILY LIMITED PARTNERSHIP	
DATE: 2/7/90	BY: [Signature]
HOPEFUL CHURCH ROAD	
BOONE COUNTY, KENTUCKY	
DATE: 2/7/90	BY: [Signature]



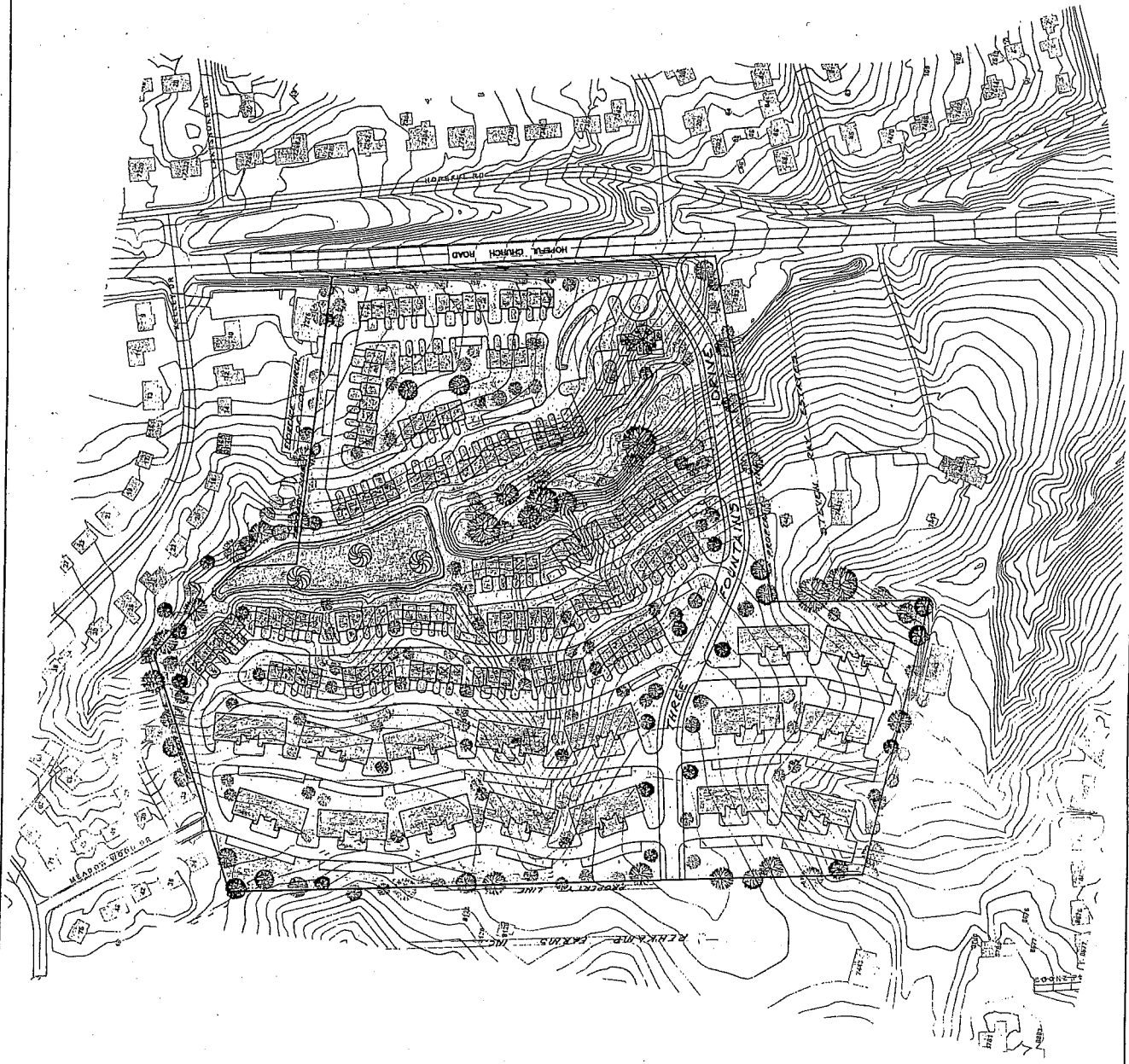
DEVELOPER
 GALLANTON COMPANIES LLC
 25 CROFTON HILLS MILL RD.
 CROFTON HILLS, NC
 4017
 PHONE : 859-341-4111

ENGINEER
 JAMES W. BERKING, ENGINEERING PLLC
 1015 W. STATE ST. SUITE 200
 FAYETTEVILLE, NC 27401
 PHONE : 859-337-9131

GRAPHIC SCALE
 0 100 200
 FEET

Not to Scale

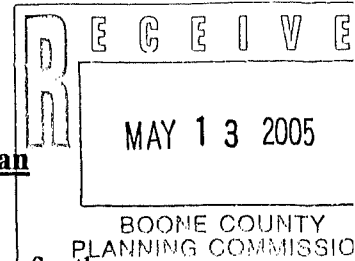
CONCRETE DEVELOPMENT PLAN	
THREE FOUNTAINS	
PLANNED DEVELOPMENT COMMUNITY	
PROJECT NO.	2005-001
DATE	APR 19 2005
PROJECT LOCATION	THREE FOUNTAINS, FAYETTEVILLE, NC
PROJECT OWNER	GALLANTON COMPANIES LLC
ENGINEER	JAMES W. BERKING, ENGINEERING PLLC
SCALE	AS SHOWN
DATE	APR 19 2005



REVIEW
 APR 19 2005
 BOWLING GREEN COUNTY
 PLANNING COMMISSION

PRESENT ZONING - SR-1
 PROPOSED ZONING - SR-2/PD

DENSITY
 GALLERY HOMES - 254
 TOWN HOMES - 150
 TOTAL - 344
 AREA OF PROPERTY - 34.4 AC.
 DENSITY - 344 / 34.4 = 10.01 Homes/Acre



Development Standards for the Hopeful Church Road Concept Plan

In an effort to supplement the application for the zoning map amendment for the Hopeful Church Road Development, please accept this explanation of each of the criteria points set out in Section 1514 of the Article 15 of the zoning code:

1. **Mixed Use Development and Pedestrian Orientation:** The proposed plan for the development is a mixed use of Fee Simple Attached Single Family Residential Housing and Fee Simple Residential Condominiums. The use of the surrounding areas is for detached single family residential housing. The development will contain internal sidewalks, open space and other amenities.
2. **Compatibility of Use:** The uses of the land within the development will be for single family attached housing and condominiums which are complementary to one another. We have submitted a landscape plan setting out a significant open space area retaining the natural trees and lake and the plantings to be used throughout the development.
3. **Open Space:** The development has been designed to keep the majority of the existing trees and the existing lake on the property. A natural walking path will be created within the open space. In addition to the walking paths and lake, amenities will be constructed within the development consisting of a community building and a pool for the use of the residents within the community.
4. **Multi-Modal Transportation System:** One key feature of this development is our effort to accommodate the desires of the County and the City of Florence to have this development designed to accommodate the future development of the neighboring property (Rehkamp Farm) by including a thru road with no driveways directly connected to such road. The intent is to keep the residents within the community using internal sidewalks or paths. A traffic study is being undertaken to establish the needs for any other transportation needs of this development.
5. **Preservation of Existing Site Features:** The development has been designed around the conservation of the main lake and most significant tree structures.
6. **Landscaping:** A plan has been submitted to set out the intended landscaping of the development. The existing lake and trees have been retained within the development and significant buffering has been provided around and within the development.
7. **Architecture:** The development will have a consistent architectural theme. At this point the exact buildings have not been established. The intent is to have complementary structures within the community including the community building and signage.

8. Historic and Prehistoric Features: To our knowledge there are no Historic or Prehistoric features within the development.
9. Signage: Signage, including any monumentation, will be consistent with the architectural theme throughout the development. Signage shall meet all zoning requirements and regulations.
10. Transportation Connections and Entry Points: The development has been created to connect the internal streets. In addition, in order to accommodate the desires of the County and the City, a through street has been provided to the adjoining property for future development. Sidewalks and pathways shall be created within the development to allow for ease of use. All entry points to streets or paths shall be marked in a manner consistent with the development architecture and signage and in conformance with zoning and street signage regulations.
11. Conformance with Comprehensive Plan: This plan is in exact accord with the Boone County Land Use Plan.

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
COURTROOM 3A**

**May 18, 2005
7:30 P.M.**

PUBLIC HEARINGS

Commission Members Present: Mr. Breetz, Mr. Caddell – Chairman, Mr. Carmichael, Mrs. Kegley, Mr. Knock – Temporary Presiding Officer, Mr. McMillian, Mrs. Poston - Vice Chairperson, Mr. Reynolds, Mr. Schwenke, Mr. White, and Mrs. Wilson – Secretary/Treasurer.

Staff Members Present: Mr. Kevin Wall, AICP, CDT – Director, Zoning Services and Ms. Jan Hancock, Secretary.

Legal Counsel Present: Mr. Dale Wilson

Mr. Arnold Caddell, Chairman, called the meeting to order at 7:53 PM and introduced the first item on the Agenda:

Applicant: Gallenstein Companies for
Anhofer Family Limited Partnership (owner)

Request: Zoning Map Amendment

The request of Gallenstein Companies (applicant) for Anhofer Family Limited Partnership (owner) for a Zoning Map Amendment from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with the Annexation of real property into the City of Florence, for an approximate 33.8 acre site located on the west side of Hopeful Church Road between the properties at 7275 and 7393 Hopeful Church Road, across Hopeful Church Road from the Hopeful Church Road/Surfwood Drive intersection, and at the southern terminus of Meadow Wood Drive, Boone County, Kentucky. The request is for a zone change and Annexation into the City of Florence to allow attached residential uses.

Staff Member Kevin Wall presented the Staff Report which included a Power Point presentation (see Staff Report). After the Staff Report was prepared, a narrative “Development Standards for the Hopeful Church Road Concept Plan”

was submitted by the applicant and is attached to the Staff Report. Also received after the Staff Report was prepared were a Traffic Impact Study (see Exhibit 1) and a Landscaping Plan. The Landscaping Plan shows the basic concept of street trees, particularly along Three Fountains Drive.

Following an explanation of the Public Hearing process, the Chairman asked for the applicant's presentation.

Attorney Gerald Dusing was present on behalf of the applicant, Gallenstein Companies, and introduced Paul Gallenstein.

Mr. Paul Gallenstein, 8053 Camp Ernst Road, stated that they have been in business for three generations and are the original developers of Crestview Hills Mall. They currently manage over two million square feet of commercial and residential developments that they built, including TGI Friday's at Turkeyfoot Road, the Blue Ash Industrial Park in Blue Ash, Ohio, and Crestview Hills Mall Professional Center. They have done commercial developments from Louisville, Kentucky to Blue Ash, Ohio. They have done award winning residential developments from Mariemont, Ohio to Pittsburgh, Pennsylvania. Mr. Gallenstein grew up in Northern Kentucky and lives in Boone County.

Mr. Jim Berling, 3129 Brookwood Drive, Edgewood, engineer for this development, stated that they have tried very hard to work with the existing topography. The lake has been there for fifty years and a little of it crosses the property line. They will refurbish and aerate the lake and put fountains in it. The valley below the lake will be left in its existing state and there are nice trees there. The site is lacking in trees – there are perimeter trees along the property line except along the property line to the west and they will enhance that area with more plantings. The north and south property lines have trees and they will fill them in as described in the Staff Report. He stated that the applicant met with Staff and they were encouraged to do a roadway in an east/west direction from Hopeful Church Road over to the property to the west. They have tried to align the roadway so that it is a smooth movement, but not a straight line. He stated that there will have to be embankment fill to get across the valley. They chose the location of the entrance so that it would be compatible with the topography of the adjacent land. There are no curb cuts or driveways on the street. He stated that the reason for the one-sided development on the left side is that the high point is near the western property line and the land slopes down to the valley and the lake. For townhouses and clustered houses, most people like a brick building and a lower level walk out. These buildings are set up so that they go down the slope and have a walkout to a patio area. They could not do that on the other side except for the perimeter lots. Going east and over to the roadway, the grade will be higher and the buildings will have a "walk up". The applicant has particular buildings in mind that are compatible with this type of construction. He stated that there is access to sewer and water. He offered to answer any questions.

Mr. Dusing reviewed the Land Use Map of the Comprehensive Plan and the pie chart showing the mix of uses recommended over the next twenty years. He stated that High Suburban Density Residential is 2% on the pie chart -- the smallest slice of all the residential land uses in the county -- and some of it has already been built. This property is about what is left of what is earmarked for this type of development in the entire county. He reviewed the Zoning Map and the Future Land Use Map attached to the Staff Report and stated that this site is zoned SR-1/PD, as are the undeveloped sites that surround it. The property is already zoned PD. He stated that Mr. Wall indicated that the Comprehensive Plan calls for eight units per acre, and that is technically correct -- but in going from SR-1 to SR-2 with land that is eight units per acre in the Comprehensive Plan and already has a PD, they are not increasing the density by asking for SR-2/PD. He stated that there are very few undeveloped sites in the county that have a PD overlay on them and that is because the Planning Commission wanted to see a drawing when these parcels developed. He stated that the density of their development at 10.1 units per acre is the 8 units per acre plus less than a 30% increase. He stated that the connector road is called for specifically in the Comprehensive Plan and is key element of this plan. He stated that at the pre-application conference, Staff suggested that the connector road was extremely important and that it should absolutely happen. He stated that when a typical self-contained subdivision road is made into a collector road, the width, density and expense increase exponentially -- so a connector road only makes sense in connection with a development at a density that can support it. He stated that they agree with all of the Staff recommendations in regard to perimeter landscape buffering. He submitted an aerial photograph (see Exhibit 2) with the subject location indicated and stated that this is a highly developed area with mature development and this will be infill development. It will be a quality product compatible with what is called for in the plans and what is being developed in Florence. The completed the applicant's presentation.

The Chairman asked if there was anyone else present who wished to speak in favor of the request.

Mr. Tom Schutzman, representing Martha and Bill Anhofer, stated that Mrs. Anhofer was a Rehkamp before marriage and this property has been in her family for generations. They have had offers from other developers, but turned them down because they were for apartments and other plans they did not want -- but they are excited about this development. Before they entered into the agreement, they researched this developer's other projects. They are in favor of the fact that these will be privately owned homes.

The Chairman asked if there was anyone else present who wished to speak in favor of the request. There being no response, he asked if there was anyone present who wished to speak in opposition.

Mr. Ron Schroeder, 24 Kelley Drive, Florence, stated that his property abuts the valley area. There are three or four trees along a barbed wire fence there and when they build the proposed townhouses he will literally be able to shake hands with the new neighbors. He does not like the high density of the development. He moved there twelve years ago and knew that this property would eventually be developed, but he did not expect three hundred units and an additional 500 – 600 cars. He stated that the roads cannot handle the traffic now. Getting out onto Hopeful Road from 5 PM to 7 PM is a death wish now. A lot of heavy trucks use Hopeful Road, including 70,000 pound dump trucks, and if traffic lights are put along there the traffic will back up forever and forever. Adding all the traffic from this high-density housing will turn the residential roads into thoroughfares – which happened in the Blackstone area when Thunder Ridge was connected and people cut through there. He stated that they are calling it a “small water way” going through the valley, but when there is about a half-inch of rain in an hour, it turns into a large rushing creek. His next door neighbor at 22 Kelley Drive could not be here this evening and speaking for him, Mr. Schroeder stated that before the earthen dam area was graded, compacted and raised several years, they did not have a lot of water -- but now the lake gets all the water off of Stonegate Drive, Kelley Drive, and the flag lots off Stonegate Drive and when it rains hard the water comes up in his neighbor’s yard three or four feet. He has had to build an earthen barrier to keep the water from coming up into his yard. He stated that if they have to live with these three hundred units, which he is opposed to, he would like to see them do something with the water run off and traffic problems in the area. He stated that Kelley Drive is busy now and everybody uses it for a shortcut because they cannot get out of Stonegate onto Hopeful because of the bend there – and adding another 450 cars to that will cause serious problems in the area, which is not fair to them.

Mr. Bill Wells, 39 Meadow Wood, close to the end of Meadow Wood near this development, stated that he is concerned about the high density. He did not think he would live on a deadend street, but did not expect to be living next to high density. With over three hundred units there and two people working, there could be six hundred vehicles in the morning which is a traffic problem. There are a lot of children that live in the subdivision.

Mr. Steve May, 35 Meadow Wood Drive (a flag lot at the end of the street), stated that he has for children and is concerned about the schools. The children from this development would go to Yealey, Ockerman, and Boone and all of them are at capacity. With 344 units, there will be quite a few children. He stated that the traffic is already bad. His wife has almost been hit a couple of times coming out of Stonegate Drive and sometimes the traffic backs up from U.S. 42 and all the way down the hill. He stated that there could be six hundred cars in this development if everyone has two cars. His main concerns are that the schools do not have room for the children and the traffic.

Mr. Doug Runion, 7393 Hopeful Church Road, has lived in his home for 32 years. His house would be at the corner almost directly across from Surfwood Drive. He stated that if you take out the lake and creek area, which are not developable, there would be about 29 acres and a density of 11.86 units per acre. He stated that SR-2/PD would be overwhelming for the area. SR-2 is eight units per acre and the PD adds 30% more units, but SR-1 with a PD is only four units per acre and with the PD it is 5.2 units per acre which is more realistic considering the area around there. He reviewed information from the Planning Commission's website and quoted "highly visible portion relating to site space – consider the affected perimeter of the site adjacent to the existing development and provide an adequate density transition" and "Buffering - Boone County must recognize potential impact upon the adjoining property – visual, noise, vibration, odor, smoke and light". He quoted from Article 15, Section 15.11, Permitted Uses "Developer shall not plan developments that shall affect adjacent properties". He also referred to Article 15, Section 15.14, and stated "Landscaping, Architectural Design, Transportation, Connections, Conformance with Comprehensive Plan". He stated that he will be affected by all of the potential impacts -- visual, noise, vibration, odor, smoke and light living next to Three Fountain Drive. He stated that the road turns and is totally into his backyard. He will have the impacts day and night and no privacy in his backyard. He stated that the applicant wants to take an area from SR-1/PD to SR-2 PD which is from a low density to a high density with at least 10.4 units per acre. He stated that without the lakes or the creek, it may be 29 acres and that would be 11.86 units per acre, which does not make sense with the existing traffic. You can only go through the city at certain times of the day and must make plans to travel through the city at different times. When there is a wreck on I-75, Hopeful Road will back up for several hours. It will back up from U.S. 42 past Surfwood Drive. If there is a red light here, without a backup on I-75 and the trucks going up the hill, the traffic will back up on U.S. 42 like an expressway in California. He asked the Planning Commission to consider Yealey School and that many times six and seven school buses will back out to come out of Surfwood in the morning and in the afternoon when there is high traffic. Many times he waits three or four minutes to get out of his driveway and then he goes out to the middle of the road and waits again, which is dangerous. He stated that Lincoln Park runs off of Surfwood Drive and it is used throughout the year and even more in the summer. He stated that if Three Fountain Drive connects to Pleasant Valley Road, it will be even a greater disaster. With the traffic now you cannot pull out without taking a chance on your life in many instances. He stated that the Planning Commission's website refers to Stormwater Management for Erosion Control. He has a four-foot culvert at his house that fills up many times when it rains and the rain comes off the hill. When the state put Hopeful Church Road in there, they were going to put in a three-foot culvert but after he talked to them they raised it to four feet. The culvert is 100 – 150 feet long and if the water comes off any faster than it does now, it will be a mess. All this water will end up on Old Hopeful Road. Many times they have repaired the culverts and the ditches on the Old Hopeful Road because of the movement of water. The water goes under Hopeful Church Road and comes out on Old Hopeful Road and into the

creek. If a light is put in at Surfwood Drive and Hopeful Church Road the trucks will be stopping and he will have more noise day and night. There will be traffic pulling out of this road day and night. He will have no privacy. His upstairs bedrooms are right beside the road. In regard to other developments in the area, he stated that Tara Point is 84 acres and 605 units, which is 7.20 units per acre; Kensington is 18.13 acres and 108 units, which is 5.95 units per acre; and Meadow Wood, which is similar in size and does not have any water areas, is 39.9 acres and 313 units, which is 7.84 units per acre. He is against this development in this area. He stated that there are a lot of vehicles, including trucks, that cut through this area. He stated that when you get to the top of the hill, there are very few cars that turn right and go down US 42. Most of the traffic comes across and goes Weaver Road and turns left. He stated that the traffic coming back will back up all the way to Ockerman School and any more traffic on the road will be a major disaster.

Mr. Cecil Baker, 7316 Hopeful Road, stated that he has had a beautiful view for the past 32 years. He stated that there are existing traffic problems. Hopeful Church Road is a fairly new road with three lanes, but it is obsolete already. The traffic approaching U.S. 42 is backed up to the foot of the hill between 5:30 and 6:00 PM and going the other way to KY 18 it is backed up past the car dealer with people make a left on KY 18. He stated that there are seven or eight school buses trying to get in and out in the mornings and evenings. A traffic light will create more problems. He stated that the surrounding area is single-family homes. He stated that when there are fourteen units in one building, it is an apartment. He stated that on the western portion, the buildings will be stepped down, but on the Hopeful Church Road side they will be stepped up and asked if there will be two- and three-story buildings along the ridge of Hopeful Church Road right in front of his house. He stated that they do not need more multi-family homes in a single-family residential area.

The Chairman asked if there was anyone else present who wished to speak. There being no response, he asked if there were any comments or questions from the Commissioners.

Mrs. Wilson asked that Greg Sketch attend the Zone Change Meeting and look at the water issues and the Transportation Study. She asked the applicant to bring more information regarding phasing of the development to the Committee Meeting. She asked the applicant to consider reducing the density based on the testimony this evening.

Mr. Knock asked if the lake is just a farm pond or is it part of a watershed for the other residential development? Mr. Wall responded that he does not know if it is functioning as a retention pond, but it is obvious that it collects water from the adjoining sites based on the way the land lays. Mr. Knock asked if it is the applicant's intention that it be a retention pond for the area and, if so, will it be turned over to the City of Florence? Mr. Berling responded that he believes the

pond has been there for many years. The pond was off the Stonegate Meadows property when it was developed and acted as a retention basin. He stated that by its normal function, the lake will elevate in a hard rain, but it was not designed as a retention pond – it was a farm pond. They would like to include it as a storm water detention facility and will investigate that. He stated that possibly the existing level of the pond could be lowered. Mr. Knock asked if there are calculations of the water flow from the proposed development into that watershed. He asked if this development will impact the lake. Mr. Berling responded “yes” and stated it is their intention that the pond be modified to function as a stormwater retention pond. He stated that they will have to talk to the owner of the pond. Mr. Knock stated that the impact this development will have on that watershed is a major issue. He asked if the City of Florence will accept the pond. Mr. Berling responded “that is the intention”.

Mr. Knock stated that there is no ingress or egress on the south side of the development on the immediate first section. He stated that there were comments about problems with ingress/egress from Hopeful Church Road and asked if the applicant would consider having ingress/egress in that area and making the road larger to handle traffic coming on and off Hopeful Church Road. Mr. Berling questioned if it is desirable to concentrate all the traffic at one point without signalization there. He reviewed the Power Point slide in regard to the traffic movements in the area. He stated that it could be done but questioned if it would be better. Mr. Knock responded that he does not know, but is bringing up the discussion since the traffic issues were raised. Mr. Berling stated that they will consider it. He stated that the only justification he can see is if they can anticipate signalization. He stated that they would not take a strong stand on it or on the connection in the area indicated. He stated that he believes the Planning Commission, the City of Florence, and the residents have an opinion and they can do it either way.

Chairman Caddell asked Staff to research and bring to Committee an engineering opinion from the City of Florence or the county in regard to the water retention on this property for the surrounding properties and how it already exists. He stated that having an engineering opinion and some history would be more conclusive for the Zone Change Committee than sharing different opinions.

At this time, Mr. Mark Knipfer asked to speak and was recognized by the Chairman. Mr. Knipfer, 37 Meadow Wood Drive, stated that the stormwater runoff going to the retention pond is a mess and he has been trying to get the waterway cleaned out. He stated that there is existing pollution from the pond and questioned how it will be affected by this construction. He stated that surveys have been done by the City of Florence.

Chairman Caddell responded that Staff will see if they can collect that information for the Zone Change Committee.

Mr. Ron Schroeder stated that there are two stormwater drains in front of his house that go underground into a 12" main beside his house. He stated that part of the water from upper Stonegate Drive, all of the water from Stonegate Drive to Kelley Drive, the water from the top of Kelley Drive all the way down, and the water from the flag lot off of Stonegate Drive drain to that lake via Kelley Drive. When it rains there is so much water runoff trying to get into the two sewers that there is flooding between the houses. The storm drains fills up and the water goes out into the street. He stated that the sewer lines are not big enough and the water starts running through the yards.

Chairman Caddell stated that the stormwater runoff information will be verified by a professional engineer.

Mrs. Kegley stated that when the Mall Road connector was put in, a study was done that recommended a connection between Pleasant Valley Road and Hopeful Church Road as well as other recommendations. The recommendations were summarized at the end of the study. She stated that it would be helpful to have that information at the Committee Meeting.

Mrs. Poston asked if the green space is usable. Mr. Berling responded that all of the area around the clubhouse, the pool, and the parking area is mowed grass and there will be walking trails through the woods and the valley. He stated that there will be access to every community with a trail. The Homeowners' Association will maintain the open space.

Mrs. Poston asked if there are pictures and dimensions of the proposed buildings. Mr. Dusing responded that they do not have that information because there are no end users under contract. They have been talking with Fischer, Drees and Ryan. Mr. Berling stated that they can give the general dimensions. He reviewed the Power Point slide and indicated the two-story buildings and townhomes with the walkout at the back.

Mrs. Poston asked if they have done any developments similar to this one. Mr. Gallenstein responded that they have done the Reserves of Ivy Hills and have done a similar product in Anderson off U.S. 32 that has been very successful.

Mr. White stated that the front bank along Hopeful Church Road is so steep that it cannot be maintained in a good manner. He questioned how much of the bank will be cut down and asked if it will be re-sloped so that it can be maintained. He asked if all of the condominiums and townhomes will be owner occupied.

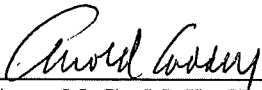
Mr. Berling responded "Yes, they will be owner occupied". He stated that they will be sold as individual units. Mr. White asked "no renting?". Mr. Berling responded "no, owner occupied". He stated that the bank is a grassy slope now and some trees have been planted and all of that is to remain in place. If they do anything to it, they will do a little work at the top. He stated that a gentleman was

concerned about the other side and they can do a little bit of a berm at the top there. He stated that it's just as important for the owner of the unit to feel he is protected from the traffic as it is for the residents and they will have to do something effective in the way of berming and landscaping in order to market the units. Mr. White stated that it is very unsightly along there. Mr. Berling stated that they will have the landscaper look at it and they may be able to enhance it.

Mrs. Wilson asked if it is possible to have a restriction that the units are never to be rented out. Counselor Wilson advised that the Planning Commission could not impose such a condition unless it is agreeable to the applicant. He stated that for zoning purposes the Planning Commission would look at the underlying nature and intensity of the use rather than whether it is owner occupied.

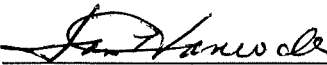
There being no further comments, the Chairman stated that he was advised that the Committee Meeting for this item will be on June 1, 2005 at 7:00 PM, but that may not be correct and interested persons should check with the Staff Office in regard to the date and time of the Committee Meeting. He stated that this item will be on the Agenda for the Business Meeting on June 15, 2005 at 7:00 PM. The Chairman closed this Public Hearing at 9:10 PM and called for a short recess.

APPROVED:



Arnold Caddell, Chairman

Attest:



Jan Hancock, Recording Secretary

Exhibits –

- 1. Three Fountains Development – Traffic Impact Study**
- 2. Aerial photograph submitted by Mr. Dusing**



Three Fountains Development

Boone County, Kentucky

Traffic Impact Study

Prepared for
Gallenstein Company

CDS
engineers
architects
planners
surveyors

CDS Associates Inc.
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2005837
May 2005



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2005837
May 2005

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Appendix B	Traffic Volumes
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Introduction

The purpose of this study is to analyze the impact of a proposed 344 Condominium development on the west side of Hopeful Church Road across from Surfwood Drive. The site is located approximately 0.6 miles north of US 42 in Boone County, Kentucky., see vicinity map, Figure 1.

Project Description

The proposed project consists of 224 gallery homes and 120 town homes for a total of 344 units. All units are residential condominiums; and the town homes are larger than the gallery homes. The site is proposed to have one access across from Surfwood Drive. The Concept Site Plan is included in Appendix A.

Scope of Study

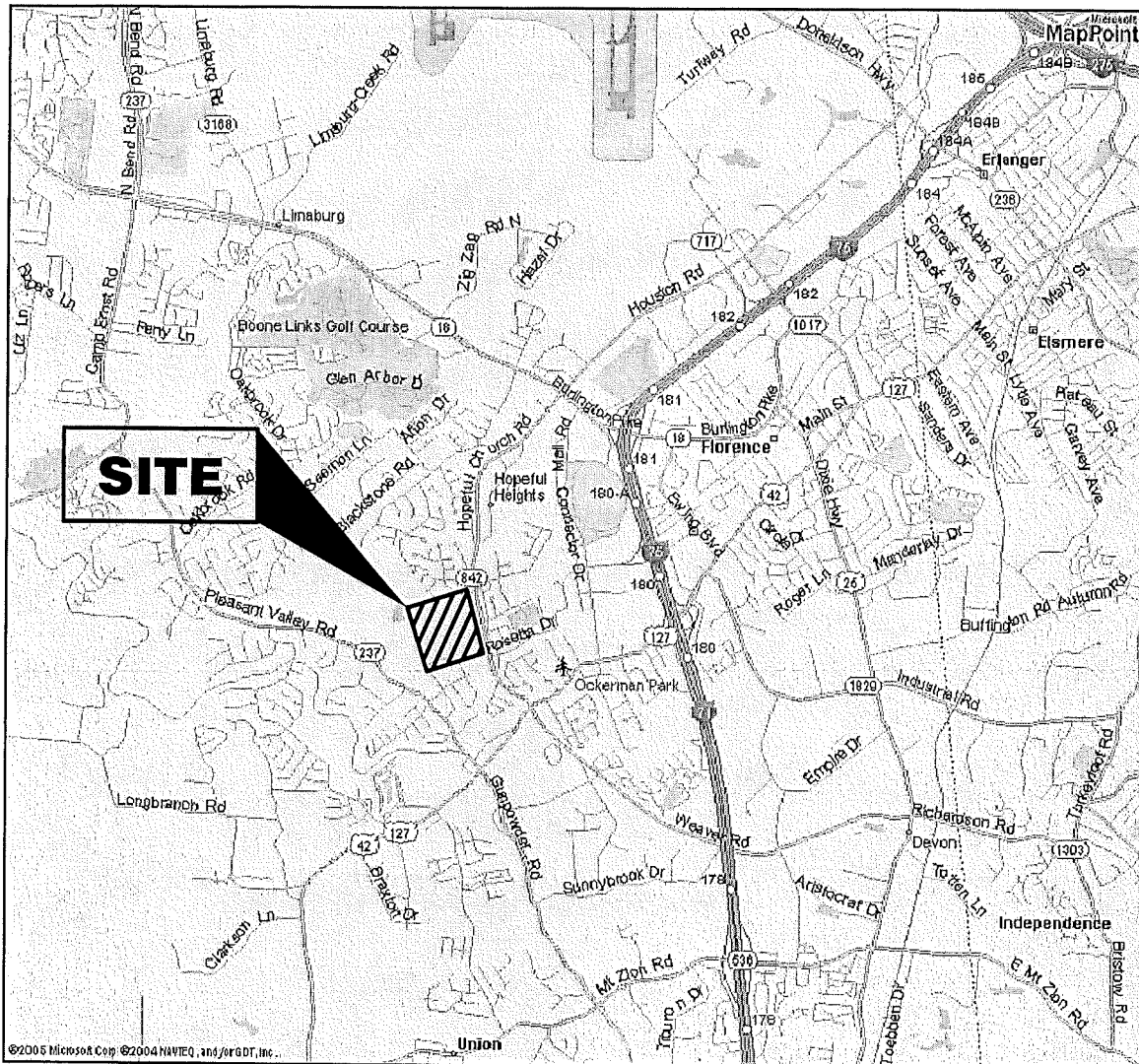
The study will compare the level of service (LOS) at the existing intersection of Hopeful Church Road and Surfwood Drive based on the existing traffic conditions to the LOS of this intersection for existing traffic plus the traffic projected from the proposed development.

The detailed data collection and analysis will consist of the following:

- Recording of 24-hour traffic volumes on Hopeful Church Road north and south of Surfwood Drive, and on Surfwood Drive.
- Recording manual turn counts at the intersection of Surfwood Drive at Hopeful Church on a weekday from 6:30 AM to 8:30 AM and from 4:30 to 6:30 PM.
- Complete capacity analyses for the AM and PM peak hours. This will establish existing level of service for the intersection.
- Generate AM and PM peak hour traffic projections for the proposed 344 unit development.
- Assign the projected traffic volumes from the proposed development to the existing intersection of Hopeful Church and Surfwood Drive.
- Conduct capacity analysis for the AM and PM peak hour traffic volumes for the existing traffic plus the site generated traffic – full build out.
- Based on the capacity analysis determine what if any public improvements are required to mitigate site generated traffic.



NORTH
N.T.S.



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VICINITY MAP

FIGURE 1

Existing Traffic Conditions

Hopeful Church Road is a north/south arterial roadway composed of a three lane typical section with a center two way left turn lane. Surfwood Drive is a two lane local roadway and forms the stem of the 'T' intersection with Hopeful Church Road. The speed limit on Hopeful Church is 40 MPH.

Hopeful Church Road has the right of way at the intersection and Surfwood Drive traffic is required to stop.

Weekday AM and PM peak hour counts were recorded from 6:30 AM to 8:30 AM on Wednesday May 4th. The peak hour was 7:30 to 8:30 AM. The PM weekday count was recorded from 4:30 to 6:30 PM on Thursday May 5th. The peak hour was 5:15 to 6:15 PM. The existing turn counts are illustrated on Figure 2.

24-hour traffic volumes were recorded on Hopeful Church Road north and south of Surfwood Drive and on Surfwood Drive east of Hopeful Church on May 11th and May 12th. The average two-way 24-hour volumes north of Surfwood Drive are 16,398 vehicles per day and the average two-way 24-hour volumes south of Surfwood Drive are 17,246 vehicles per day. Westbound approach volumes were recorded on Surfwood Drive during the same time period. The average 24-hour westbound approach volumes were 1,218 vehicles. Copies of the turn counts and volumes counts are included in Appendix B.

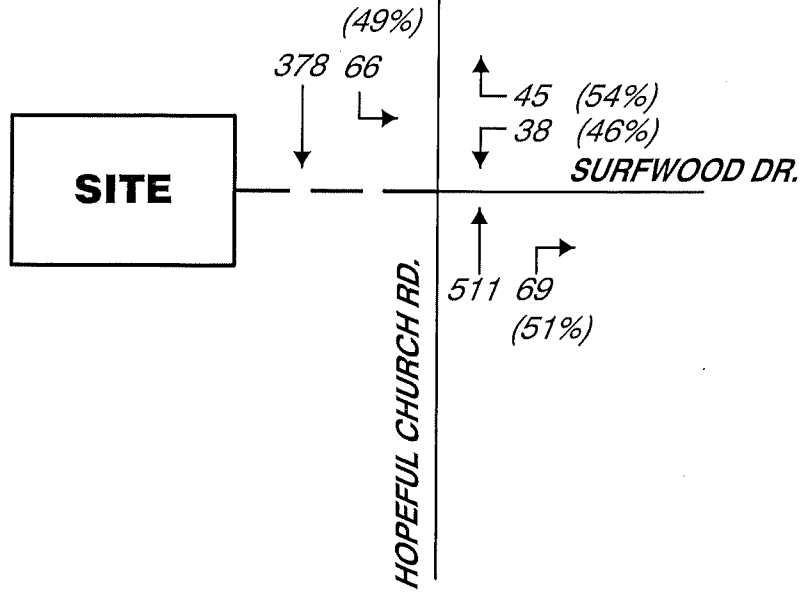
Traffic Forecast

The site traffic was estimated from the 7th edition of the Institute of Transportation Engineers *Trip Generation*. Land use 230, Residential Condominium/Townhouse was used to estimate the site traffic. The estimated site traffic is shown in Table 1 below. Copies of the Trip Generation for Residential Condominium / Townhouse are included in Appendix C.

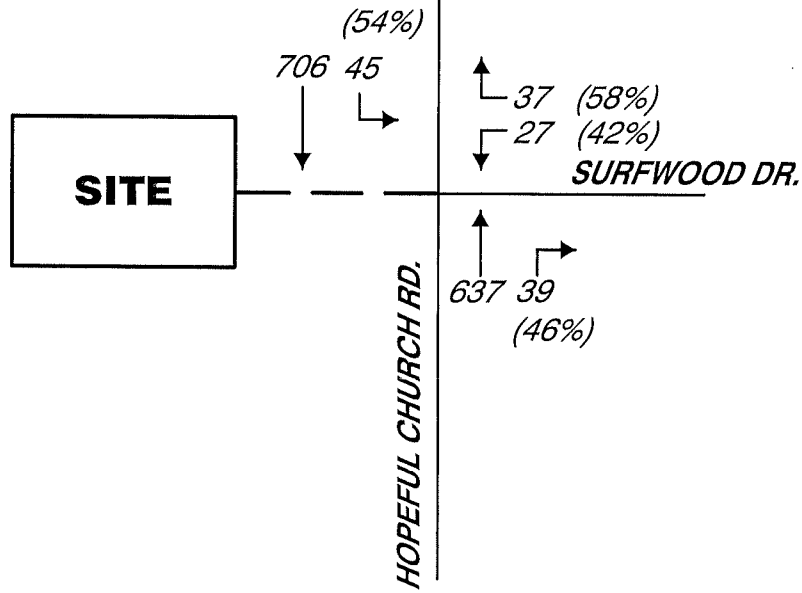
Table 1
Trip Generation

ITE Classification	Units	AM		PM		Weekday	
		Peak Hour		Peak Hour		In	Out
		In	Out	In	Out	In	Out
Residential/Condominium/ Townhouse (230)	340	24	115	111	55	918	918
Total		139		165		1,836	

**EXISTING AM
PEAK HOUR
7:30 TO 8:30 AM**



**EXISTING PM
PEAK HOUR
5:15 TO 6:15 PM**



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**EXISTING TRAFFIC-
WEEKDAY PEAKS**

FIGURE 2

The existing traffic from Surfwood Lane is similar to the proposed site traffic. The distribution of the proposed Residential Condominium site traffic was distributed into and out of the proposed access drive across from Surfwood Lane using the inbound and outbound percentages as was documented in the AM and PM peak hour existing counts. The distributed traffic is illustrated on Figure 3. The buildout traffic consisting of site traffic and existing traffic is combined and illustrated on Figure 4.

Level of Service Analysis

Level of service analysis (LOS) is defined by the *Highway Capacity Manual* to be a function of average delay encountered by motorists. Levels of service are given in terms of average delay per vehicle for signalized and unsignalized intersections. Level of service criteria for unsignalized intersections is listed below in Tables 2

TABLE 2
Level-of-Service Criteria (LOS): Two-way Stop-Controlled Intersections

Level of Service	Average Total Delay (seconds/vehicle)
A	≤ 10.0
B	>10 and ≤ 15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Level of service analyses (LOS) were completed with existing traffic and with projected site traffic at full build out. The analyses considered a two lane roadway for the proposed site and a three lane road – one inbound and two outbound lanes.

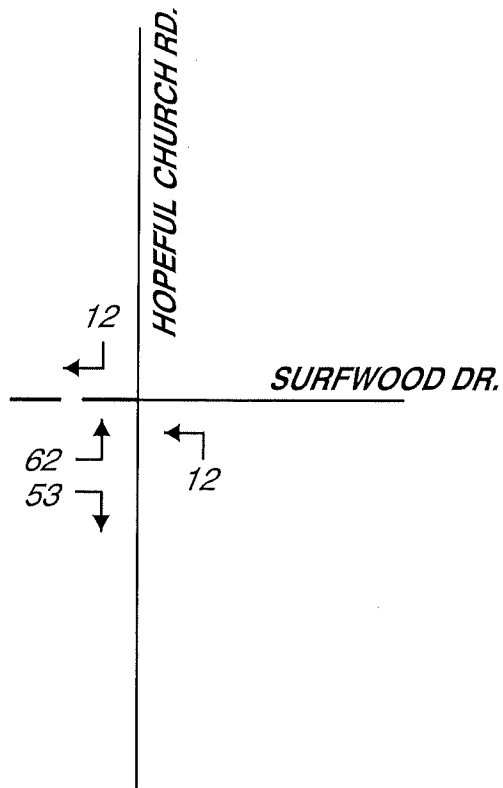
The capacity analyses are summarized in Table 3 and Table 4 below. Copies of the capacity analyses are included in Appendix C.

AM PEAK



*NORTH
N.T.S.*

SITE:
IN 24
OUT 115

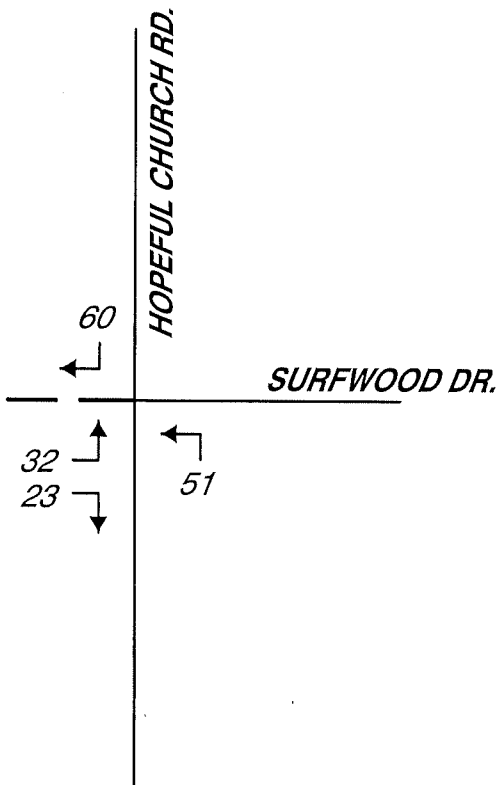


PM PEAK



*NORTH
N.T.S.*

SITE:
IN 111
OUT 55



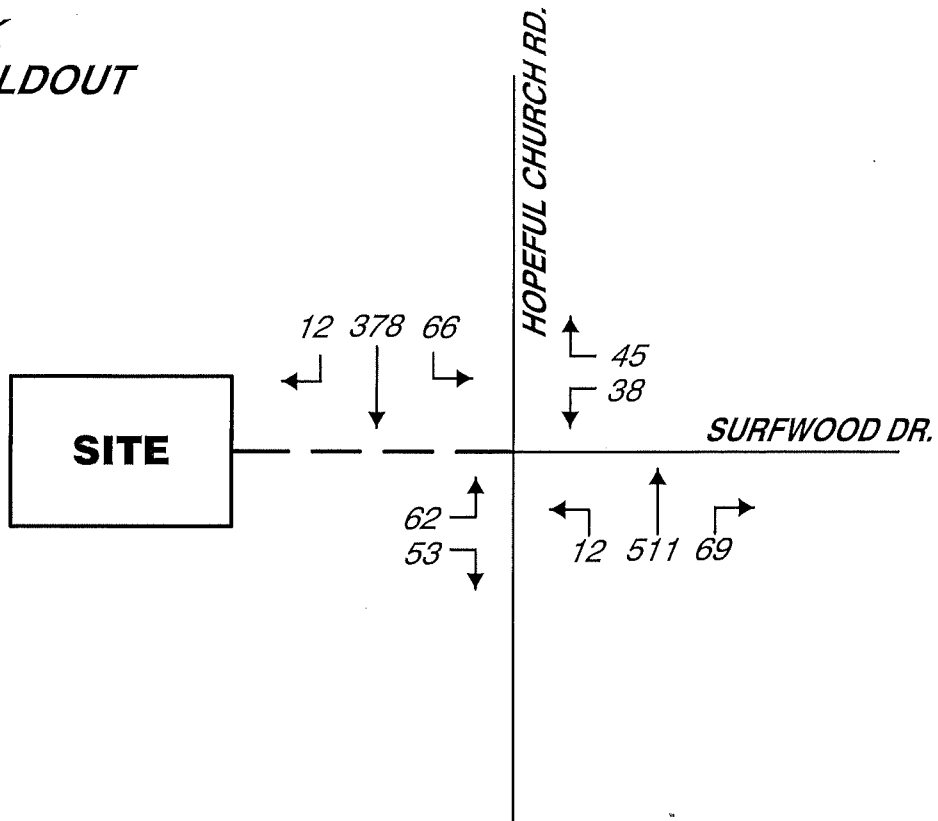
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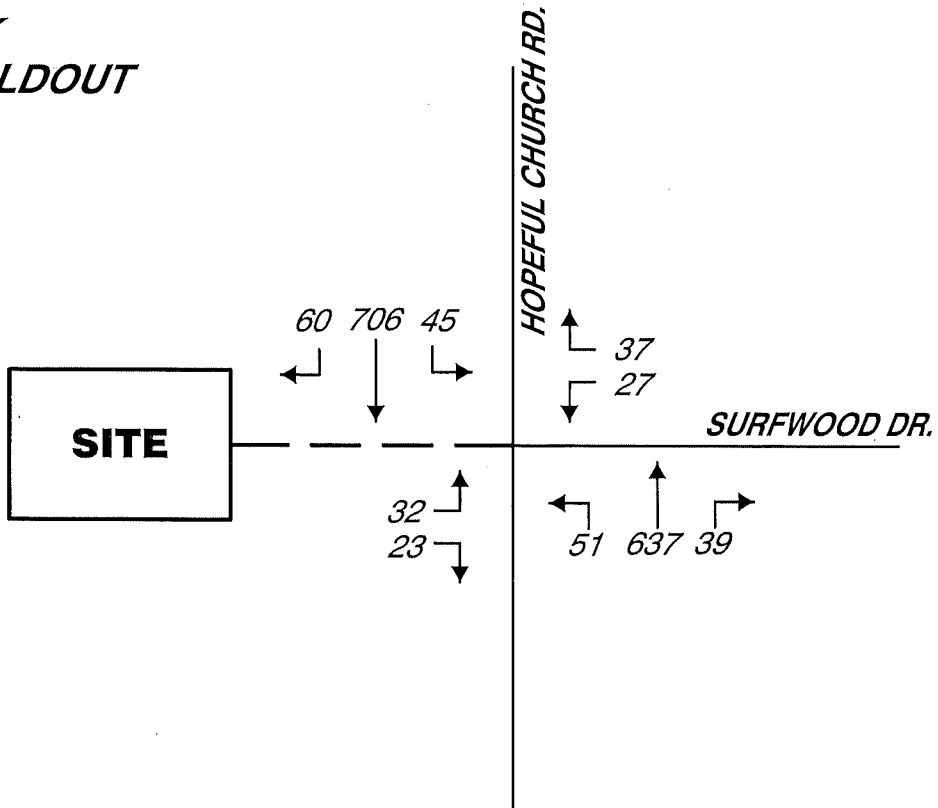
SITE GENERATED TRAFFIC

FIGURE 3

**AM PEAK
FULL BUILDOUT**



**PM PEAK
FULL BUILDOUT**



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BUILDOUT TRAFFIC

FIGURE 4

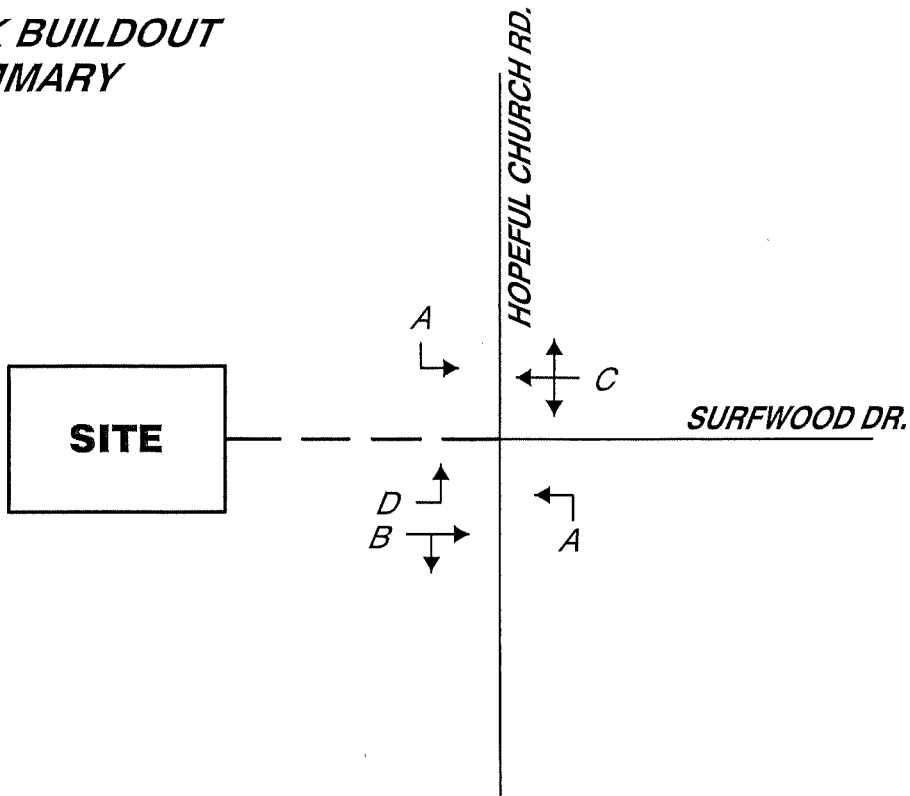
TABLE 3
LOS Analysis Summary AM Peak Hour

<i>Movement</i>	<i>AM Existing</i>		<i>AM Build Out Two Lane Site Dr.</i>		<i>AM Build Out Three Lane Site Dr.</i>	
	<i>Delay (seconds)</i>	<i>LOS</i>	<i>Delay (seconds)</i>	<i>LOS</i>	<i>Delay (seconds)</i>	<i>LOS</i>
NB Left	N/A	N/A	8.2	A	8.2	A
SB Left	9.1	A	9.1	A	9.1	A
WB Lt/Rt	16.4	C	N/A	N/A	N/A	N/A
WB Lt/Thru/Rt	N/A	N/A	19.2	C	19.2	C
WB Approach Delay	16.4	C	19.2	C	19.2	C
EB Lt/Thru/Rt	N/A	N/A	22.7	C	N/A	N/A
EB Left	N/A	N/A	N/A	N/A	26.7	D
EB Thru/Rt	N/A	N/A	N/A	N/A	11.3	B
EB Approach Delay	N/A	N/A	22.7	C	19.6	C

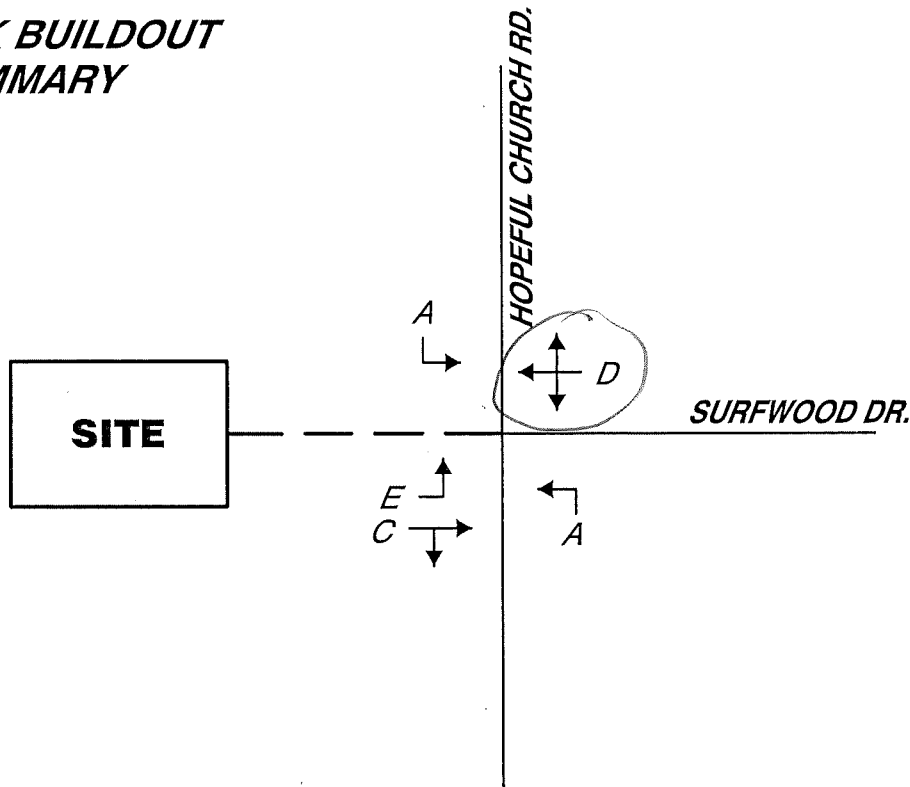
TABLE 4
LOS Analysis Summary PM Peak Hour

<i>Movement</i>	<i>PM Existing</i>		<i>PM Build Out Two Lane Site Dr.</i>		<i>PM Build Out Three Lane Site Dr.</i>	
	<i>Delay (seconds)</i>	<i>LOS</i>	<i>Delay (seconds)</i>	<i>LOS</i>	<i>Delay (seconds)</i>	<i>LOS</i>
NB Left	N/A	N/A	9.9	A	9.9	A
SB Left	9.4	A	9.4	A	9.4	A
WB Lt/Rt	19.4	C	N/A	N/A	N/A	N/A
WB Lt/Thru/Rt	N/A	N/A	26.7	D	26.7	D
WB Approach Delay	19.4	C	26.7	D	26.7	D
EB Lt/Thru/Rt	N/A	N/A	31.1	D	N/A	N/A
EB Left	N/A	N/A	N/A	N/A	37.0	E
EB Thru/Rt	N/A	N/A	N/A	N/A	15.3	C
EB Approach Delay	N/A	N/A	31.1	D	27.9	D

**AM PEAK BUILDOUT
LOS SUMMARY**



**PM PEAK BUILDOUT
LOS SUMMARY**



**GALLENSTEIN COMPANY
HOPEFUL CHURCH ROAD TIS**

CDS
engineers
architects
planners
surveyors

LOS SUMMARY

FIGURE 5

Analysis

The results of the capacity analysis indicate the existing level of service (LOS) for Hopeful Church at Surfwood drive intersection is 'C' for both the AM and PM peak hours.

The proposed site roadway would align directly across from Surfwood to form a four legged intersection. The LOS for the eastbound approach for the proposed site road in the AM peak is projected to be 'D'. The Surfwood Drive westbound approach is projected to be 'C'.

In the PM peak the LOS for Surfwood Drive approach is projected to reduce to a 'D' and the eastbound approach from the site road is projected to also be 'D'.

The addition of a three lane roadway at the site driveway reduces the overall delay a little but does significantly reduce the delay for eastbound traffic turning right (south) from the proposed site road. It is projected that the eastbound through/right lane will function as a defacto right turn lane.

The peak hour signal warrant #3 was checked for both the AM and PM peak hour at projected full site buildout. In the AM peak hour, the higher volume side street traffic was 115 vehicles with 1,048 vehicles, total of both approaches, on Hopeful Road. In the PM peak hour, Hopeful Church traffic volumes were 1,538 vehicles with Surfwood Drive being the higher volume side street traffic with 64 vehicles. Neither hour met the minimum volumes required to meet the peak hour signal warrant. The peak hour graph is included in Appendix D.

Conclusions and Recommendations

The site is proposed to access Hopeful Church Road across from Surfwood Drive changing the existing 'T' intersection into a four approach or 4-legged intersection. When modifying a 'T' to a four-legged approach some level of service degradation will occur. At this site the LOS for the AM peak is maintained at a level 'C' while there is a small reduction in LOS in the PM peak projected to lower the LOS from 'C' to 'D'.

Three lanes are recommended for Three Fountains Drive at the intersection of Hopeful Church Road: one inbound and two outbound – one left and one shared through/right lane. The intersection radii should conform to all Kentucky Transportation standards but should at least provide for the ability of a bus type vehicle to enter and exit the site without travelling left of center.

An eastbound left turn lane 100 feet in length(includes 50' diverging taper) is recommended plus the appropriate approach transition for 25 MPH approach speeds.

Based on the existing traffic and the projected traffic from the Three Fountains development only a traffic signal is not warranted at this time.

APPENDIX A

SITE PLAN

APPENDIX B

TRAFFIC VOLUMES

CDS Associates, Inc.

11120 Kenwood Rd.
Cincinnati, Ohio 45242
(513) 791-1700

Weather :
Counted By : Hgad
Board # : D1-1145
Other :

File Name : Hopeful Church_Surfwood_PM
Site Code : 02005800
Start Date : 05/05/2005
Page No : 1

Groups Printed- Unshifted

Start Time	Surfwood Dr. Westbound			Hopeful Church Rd. Northbound			Hopeful Church Rd. Southbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
16:30	2	6	8	153	8	161	8	167	175	344
16:45	5	5	10	165	2	167	6	190	196	373
Total	7	11	18	318	10	328	14	357	371	717
17:00	3	9	12	161	10	171	9	182	191	374
17:15	4	8	12	161	4	165	11	178	189	366
17:30	7	6	13	154	8	162	6	184	190	365
17:45	2	13	15	152	18	170	14	170	184	369
Total	16	36	52	628	40	668	40	714	754	1474
18:00	14	10	24	170	9	179	14	174	188	391
18:15	8	7	15	124	8	132	6	189	195	342
Grand Total	45	64	109	1240	67	1307	74	1434	1508	2924
Apprch %	41.3	58.7		94.9	5.1		4.9	95.1		
Total %	1.5	2.2	3.7	42.4	2.3	44.7	2.5	49.0	51.6	

Start Time	Surfwood Dr. Westbound			Hopeful Church Rd. Northbound			Hopeful Church Rd. Southbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour From 16:30 to 18:15 - Peak 1 of 1										
Intersection	17:15									
Volume	27	37	64	637	39	676	45	706	751	1491
Percent	42.2	57.8		94.2	5.8		6.0	94.0		
Volume	27	37	64	637	39	676	45	706	751	1491
Volume	14	10	24	170	9	179	14	174	188	391
Peak Factor	0.953									
High Int.	18:00			18:00			17:30			
Volume	14	10	24	170	9	179	6	184	190	
Peak Factor	0.667			0.944			0.988			

CDS Associates, Inc.

11120 Kenwood Rd.
Cincinnati, Ohio 45242
(513) 791-1700

Weather :
Counted By : Hgad
Board # : D1-1146
Other :

File Name : Hopeful Church_Surfwood_AM
Site Code : 02005800
Start Date : 05/04/2005
Page No : 1

Groups Printed- Unshifted

Start Time	Surfwood Dr. Westbound			Hopeful Church Rd. Northbound			Hopeful Church Rd. Southbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
06:30	3	10	13	80	1	81	2	64	66	160
06:45	5	5	10	76	1	77	3	82	85	172
Total	8	15	23	156	2	158	5	146	151	332
07:00	5	7	12	108	2	110	2	69	71	193
07:15	10	10	20	129	5	134	7	96	103	257
07:30	8	9	17	138	11	149	4	116	120	286
07:45	4	6	10	148	18	166	8	106	114	290
Total	27	32	59	523	36	559	21	387	408	1026
08:00	17	12	29	109	15	124	18	81	99	252
08:15	9	18	27	116	25	141	36	75	111	279
Grand Total	61	77	138	904	78	982	80	689	769	1889
Apprch %	44.2	55.8		92.1	7.9		10.4	89.6		
Total %	3.2	4.1	7.3	47.9	4.1	52.0	4.2	36.5	40.7	

Start Time	Surfwood Dr. Westbound			Hopeful Church Rd. Northbound			Hopeful Church Rd. Southbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour From 06:30 to 08:15 - Peak 1 of 1										
Intersection	07:30									
Volume	38	45	83	511	69	580	66	378	444	1107
Percent	45.8	54.2		88.1	11.9		14.9	85.1		
Volume	38	45	83	511	69	580	66	378	444	1107
Volume	4	6	10	148	18	166	8	106	114	290
Peak Factor										0.954
High Int.	08:00			07:45			07:30			
Volume	17	12	29	148	18	166	4	116	120	
Peak Factor	0.716			0.873			0.925			

Weather :
 Counted by: Mpop
 Board # : 07398
 Other :

CDS Associates, Inc.
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242

Site Code : 000002005837
 Start Date: 05/10/2005
 File I.D. : T:\TRAFFIC\TA
 Page : 1

Street name : Surfwood Dr. Cross street: East of Hopeful Church Rd. Westbound

Begin Time	Tues. 05/10		Wed. 05/11		Thur. 05/12		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	*	1	28	0	35	0	32	
12:15	*	*	0	7	0	12	0	10	
12:30	*	30	0	18	0	17	0	22	
12:45	*	15	1	12	2	5	2	11	
01:00	*	17	0	15	2	14	1	15	
01:15	*	22	1	18	2	28	2	23	
01:30	*	19	0	14	0	18	0	17	
01:45	*	11	0	11	0	29	0	17	
02:00	*	13	2	13	0	30	1	19	
02:15	*	14	1	12	0	13	0	13	
02:30	*	23	0	10	0	26	0	20	
02:45	*	25	0	9	1	29	0	21	
03:00	*	22	1	14	0	21	0	19	
03:15	*	23	0	19	1	13	0	18	
03:30	*	42	0	40	1	69	0	50	
03:45	*	51	0	46	0	37	0	45	
04:00	*	17	0	17	1	15	0	16	
04:15	*	29	2	16	2	19	2	21	
04:30	*	34	0	16	2	18	1	23	
04:45	*	11	1	25	1	18	1	18	
05:00	*	11	0	14	1	14	0	13	
05:15	*	12	1	12	1	13	1	12	
05:30	*	27	2	24	3	21	2	24	
05:45	*	35	0	18	2	14	1	22	
06:00	*	28	6	17	3	20	4	22	
06:15	*	11	12	12	16	13	14	12	
06:30	*	15	10	5	9	19	10	13	
06:45	*	9	9	8	9	17	9	11	
07:00	*	7	15	11	17	11	16	10	
07:15	*	13	33	11	23	29	28	18	
07:30	*	22	12	14	16	11	14	16	
07:45	*	9	19	4	14	12	16	8	
08:00	*	14	35	11	35	3	35	9	
08:15	*	27	53	12	41	9	47	16	
08:30	*	9	96	16	57	17	76	14	
08:45	*	11	40	27	30	32	35	23	
09:00	*	11	16	34	15	14	16	20	
09:15	*	8	15	18	21	10	18	12	
09:30	*	5	12	8	13	8	12	7	
09:45	*	2	10	9	9	8	10	6	
10:00	*	4	12	4	17	5	14	4	
10:15	*	2	6	2	18	9	12	4	
10:30	*	1	10	0	14	6	12	2	
10:45	*	0	5	1	14	1	10	1	
11:00	*	2	14	3	18	1	16	2	
11:15	*	6	9	2	22	6	16	5	
11:30	*	0	11	2	22	3	16	2	
11:45	*	4	13	0	19	5	16	3	
Total	0	723	486	659	494	797	486	741	
Combined		723		1145		1291		1227	
Peak Hour		03:30	08:00	03:15	08:00	03:00	08:00		
Volume		139	224	122	163	140	193		
P.H.F.		.68	.58	.66	.71	.50	.63		

Weather :
 Counted by: Mpop
 Board # : 01317
 Other :

CDS Associates, Inc.
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242

Site Code : 000002005837
 Start Date: 05/10/2005
 File I.D. : T:\TRAFFIC\TA
 Page : 3

Street name : Hopeful Church Rd. Cross street: North of Surfwood Dr. ,

Begin Time	SB				NB				Combined		Thursday		
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.			
12:00	05/12	22		93		23		150		45		243	
12:15		18		81		14		145		32		226	
12:30		14		100		14		113		28		213	
12:45		10	64	87	361	12	63	152	560	22	127	239	921
01:00		9		80		7		136		16		216	
01:15		13		117		11		149		24		266	
01:30		13		121		2		120		15		241	
01:45		6	41	114	432	7	27	141	546	13	68	255	978
02:00		4		123		10		156		14		279	
02:15		4		126		9		118		13		244	
02:30		2		102		10		139		12		241	
02:45		8	18	140	491	9	38	164	577	17	56	304	1068
03:00		3		138		6		157		9		295	
03:15		2		124		6		160		8		284	
03:30		1		151		7		164		8		315	
03:45		3	9	143	556	6	25	171	652	9	34	314	1208
04:00		4		131		4		171		8		302	
04:15		5		136		8		179		13		315	
04:30		4		142		15		164		19		306	
04:45		8	21	162	571	17	44	184	698	25	65	346	1269
05:00		10		144		12		186		22		330	
05:15		17		148		15		191		32		339	
05:30		29		178		28		171		57		349	
05:45		30	86	166	636	32	87	169	717	62	173	335	1353
06:00		31		138		53		181		84		319	
06:15		33		139		48		131		81		270	
06:30		43		149		76		147		119		296	
06:45		56	163	151	577	92	269	162	621	148	432	313	1198
07:00		68		145		157		136		225		281	
07:15		88		117		136		148		224		265	
07:30		107		111		173		138		280		249	
07:45		83	346	114	487	165	631	129	551	248	977	243	1038
08:00		75		107		143		111		218		218	
08:15		77		106		135		99		212		205	
08:30		101		91		139		108		240		199	
08:45		77	330	105	409	158	575	96	414	235	905	201	823
09:00		57		107		116		100		173		207	
09:15		58		96		106		81		164		177	
09:30		58		75		104		79		162		154	
09:45		64	237	61	339	116	442	75	335	180	679	136	674
10:00		60		55		102		54		162		109	
10:15		70		68		96		50		166		118	
10:30		76		36		107		41		183		77	
10:45		58	264	28	187	93	398	42	187	151	662	70	374
11:00		60		40		132		30		192		70	
11:15		83		27		112		34		195		61	
11:30		89		23		136		33		225		56	
11:45		105	337	21	111	126	506	25	122	231	843	46	233
Totals		1916		5157		3105		5980		5021		11137	
Day Totals			7073				9085				16158		
Split %		38.1%		46.3%		61.8%		53.6%					
Peak Hour		07:15		05:00		07:00		04:45		07:00		04:45	
Volume		353		636		631		732		977		1364	
P.H.F.		.82		.89		.91		.95		.87		.97	

Weather :
 Counted by: Mpop
 Board # : 01317
 Other :
 Street name : Hopeful Church Rd. Cross street: North of Surfwood Dr. ,

CDS Associates, Inc.
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242

Site Code : 000002005837
 Start Date: 05/10/2005
 File I.D. : T:\TRAFFIC\TA
 Page : 2

Begin Time	SB				NB				Combined		Wednesday
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.	
12:00 05/11	15		87		16		150		31	237	
12:15	19		92		10		195		29	287	
12:30	14		94		13		144		27	238	
12:45	8	56	111	384	6	45	163	652	14	101	274 1036
01:00	7		118		13		160		20	278	
01:15	1		94		10		125		11	219	
01:30	4		111		7		123		11	234	
01:45	6	18	85	408	6	36	136	544	12	54	221 952
02:00	7		101		13		144		20	245	
02:15	6		113		8		132		14	245	
02:30	7		104		9		159		16	263	
02:45	6	26	114	432	8	38	165	600	14	64	279 1032
03:00	3		136		2		155		5	291	
03:15	1		144		8		165		9	309	
03:30	2		135		4		189		6	324	
03:45	2	8	137	552	4	18	225	734	6	26	362 1286
04:00	4		144		6		176		10	320	
04:15	9		149		10		194		19	343	
04:30	10		124		16		180		26	304	
04:45	6	29	134	551	13	45	173	723	19	74	307 1274
05:00	14		142		8		194		22	336	
05:15	13		143		14		199		27	342	
05:30	23		157		27		182		50	339	
05:45	30	80	156	598	43	92	172	747	73	172	328 1345
06:00	30		136		44		175		74	311	
06:15	30		143		53		171		83	314	
06:30	43		137		89		134		132	271	
06:45	57	160	123	539	84	270	151	631	141	430	274 1170
07:00	61		117		133		160		194	277	
07:15	104		115		136		132		240	247	
07:30	98		119		167		125		265	244	
07:45	96	359	104	455	156	592	131	548	252	951	235 1003
08:00	77		110		153		125		230	235	
08:15	82		120		145		135		227	255	
08:30	77		138		140		97		217	235	
08:45	94	330	131	499	153	591	126	483	247	921	257 982
09:00	59		116		124		116		183	232	
09:15	67		88		113		103		180	191	
09:30	66		86		133		71		199	157	
09:45	64	256	58	348	111	481	58	348	175	737	116 696
10:00	75		65		137		54		212	119	
10:15	77		46		132		50		209	96	
10:30	58		43		128		50		186	93	
10:45	63	273	38	192	129	526	36	190	192	799	74 382
11:00	86		32		103		33		189	65	
11:15	90		37		145		35		235	72	
11:30	97		32		132		22		229	54	
11:45	110	383	20	121	158	538	19	109	268	921	39 230
Totals	1978		5079		3272		6309		5250		11388
Day Totals		7057				9581				16638	
Split %	37.6%		44.6%		62.3%		55.4%				
Peak Hour	11:00		05:00		07:30		03:30		07:15		03:30
Volume	383		598		621		784		987		1349
P.H.F.	.87		.95		.92		.87		.93		.93

Weather :
 Counted by: Mpop
 Board # : 01318
 Other :

CDS Associates, Inc.
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242

Site Code : 002005837000
 Start Date: 05/10/2005
 File I.D. : T:\TRAFFIC\TA
 Page : 2

Street name : Hopeful Church Rd. Cross street: South of Surfwood Dr. ,

Begin Time	NB				SB				Combined		Wednesday
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.	
12:00 05/11	14		128		17		117		31	245	
12:15	7		182		18		108		25	290	
12:30	11		130		21		119		32	249	
12:45	7	39	144	584	8	64	134	478	15	103	278 1062
01:00	15		150		11		132		26	282	
01:15	9		117		2		126		11	243	
01:30	4		119		5		120		9	239	
01:45	8	36	121	507	9	27	110	488	17	63	231 995
02:00	12		118		7		121		19	239	
02:15	5		123		7		127		12	250	
02:30	9		144		6		134		15	278	
02:45	7	33	156	541	9	29	138	520	16	62	294 1061
03:00	2		123		3		155		5	278	
03:15	7		170		2		161		9	331	
03:30	3		172		1		147		4	319	
03:45	4	16	187	652	3	9	189	652	7	25	376 1304
04:00	5		154		5		166		10	320	
04:15	8		166		8		185		16	351	
04:30	14		180		11		151		25	331	
04:45	11	38	157	657	12	36	167	669	23	74	324 1326
05:00	9		185		16		161		25	346	
05:15	11		184		9		161		20	345	
05:30	22		178		33		174		55	352	
05:45	34	76	157	704	36	94	178	674	70	170	335 1378
06:00	45		147		27		161		72	308	
06:15	43		178		44		151		87	329	
06:30	86		109		44		175		130	284	
06:45	88	262	148	582	71	186	143	630	159	448	291 1212
07:00	111		159		69		136		180	295	
07:15	144		123		125		146		269	269	
07:30	170		114		125		130		295	244	
07:45	157	582	134	530	117	436	127	539	274	1018	261 1069
08:00	162		113		81		133		243	246	
08:15	156		113		100		136		256	249	
08:30	157		100		113		164		270	264	
08:45	118	593	105	431	131	425	168	601	249	1018	273 1032
09:00	122		96		78		152		200	248	
09:15	112		95		76		109		188	204	
09:30	123		71		91		106		214	177	
09:45	111	468	57	319	89	334	74	441	200	802	131 760
10:00	115		48		97		72		212	120	
10:15	129		50		102		51		231	101	
10:30	121		49		80		52		201	101	
10:45	130	495	37	184	84	363	37	212	214	858	74 396
11:00	93		23		106		41		199	64	
11:15	138		36		122		42		260	78	
11:30	116		21		120		43		236	64	
11:45	148	495	16	96	141	489	24	150	289	984	40 246
Totals	3133		5787		2492		6054		5625		11841
Day Totals		8920				8546				17466	
Split %	55.7%		48.8%		44.3%		51.1%				
Peak Hour	07:30		04:30		11:00		03:45		07:15		03:45
Volume	645		706		489		691		1081		1378
P.H.F.	.94		.95		.86		.91		.91		.91

Weather :
 Counted by: Mpop
 Board # : 01318
 Other :
 Street name : Hopeful Church Rd. Cross street: South of Surfwood Dr. ,

CDS Associates, Inc.
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242

Site Code : 002005837000
 Start Date: 05/10/2005
 File I.D. : T:\TRAFFIC\TA
 Page : 3

Begin Time	NB		SB		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 05/12	25	129	25	112	50	241	
12:15	15	139	23	101	38	240	
12:30	14	114	15	119	29	233	
12:45	6	138	13	110	19	248	962
01:00	7	122	13	109	20	231	
01:15	11	144	13	127	24	271	
01:30	5	119	15	139	20	258	
01:45	8	138	7	127	15	265	1025
02:00	9	132	4	159	13	291	
02:15	9	116	8	151	17	267	
02:30	10	127	3	135	13	262	
02:45	7	151	7	179	14	330	1150
03:00	7	142	5	157	12	299	
03:15	5	162	3	146	8	308	
03:30	7	140	1	172	8	312	
03:45	3	152	4	185	7	337	1256
04:00	5	157	5	174	10	331	
04:15	5	161	6	154	11	315	
04:30	12	149	6	176	18	325	
04:45	17	173	7	188	24	361	1332
05:00	9	184	13	167	22	351	
05:15	17	180	18	182	35	362	
05:30	20	170	28	186	48	356	
05:45	30	178	34	191	64	369	1438
06:00	54	170	30	152	84	322	
06:15	35	140	47	168	82	308	
06:30	66	141	49	170	115	311	
06:45	91	151	66	192	157	334	1275
07:00	120	130	86	164	206	294	
07:15	149	135	107	144	256	279	
07:30	163	134	126	131	289	265	
07:45	162	126	90	126	252	252	1090
08:00	147	101	86	125	233	226	
08:15	136	97	91	124	227	221	
08:30	143	100	104	111	247	211	
08:45	143	81	111	392	254	212	870
09:00	125	80	68	125	193	205	
09:15	104	83	72	124	176	207	
09:30	96	61	70	97	166	158	
09:45	118	76	81	291	199	148	718
10:00	100	52	68	74	168	126	
10:15	102	43	86	78	188	121	
10:30	83	48	94	46	177	94	
10:45	108	37	68	316	176	71	412
11:00	109	27	81	46	190	73	
11:15	109	29	102	31	211	60	
11:30	120	26	103	31	223	57	
11:45	119	457	130	416	249	52	242
Totals	2965	5610	2292	6160	5257	11770	
Day Totals		8575		8452		17027	
Split %	56.4%	47.6%	43.6%	52.3%			
Peak Hour	07:15	05:00	11:00	05:00	07:15	05:00	
Volume	621	712	416	726	1030	1438	
P.H.F.	.95	.96	.8	.95	.89	.97	

APPENDIX C
TRIP GENERATION

Residential Condominium/Townhouse (230)

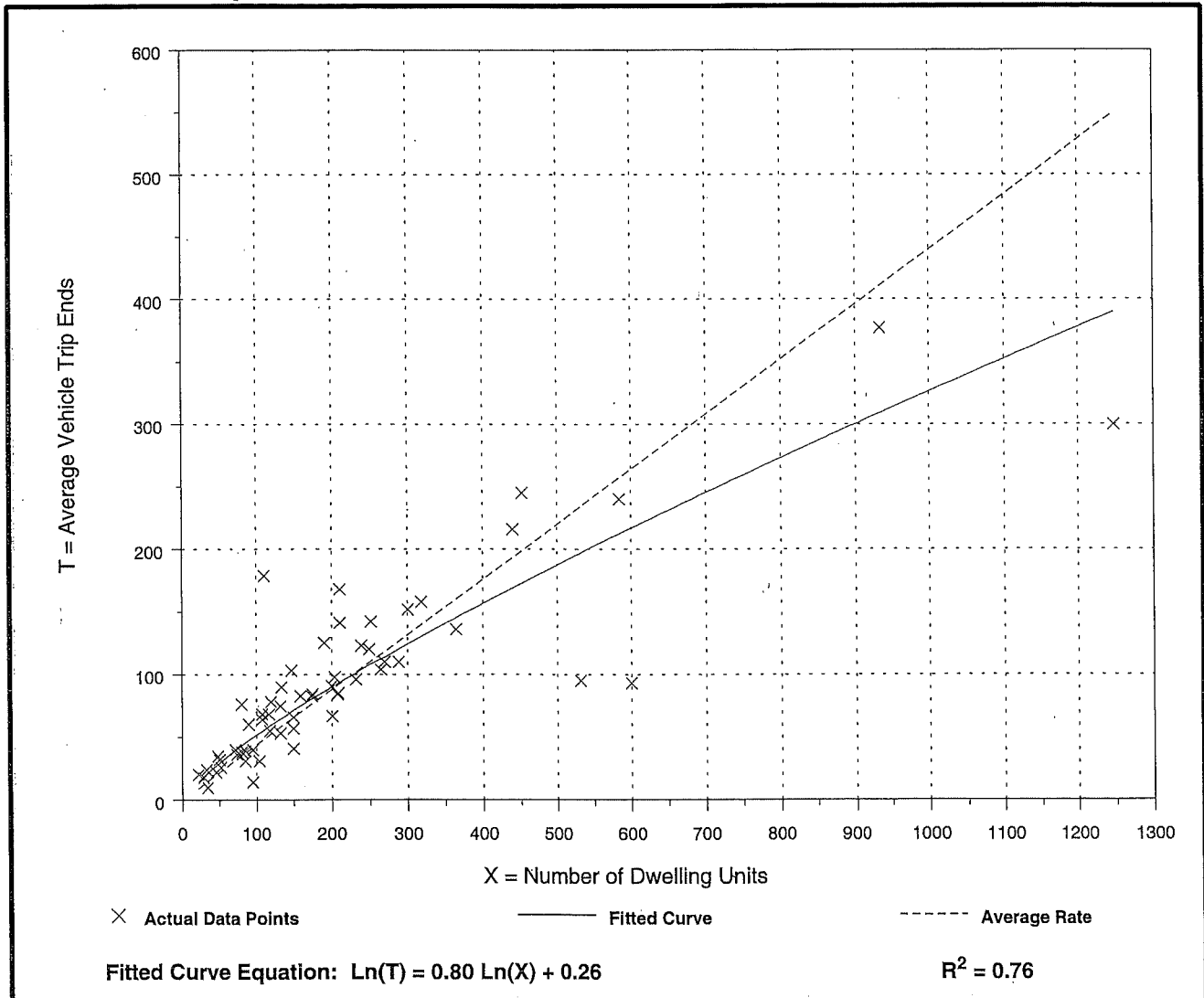
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
 Avg. Number of Dwelling Units: 213
 Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Residential Condominium/Townhouse (230)

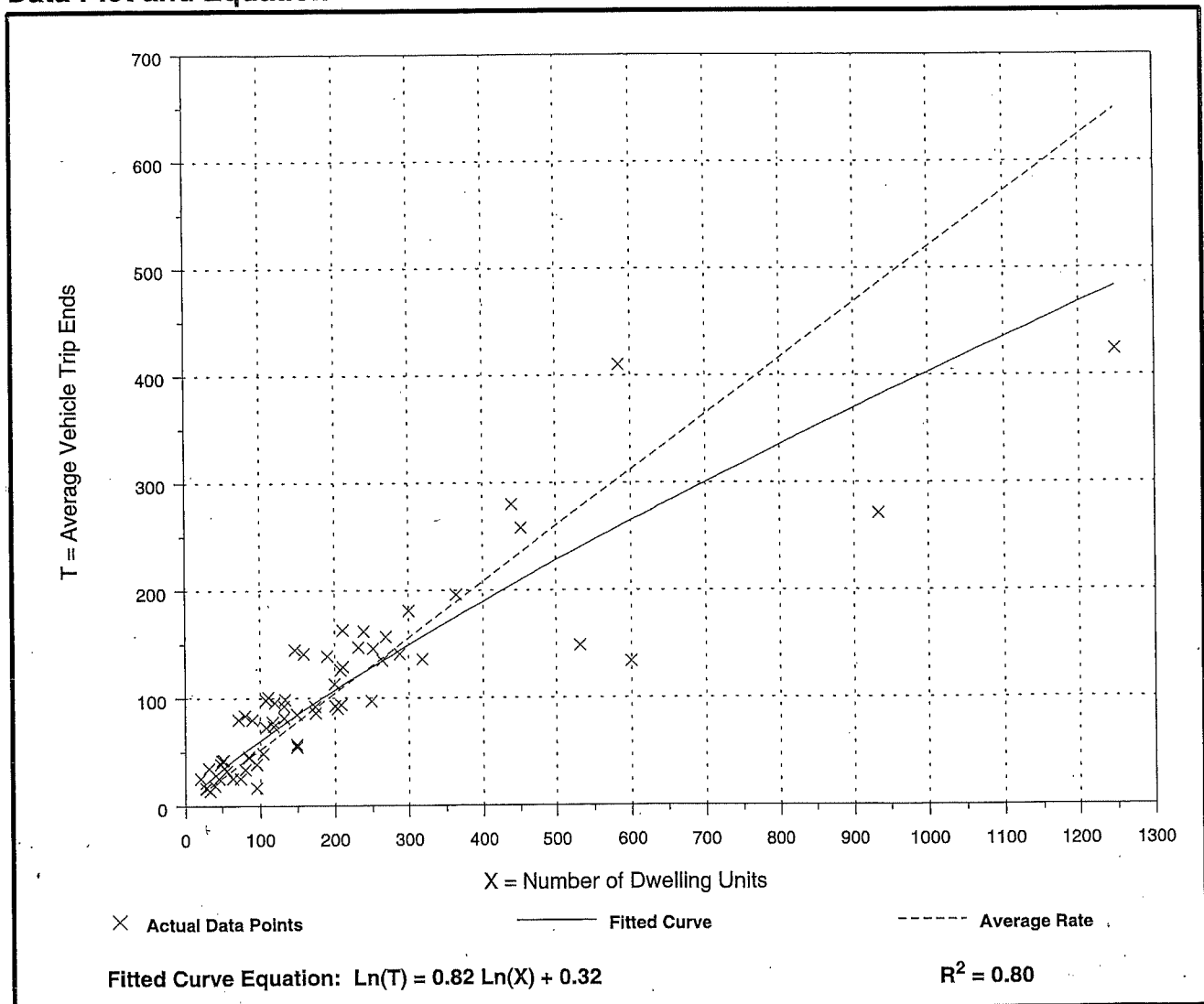
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
 Avg. Number of Dwelling Units: 205
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



Residential Condominium/Townhouse (230)

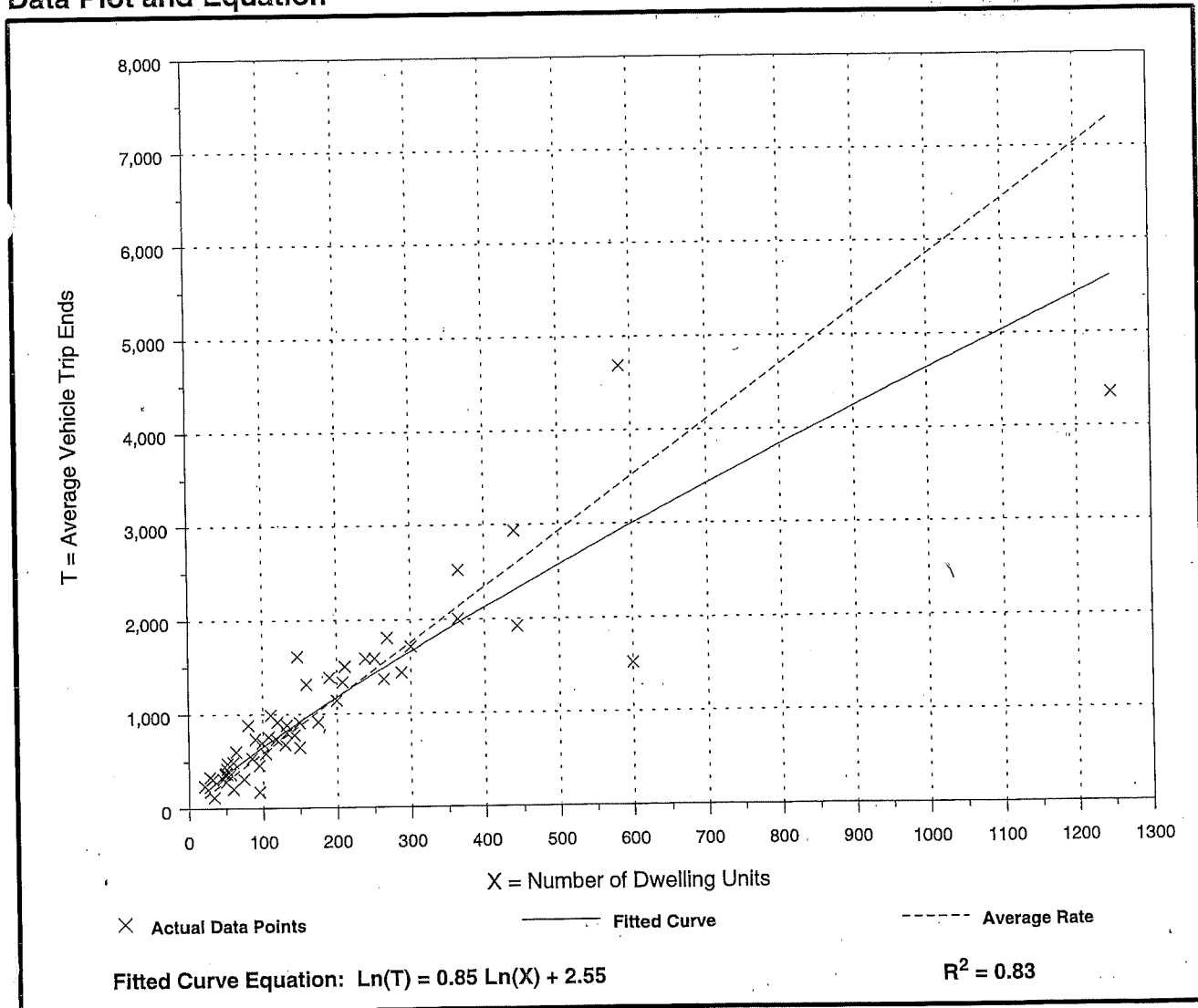
**Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday**

Number of Studies: 54
Avg. Number of Dwelling Units: 183
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.86	1.83 - 11.79	3.09

Data Plot and Equation



APPENDIX D

CAPACITY ANALYSES

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	<i>jp</i>			Intersection	<i>Hopeful Church @ Surfwood Dr.</i>			
Agency/Co.	<i>CDS Associates</i>			Jurisdiction	<i>Boone County</i>			
Date Performed	<i>5/12/05</i>			Analysis Year	<i>2005 - Existing Conditions</i>			
Analysis Time Period	<i>7:30 AM</i>							
Project Description <i>2005837</i>								
East/West Street: <i>Surfwood Drive</i>				North/South Street: <i>Hopeful Church</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street		Northbound			Southbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	511	69	66	378	0		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	0	567	76	73	420	0		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street		Westbound			Eastbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	38	0	45	0	0	0		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	42	0	50	0	0	0		
Percent Heavy Vehicles	2	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (vph)		73		92				
C (m) (vph)		942		406				
v/c		0.08		0.23				
95% queue length		0.25		0.86				
Control Delay		9.1		16.4				
LOS		A		C				
Approach Delay	--	--	16.4					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	<i>jp</i>			Intersection	<i>Hopeful Church @ Surfwood Dr.</i>			
Agency/Co.	<i>CDS Associates</i>			Jurisdiction	<i>Boone County</i>			
Date Performed	<i>5/12/05</i>			Analysis Year	<i>Full Build-Out EB 2-Lane</i>			
Analysis Time Period	<i>7:30 AM</i>							
Project Description <i>2005837</i>								
East/West Street: <i>Surfwood Drive</i>				North/South Street: <i>Hopeful Church</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street		Northbound			Southbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	12	511	69	66	378	12		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	13	567	76	73	420	13		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Two Way Left Turn Lane</i>							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
Minor Street		Westbound			Eastbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	38	0	45	62	0	53		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	42	0	50	68	0	58		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (vph)	13	73	92			126		
C (m) (vph)	1127	942	345			328		
v/c	0.01	0.08	0.27			0.38		
95% queue length	0.04	0.25	1.06			1.75		
Control Delay	8.2	9.1	19.2			22.7		
LOS	A	A	C			C		
Approach Delay	--	--	19.2			22.7		
Approach LOS	--	--	C			C		

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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	<i>jp</i>			Intersection	<i>Hopeful Church @ Surfwood Dr.</i>			
Agency/Co.	<i>CDS Associates</i>			Jurisdiction	<i>Boone County</i>			
Date Performed	<i>5/12/05</i>			Analysis Year	<i>Full Build-Out</i>			
Analysis Time Period	<i>7:30 AM</i>							
Project Description <i>2005837</i>								
East/West Street: <i>Surfwood Drive</i>				North/South Street: <i>Hopeful Church</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	12	511	69	66	378	12		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	13	567	76	73	420	13		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Two Way Left Turn Lane</i>							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	38	0	45	62	0	53		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	42	0	50	68	0	58		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	1	1	0		
Configuration		LTR		L		TR		
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		L		TR
v (vph)	13	73		92		68		58
C (m) (vph)	1127	942		345		233		628
v/c	0.01	0.08		0.27		0.29		0.09
95% queue length	0.04	0.25		1.06		1.17		0.30
Control Delay	8.2	9.1		19.2		26.7		11.3
LOS	A	A		C		D		B
Approach Delay	--	--	19.2			19.6		
Approach LOS	--	--	C			C		

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TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	<i>jp</i>			Intersection	<i>Hopeful Church @ Surfwood Dr.</i>		
Agency/Co.	<i>CDS Associates</i>			Jurisdiction	<i>Boone County</i>		
Date Performed	<i>5/13/05</i>			Analysis Year	<i>2005 - Existing Conditions</i>		
Analysis Time Period	<i>5:15 PM</i>						
Project Description <i>2005837</i>							
East/West Street: <i>Surfwood Drive</i>				North/South Street: <i>Hopeful Church</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	637	39	45	706	0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	0	707	43	50	784	0	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	<i>Two Way Left Turn Lane</i>						
RT Channelized			0			0	
Lanes	0	1	0	1	1	0	
Configuration			TR	L	T		
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	27	0	37	0	0	0	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	30	0	41	0	0	0	
Percent Heavy Vehicles	2	0	2	0	0	0	
Percent Grade (%)	4			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (vph)		50		71			
C (m) (vph)		859		321			
v/c		0.06		0.22			
95% queue length		0.19		0.83			
Control Delay		9.4		19.4			
LOS		A		C			
Approach Delay	--	--		19.4			
Approach LOS	--	--		C			

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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	<i>jp</i>			Intersection	<i>Hopeful Church @ Surfwood Dr.</i>			
Agency/Co.	<i>CDS Associates</i>			Jurisdiction	<i>Boone County</i>			
Date Performed	<i>5/13/05</i>			Analysis Year	<i>Full Build-Out EB 2-Lane</i>			
Analysis Time Period	<i>PM Peak</i>							
Project Description <i>2005837</i>								
East/West Street: <i>Surfwood Drive</i>				North/South Street: <i>Hopeful Church</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	51	637	39	45	706	60		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	56	707	43	50	784	66		
Percent Heavy Vehicles	2	--	--	2	--	--		
Median Type	<i>Two Way Left Turn Lane</i>							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	27	0	37	32	0	23		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR	30	0	41	35	0	25		
Percent Heavy Vehicles	2	2	2	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (vph)	56	50	71			60		
C (m) (vph)	788	859	236			197		
v/c	0.07	0.06	0.30			0.30		
95% queue length	0.23	0.19	1.22			1.23		
Control Delay	9.9	9.4	26.7			31.1		
LOS	A	A	D			D		
Approach Delay	--	--	26.7			31.1		
Approach LOS	--	--	D			D		

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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	<i>jp</i>			Intersection	<i>Hopeful Church @ Surfwood Dr.</i>			
Agency/Co.	<i>CDS Associates</i>			Jurisdiction	<i>Boone County</i>			
Date Performed	<i>5/13/05</i>			Analysis Year	<i>Full Build-Out</i>			
Analysis Time Period	<i>PM Peak</i>							
Project Description <i>2005837</i>								
East/West Street: <i>Surfwood Drive</i>				North/South Street: <i>Hopeful Church</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	<i>51</i>	<i>637</i>	<i>39</i>	<i>45</i>	<i>706</i>	<i>60</i>		
Peak-Hour Factor, PHF	<i>0.90</i>	<i>0.90</i>	<i>0.90</i>	<i>0.90</i>	<i>0.90</i>	<i>0.90</i>		
Hourly Flow Rate, HFR	<i>56</i>	<i>707</i>	<i>43</i>	<i>50</i>	<i>784</i>	<i>66</i>		
Percent Heavy Vehicles	<i>2</i>	<i>--</i>	<i>--</i>	<i>2</i>	<i>--</i>	<i>--</i>		
Median Type	<i>Two Way Left Turn Lane</i>							
RT Channelized			<i>0</i>			<i>0</i>		
Lanes	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>0</i>		
Configuration	<i>L</i>		<i>TR</i>	<i>L</i>		<i>TR</i>		
Upstream Signal		<i>0</i>			<i>0</i>			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	<i>27</i>	<i>0</i>	<i>37</i>	<i>32</i>	<i>0</i>	<i>23</i>		
Peak-Hour Factor, PHF	<i>0.90</i>	<i>0.90</i>	<i>0.90</i>	<i>0.90</i>	<i>0.90</i>	<i>0.90</i>		
Hourly Flow Rate, HFR	<i>30</i>	<i>0</i>	<i>41</i>	<i>35</i>	<i>0</i>	<i>25</i>		
Percent Heavy Vehicles	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>		
Percent Grade (%)	<i>0</i>			<i>0</i>				
Flared Approach		<i>N</i>			<i>N</i>			
Storage		<i>0</i>			<i>0</i>			
RT Channelized			<i>0</i>			<i>0</i>		
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>0</i>		
Configuration		<i>LTR</i>		<i>L</i>		<i>TR</i>		
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>	<i>L</i>		<i>LTR</i>		<i>L</i>		<i>TR</i>
v (vph)	<i>56</i>	<i>50</i>		<i>71</i>		<i>35</i>		<i>25</i>
C (m) (vph)	<i>788</i>	<i>859</i>		<i>236</i>		<i>147</i>		<i>376</i>
v/c	<i>0.07</i>	<i>0.06</i>		<i>0.30</i>		<i>0.24</i>		<i>0.07</i>
95% queue length	<i>0.23</i>	<i>0.19</i>		<i>1.22</i>		<i>0.88</i>		<i>0.21</i>
Control Delay	<i>9.9</i>	<i>9.4</i>		<i>26.7</i>		<i>37.0</i>		<i>15.3</i>
LOS	<i>A</i>	<i>A</i>		<i>D</i>		<i>E</i>		<i>C</i>
Approach Delay	<i>--</i>	<i>--</i>	<i>26.7</i>			<i>27.9</i>		
Approach LOS	<i>--</i>	<i>--</i>	<i>D</i>			<i>D</i>		

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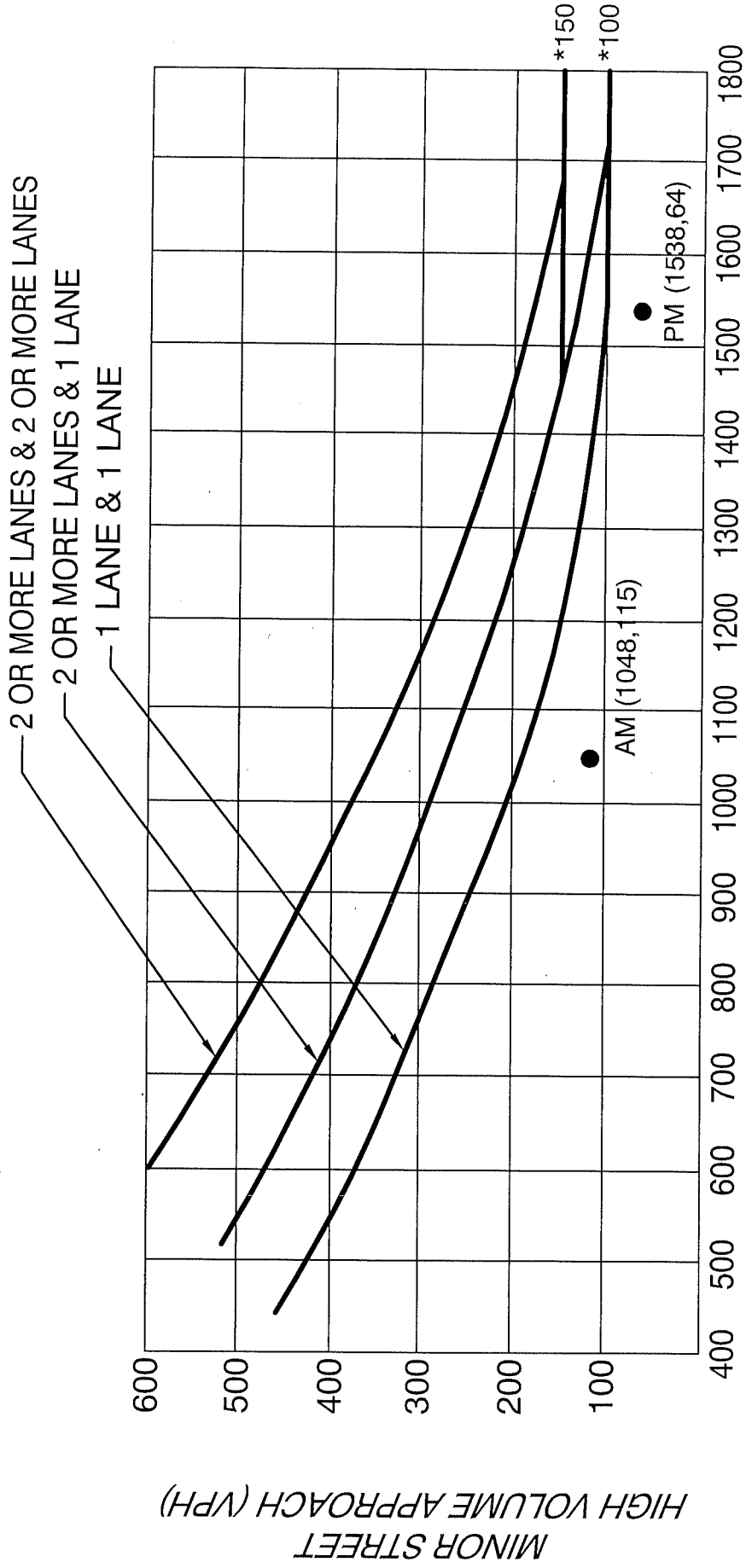
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APPENDIX E

PEAK HOUR SIGNAL WARRANT

FIGURE 4C-3. WARRANT 3, PEAK HOUR

HOPEFUL CHURCH RD. @ SURFWOOD DR.



MAJOR STREET - TOTAL OF BOTH APPROACHES -
VEHICLES PER HOUR (VPH)

*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR-STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR-STREET APPROACH WITH ONE LANE.

Point: 38.581472° N, 84.393523° W, elev: 789 ft

Streaming 100%

Eye alt: 16198 ft



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**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
COURTROOM 3A
BUSINESS MEETING
July 6, 2005
7:00 P.M.**

Mr. Arnold Caddell, Chairman, called the meeting to order at 7:02 PM.

COMMISSION MEMBERS PRESENT:

Mr. Greg Breetz
Mr. Kim Bunger
Mr. Arnold Caddell, Chairman
Mr. Jim Carmichael
Mrs. Janet Kegley
Mr. Don McMillian
Mr. Randy Poe
Mrs. Susan Poston, Vice Chairwoman
Mr. Charlie Reynolds
Mr. Bob Schwenke
Mr. Earl White

COMMISSION MEMBERS NOT PRESENT:

Mr. Randy Barlow
Mr. Richard Knock, Temporary Presiding Officer
Mr. Robert Newman
Mrs. Lisa Wilson, Secretary/Treasurer

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin Costello, AICP, Executive Director
Ms. Jan Hancock, Secretary
Mr. Todd Morgan, AICP, Planner
Mr. Kevin Wall, AICP, CDT – Director, Zoning Services

EXPENSES:

Accounting Fees	\$	385.00
Advertisements/Recruitment		269.00
Attorney Fees		4,900.41
Auto Expenses		1,109.37
Recording Clerk Fees		1,666.66
Filing Fees (CLURs)		276.00
Engineering Fees		3,166.66
GIS Operations		412.82
Office/Equip. Maintenance		1,850.10
Miscellaneous Expenses		244.55
Office Equip/Depreciation		80.90
Postage Expenses		302.75
Printing/PubDuesSubscrip		1,049.22
Prof. Services/Consultants		5,000.00
Office & Board Mtg. Supplies		<u>538.94</u>

TOTAL: \$ 21,252.38

GRAND TOTAL: \$135,464.79

Mr. McMillian moved that the salaries, benefits, and bills due be approved and paid as presented; and indicated approval of those items which have been paid. Mr. Reynolds seconded the motion. A vote on the motion found all voting members in favor. Chairman Caddell abstained due to his relationship with Heritage Bank. The motion carried.

ACTION ON PLAN REVIEWS:

1. Zoning Map Amendment

The request of Gallenstein Companies (applicant) for Anhofer Family Limited Partnership (owner) for a Zoning Map Amendment from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with the Annexation of real property into the City of Florence, for an approximate 33.8 acre site located on the west side of Hopeful Church Road between the properties at 7275 and 7393 Hopeful Church Road, across Hopeful Church Road from the Hopeful Church Road/Surfwood Drive intersection, and at the southern terminus of Meadow Wood Drive, Boone County, Kentucky. The request is for a zone change and Annexation into the City of Florence to allow attached residential uses.

Staff Member Kevin Wall presented the Committee Report which recommended approval of the request based on the Findings of Fact, but subject to conditions (see Committee Report). The property owner has signed the letter agreeing to the conditions.

At this time, the Chairman allowed the applicant up to five minutes to summarize their position.

Mr. Paul Darpel, representing Gallenstein Companies, stated that there were three Committee meetings and they came up with a good plan which addresses the concerns of the neighbors. The three-lane corridor is a big commitment on their part. There will also be a bike path and internal walkway system, and there will be landscaping and buffering for the neighbors. They made significant changes from what was initially presented and they believe that the Planning Commission will be proud of this development. They are pleased with what the Committee helped them to create for this community.

The Chairman asked if there was a spokesperson for the opposition who wished to summarize their position at this time.

Mr. Doug Runion, 7393 Hopeful Church Road, stated that he attended the Committee Meetings. He stated that this is a rapidly growing area. The Rehkamp farm is next to this 33.8 acre area, then there is the Estes estate, and then property that goes on down by the bridge. There is over two hundred acres there and it will be a city within a city. He questioned why anyone would put an intersection in the middle of a hill. He stated that there are 40,000 ton trucks coming down the hill and there will be a lot of wrecks on Hopeful Church Road. He questioned if it is responsible to put an intersection on a hill with all the trucks going down U.S. 42 and down Hopeful Church Road. He stated that density is being traded for a three-lane road and that does not make a lot of sense with the existing population in the area. This development will set the stage for development on the Estes and Rehkamp properties, as well as on the other farm going all the way over to Pleasant Valley Road. It will be almost impossible to get out on Hopeful Church Road with this density. He does not know who did the traffic survey, but he questions the time and length of the traffic study. He stated that many times Hopeful Church Road is backed up because of a fender-bender on the expressway. The high density and the accidents are the beginning of sorrow and what is to be in the future – and there is no way to stop it once it gets started. He stated that there was a problem for Meadow Wood Golf Course and nine holes because the Planning Commission said the traffic was too heavy – but there were only 20,000 vehicles on that road and Hopeful Church Road is close to that now. He questioned if the road, which is outdated and obsolete, has the ability to handle the traffic. He stated that the road should be improved first and then high density development could be considered in the future.

Mrs. Kegley, Committee Chairperson, moved by resolution to the City of Florence that the request be approved based on the Committee Report with the conditions. Mrs. Poston seconded the motion.

Mrs. Kegley stated that the Committee spent a lot of time on this request and sent the applicant back twice to make revisions. She stated that a three-lane road is very important to the City of Florence. She stated that the Committee did not take the traffic situation on Hopeful Church Road lightly – but that traffic is not coming from development on Hopeful Church Road -- it is traffic that goes through there to get somewhere else. The City of Florence has a problem because there is not a lot of access to the interstate -- there are only three interstate access points there and people from Boone County, Kenton County, and other areas come through Florence to get to work and for entertainment and shopping. Hopeful Road is the connection between Houston Road and Weaver Road and it takes people to the airport, the racetrack, shopping, movies and restaurants – and that is where the majority of the traffic comes from. She stated that stopping development on Hopeful Road will not stop the traffic from increasing. She stated that more connections to the interstate are needed. The City of Florence did the Mall Road Connector Study five years ago and recommended at that time that there be a three-lane connection from Pleasant Valley Road to Hopeful Road and across Rosetta to Mall Road to alleviate the existing traffic problems. She stated that the proposed density of this development was for a purpose – and that purpose was to help get the road there. She stated that this type of housing produces only six trips per day compared to single-family housing which produces 10 – 11 trips per day. She stated that the traffic expert said that the stop sign on Surfwood needs to be removed if this development goes in because it could cause traffic to back up onto Hopeful Church Road. The Surfwood Drive intersection should be a two-way stop instead of a four-way stop. She is forwarding this suggestion to the City of Florence by her comments.

Chairman Caddell asked if there were any further comments or questions from the Commissioners.

Mr. White asked if anything was done to the embankment in front, such as trimming it down, so that it can be maintained. Mrs. Kegley responded that the developer stated a desire to maintain that area and agreed that any of the plantings that are removed for the road will be replaced. They will put a berm there to reduce the view from Hopeful Road.

Mr. White asked if the density has been reduced. Mrs. Kegley responded “no” but noted that the Committee increased the landscaping to Buffer Yard C. She stated that the Committee felt that the density was justified. The Comprehensive Plan allows for the density in return for the three-lane road. The three-lane road is needed by the county and by the city, but it is not needed for this subdivision. In response to questions from Mr. White, Mrs. Kegley stated that the three-lane road will go all the way through as a connector without any homes on it. The road is basically two lanes and a turn lane. She stated that there are bus stops, a connection to the Estes property, and street plantings.

Mr. Poe referred to Condition #2 - *The developer shall donate right-of-way if necessary to accommodate a right turn lane into the development from Hopeful Church Road* and questioned who determines if it is necessary. Mr. Wall responded that it would be looked at through the Encroachment Permit process. It is a state right-of-way. Chairman Caddell stated that when the state highway department was here, they said that the Planning Commission's requirements could override and they would have to comply with them. He is not comfortable with *if necessary* in the condition. He asked if the traffic study shows that the turn lane is needed there. Mr. Wall responded that the Traffic Study did not say it was a necessity – but it is anticipated that it may be a requirement of the Transportation Cabinet as part of the Encroachment Permit process for the new intersection. Chairman Caddell stated that if it not needed now, it will be in the future when the rest of the farms there are developed. He asked if the taxpayers will have to pay for it then. Mr. Wall responded that the condition is not limited to initial construction. He stated that if the turn lane is necessary at some point in the future it would be incumbent upon the owner to provide the right-of-way, even if the owner is the Homeowners' Association. The Chairman responded that the condition does not say that. Mrs. Kegley stated that it was discussed in Committee that Hopeful Church Road would be expanded in the future and they would need to donate the right-of-way. Mr. Poe agreed with the Chairman's concerns about the language of the condition.

Mr. Poe stated that he is also concerned about allowing a greater density to get a road. Chairman Caddell agreed and stated that he is concerned about trading density for a three-lane road instead of a two-lane road – which may set a precedent that he is not comfortable with. Mrs. Kegley stated that it is allowed by the Comprehensive Plan to give a density bonus and this is not outside of what is permitted. She stated that the Committee could have cut the development down by a few units, which would not make any difference to the traffic, but then they may not have gotten the road. The Committee could have cut down the density and had a two-lane road, but then the county or the city would have to put in the third lane. She stated that tax dollars for road improvements are tight.

Mr. Costello stated that a partial right turn decel lane to Cayton Road was put in by the state as a result of the reconstruction of the road, so there is precedent for right-turn lanes. He stated that in the opposite direction there is a decel lane going to the new connector road to Mall Road. He stated that there will be a demand for right-turn lanes on the main road going between Hopeful Church Road and Pleasant Valley Road. He believes that the decel lane would be required if this development is approved. He stated that there is attached housing to the northern end of Hopeful Church Road on both sides of the road and it is served by Old Hopeful Road and by the new road. The light there functions very well for people to get in and out. He stated that the City of Florence may want to take a strong look at the provision of a traffic signal as part of this overall project. He is not sure what happened with the traffic signal or why it was left out of the Committee Report. Mrs. Kegley responded that the traffic light was discussed in Committee, but the applicant stated that they talked to the City of Florence and were told that the state is responsible for

a traffic signal. It was the Committee's understanding that the City of Florence was agreeable to the development without the traffic signal. Mr. Carmichael stated that there could be a condition that they apply to the state for a traffic signal. He stated that the intersection there is going to be a problem and this development will add trips to the intersection. Mrs. Kegley stated that the Traffic Study looked at a traffic signal, but there are not enough warrants for it at this time. She stated that the Committee proposed that the developer contribute money towards a traffic signal in the future when the warrants are met – but the applicant came back with information from the City of Florence that it is not an issue to them. Mr. Poe stated that the county is a larger body than the City of Florence and just because the City of Florence is okay with it, does not mean that all of the residents are okay with it.

Chairman Caddell asked if the Committee wants to propose any changes to the Committee Report based on the discussion.

Mr. Bunger, a member of the Committee, stated that the intent of Condition #2 was that when it is necessary to build a turn lane, the developer will provide the right-of-way. He stated that changing the wording to be more agreeable to all members of the Planning Commission could be appropriate. He stated that he did not put so much emphasis on "trading" density for a roadway -- it was not so much a matter of negotiation or trading. He stated that there are places in the county and in the city where a greater density can work – and whether this is such a location or not is subject to the opinion of each Committee member and each Commissioner. He personally feels that there are other townhouses and condominiums nearby at a similar density, there is bus and other transportation nearby, and it is a plan where the density could be considered to be appropriate. Mrs. Kegley stated that she does not have a problem with changing the wording of Condition #2. She stated that the Planning Commission will have to talk to the applicant to see if they are willing to participate in a traffic signal. Mr. Costello stated that *if necessary* could be eliminated from Condition #2.

Chairman Caddell stated that he is looking for the applicant to do more than donate the right-of-way. He stated that the turn lane needs to be built. He stated that the density could dictate that the developer build the turn lane as he develops the property. Mrs. Kegley stated that she would not be opposed to that. Chairman Caddell asked the applicant if it is an acceptable change to the condition that they are required to construct a right turn lane to this property.

Mr. Darpel stated that they are agreeable to taking *if necessary* out of Condition #2, but they do not know the cost of constructing a right turn lane. Chairman Caddell stated that if the applicant is not prepared to construct the right turn lane, they need to state that as it may affect the vote on this application. Mr. Paul Gallenstein, 8053 Camp Ernst Road, stated that their Traffic Study was in-depth. He stated that turning lanes have to be designed with a taper length and storage capacity and it would be premature to address a turning lane at this time. They would like to look at the geometry, the speed limit and the build-out of the three-lane connector.

Chairman Caddell asked if they are agreeable to the condition as proposed. Mr. Gallenstein responded that they are not agreeable if it is stringent. He stated that they do not know if the right turn lane would impact the entry features or a future bus stop. He suggested a condition that it be studied. Chairman Caddell questioned the time limitations for this request. Mr. Wall stated that they would need to extend a Waiver of the ninety-day time limit.

Mr. Darpel stated that the developer will donate the right-of-way and is willing to install the turn lane according to the requirements. Chairman Caddell stated that the Highway Department may not require the turn lane, but the Planning Commission is saying that it is required as a condition of the Zone Change – even if the Highway Department does not require it. Mr. Gallenstein stated that the Highway Department has the approval authority. Counselor Wilson advised that representatives from the Kentucky Department of Transportation District Office represented to the Planning Commission that they enforce their regulations and defer to the Planning Commission's requirements. If the Planning Commission has a condition that is agreed to, the Department of Transportation will honor it. Mr. Gallenstein stated that they will agree to the condition because they are at the end of their approval time. Chairman Caddell stated that they can have more time if they waive the time limitations. Mr. Gallenstein responded that they do not want to waive the time limitations because they have a schedule to meet in Florence. Mr. Gallenstein agreed to the condition.

Mr. White asked the Chairman to state the condition. Chairman Caddell stated that the developer shall construct a right-turn lane that meets the specifications as part of the development of this property. He stated that this refers to the decel lane on the right side. Mrs. Kegley so amended her motion. Mrs. Poston seconded the amendment.

Mr. White questioned the traffic light. Chairman Caddell stated that Mrs. Kegley is not willing to have a traffic light as a requirement of the zone change approval. Mrs. Kegley stated that she is not personally against it, but the applicant indicated that the City of Florence was not concerned about it being paid for by the applicant. Mr. Costello asked if this information was verified. Mr. Wall responded "no" and stated that he did not recall that part of the discussion, but was aware that it was not warranted. He stated that they could not put a signal in because the warrants were not met. Mr. Costello stated that in the first phase of a development that would be typical. Mr. Wall stated that at Steeplechase when the signal was warranted a proportionate share was to be paid by the developer. He stated that a common way of doing it is that the developer pay for the portion of the peak hour traffic that they generate.

Mr. Darpel stated that the City of Florence did not say they were not concerned about the traffic light – they said it was not warranted and they could not get one. He stated that the developer is willing to contribute a proportionate share of the traffic signal based on the traffic between Hopeful Church Road and this

development. Mrs. Kegley so amended her motion. Mrs. Poston seconded the amendment.

Mr. Bunger stated that discussion of the traffic signal dropped off in Committee because it has to be warranted and it was unknown when it might be warranted and whether this developer would be on site at that time.

Mr. Breetz questioned the location of the bus turnaround. Mrs. Kegley responded that it was left open for review at the time the road goes in. Mr. Wall stated that when the detailed plan review is done, the plan will be shown to TANK and to the School Board to see where the best location would be. Mr. McMillian asked if the school bus will enter the subdivision. Mrs. Kegley responded "yes", but commented that attached housing does not normally generate as many children as detached single-family housing. Mr. Poe stated that there will be a stop in the neighborhood and the issue will be the collection points. Their policy is to have collection points within seven-tenths of a mile. He stated that as long as the road is seven-tenths of a mile long, they need to go down the road. He stated that the School Transportation Director will go out there and work with the apartment manager to decide on the collection point locations. Mr. McMillian asked if there is a 90° radius on the cul-de-sac to meet the requirements of the bus. He stated that the bus has to be able to turn around because they do not back up. Mr. Poe stated that Mr. McMillian is making a good point. He stated that there is no mechanism for the bus to turn around. Mrs. Poston asked if the road connector for Meadow Wood would be the first part of this development, which would address the issue with the buses. Mr. Poe stated that he cannot tell from the map and he cannot speak for the Director of Transportation, but as long as there is a road off the road so that the bus can back onto the turnaround there, it would be okay. Mrs. Kegley stated that there are several intersections where the bus can turn around. Mr. Poe stated that his major concern was the long road. The other roads would have collector points at the front of the street.

There being no further discussion, **Mrs. Kegley amended her motion and moved by resolution to the City of Florence that the request be approved based on the Committee Report with the conditions as written, except that Condition #2 is amended to read that the developer shall construct a right-turn decel lane that meets the specifications as part of the development of this property; and Condition #7 is added and states that the developer shall contribute a proportionate share of the cost of the traffic signal based on the traffic between Hopeful Church Road and this development. Mrs. Poston seconded the motion as amended. A vote on the motion found Mr. Breetz, Mr. Bunger, Mr. Carmichael, Mrs. Kegley, Mr. McMillian, Mr. Reynolds, Mr. Schwenke, Mr. White and Mrs. Poston in favor. Mr. Poe and Chairman Caddell were opposed. The motion carried by a vote of 9 to 2.**

EXHIBIT

“B”

RECOMMENDED CONDITIONS WERE AMENDED ON THE FLOOR AT THE JULY 6, 2005 BUSINESS MEETING. FINAL CONDITIONS ARE LISTED IN THIS DOCUMENT.

#1

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Janet Kegley, Chairwoman

DATE: July 6, 2005

RE: Request of **Gallenstein Companies (applicant)** for **Anhofer Family Limited Partnership (owner)** for a Zoning Map Amendment from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with the Annexation of real property into the City of Florence, for an approximate 33.8 acre site located on the west side of Hopeful Church Road between the properties at 7275 and 7393 Hopeful Church Road, across Hopeful Church Road from the Hopeful Church Road/Surfwood Drive intersection, and at the southern terminus of Meadow Wood Drive, Boone County, Kentucky. The request is for a zone change and Annexation into the City of Florence to allow attached residential uses.

REMARKS:

We, the Committee, recommend approval of the above referenced request based on the following findings of fact and with the following conditions.

FINDINGS OF FACT

1. The Committee has concluded that the proposed Zoning Map Amendment and accompanying Concept Development Plan, which was revised through the Zone Change Committee process in response to the issues raised at the 5/18/05 Public Hearing (revised plan is attached), are in agreement with the Comprehensive Plan due to the following reasons.
 - A. The Future Land Use Map designates the site for "High Suburban Density Residential" (HSD) uses. This designation is described as "single-family and/or attached housing of up to 8 dwelling units per acre. This classification is typified by townhouse, condominium, and zero-lot line development, and also pertains to existing mobile home parks." Although this proposal has a density which is 10.18 units per acre, it is for townhouse and condominium structures as sought by the HSD designation, and uses a development concept that is prototypical for said designation. The proposed density is within the limits permitted by Section 1500 "Intent" (Planned Development District article) of the Boone County Zoning Regulations, which allows a

maximum density of 10.4 units per acre. The Committee has concluded that the revised Concept Development Plan and agreed conditions meet the qualitative stipulations of Section 1500 to appropriately qualify this development for an increase in density over that normally permitted by the requested, underlying SR-2 zone.

- B. The Land Use Element ("Pleasant Valley - West Florence Area," pg. 163) states "this section of Boone County includes some of the western growth areas of Florence, including Mall Road and KY 18. It also contains some of the most rapidly growing residential areas in the county, particularly from KY 18 south to Union" and "Hopeful Church Road should continue to serve as a residential corridor, and no commercial uses should occur past the KY 18 or U.S. 42 frontage properties." It also states "the area must develop with local access and limited access collector road connections as a high priority. These should include the connection of Oakbrook Road to Pebble Creek Drive; Beemon Lane to Pleasant Valley Road; Cayton Road to Pleasant Valley Road; and, **an east-west connector between Pleasant Valley Road and Hopeful Church Road, south of Stonegate Meadows** (emphasis added). These collector road extensions should not allow parking or driveway access in order to facilitate the movement of traffic through the area, and should include multi-modal elements such as pedestrian paths and bike lanes, and bus stop areas." The proposal is for a single-family attached residential development on what is essentially an in-fill tract. It also provides a three lane, limited access connector road ("Three Fountains Drive"), with a combination pedestrian/bike path on one side and bus pull-out lanes. This road is aligned between the Hopeful Church Road/Surfwood intersection and the undeveloped property to the west in accordance with the text of the Land Use Element.

This road connection is also in agreement with the Goals and Objectives ("Housing," Objective 8 and "Transportation," 2nd Goal, Objectives 2 and 3), and the Transportation Element ("Street Connections," pg. 151) which states "the Boone County Subdivision Regulations contain specific criteria for evaluating potential street connections between developments and adjoining property. The Boone County Planning Commission maintains conceptual maps of possible future street connections for public review as well as to assist the Planning Commission in the development plan review process." Both the proposed east-west connector and the connection to Meadow Wood Drive comply with the criteria for providing street connections outlined in the Subdivision Regulations and are shown on the conceptual street connection layer that is in the Planning Commission's GIS system. Relative to overall traffic impacts, the Committee has reviewed the Traffic Impact

Study that was submitted for this request, and received a detailed explanation from the developer's traffic engineer, and have concluded that the proposal will not create undue traffic impacts.

- C. The Housing Element ("Housing Types," pp. 82 and 83) states "throughout Boone County, high density developments should be close to thoroughfares to achieve a gradation of densities and land uses outlined in the Future Land Use Plan" and "high density residential areas should be located sufficiently near and with convenient access to major streets, highways, and shopping and public facilities. A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing. Existing vegetation (such as wooded fence rows) should be retained as much as possible to provide buffer strips." The development is located along Hopeful Church Road, a thoroughfare in this part of the community, and the will include the future east-west connector, which is a planned thoroughfare as described above.

The proposal also provides a gradation or progression of density and type of dwelling units between Hopeful Church Road and the existing and planned single-family, detached development which adjoins this site. The revised Concept Development Plan and agreed conditions include ample buffering or "visual transition" consisting of new plantings as described on the plan, retention of existing vegetation along the site's perimeters, and berming. The proposal is also in agreement with the Housing Goals and Objectives (Objective 5) which reinforce these same principles.

- D. The Population Element (pp. 27-30) outlines population projections based on the Ohio-Kentucky-Indiana Regional Council of Government's (OKI) transportation analysis zones. The population for the zone in question (822) is expected to increase from 7,611 in the year 2000 to 9,437 in 2010, and to 12,788 in 2020. Although this projection does not advocate a specific density or land use for specific tracts, it does indicate a notable population increase for the general area in question.
- E. The Committee has concluded that the proposal is in agreement with the applicable Future Land Use Development Guidelines as described in the Comprehensive Plan and the Goals and Objectives. Specific references to the guidelines and Goals and Objectives are outlined in the staff report for this request.

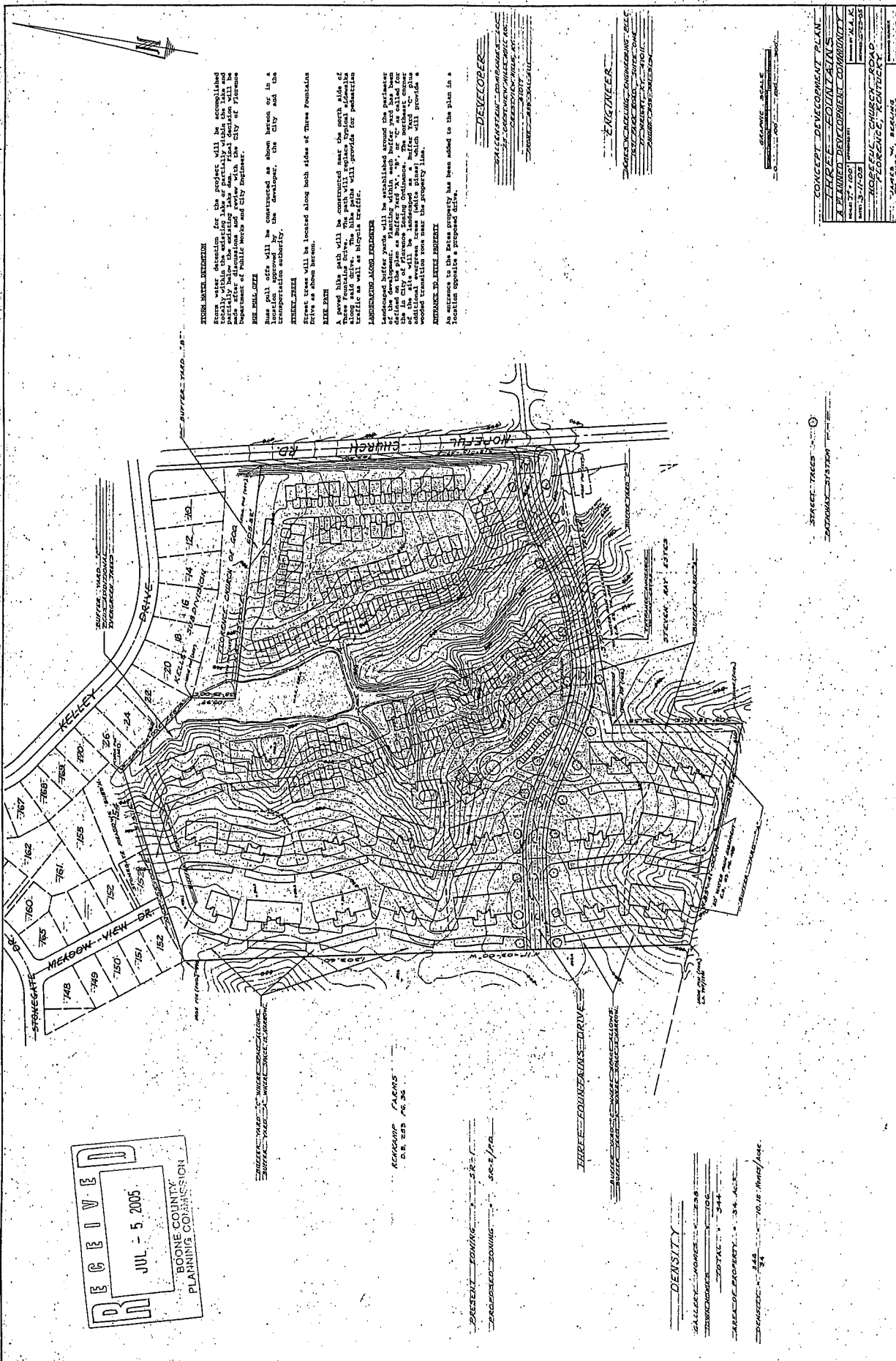
2. The Committee has concluded that the revised Concept Development Plan, coupled with the agreed conditions, fulfill the applicable requirements of Article 15 "Planned Development District" of the Boone County Zoning Regulations, including the requirements of Section 1514 "Planned Development Standards."
3. The Committee has concluded that the attached conditions are necessary to achieve consistency with the specific goals, objectives, and policies of the 2000 Boone County Comprehensive Plan, the 2005 Boone County Comprehensive Plan Goals and Objectives, and the standards and policies of Article 15 "Planned Development District." The Committee has also concluded that the attached conditions are necessary to mitigate any foreseeable community impacts that may be created by the development. The property owner has signed a letter demonstrating agreement with these conditions.

CONDITIONS

1. The development shall comply in all respects with the Concept Development Plan which was revised in accordance with the comments made at the Public Hearing for this request and presented to the Zone Change Committee at their 6/29/05 meeting.
2. The developer shall construct a right turn decel lane that meets the specifications as part of the development of this property.
3. The developer shall pay to relocate the existing Hopeful Church Road streetscape plantings that will be removed due to the construction of this development. The landscape relocation plan shall be approved by the appropriate entities.
4. All healthy, existing vegetation along the site's perimeter shall be retained. Berming shall be provided along the common property line with the tract that adjoins the project site to the immediate south along Hopeful Church Road (Runion property) to avoid headlight glare into said property, and in the northwest section of the site by the adjoining lots in Stonegate Meadows Subdivision to avoid headlight glare into Stonegate Meadows and Kelley subdivisions.
5. An alternate pavement type (such as stamped concrete) will be provided for the extension of Meadow Wood Drive where it interfaces with the existing street.

6. The architectural design of the structures shall have multiple jogs in the building footprints to create smaller building massings, shall include bays, eaves, or other three dimensional projections on the facades, shall break the long roof lines into multiple roof forms with varying ridge lines, and provide secondary roof forms such as dormers and gables. Additionally, a warm color palette and natural appearing materials (unit masonry, lap siding, et al) shall be used. Each basic phase (each townhouse area on either side of the valley/lake area and each gallery home area on either side of Three Fountains Drive) shall be developed with a different architectural theme so that each building grouping will read as a sub-neighborhood versus a repetitive part of a large development. The architectural designs shall be subject to the review and approval of the Zone Change Committee through the site plan process.
7. The developer shall contribute a proportionate share of the cost of the traffic signal based on the traffic between Hopeful Church Road and this development.

A copy of the Public Hearing minutes accompanies the findings and recommendation serving as a summary of the evidence and testimony presented by the proponents and opponents of this request. Attached is the signature page for the Zone Change Committee Vote.



FROM WATER DRAINAGE
 From water drainage for the project will be accomplished by a storm sewer system. The storm sewer system will be installed in accordance with the existing law and the final decision will be made by the City of Florence. The City of Florence is responsible for the installation of the storm sewer system.

USE OF LAND
 The use of land will be as shown on the site plan. The use of land will be as shown on the site plan. The use of land will be as shown on the site plan.

ADDITIONAL NOTES
 The site plan shows the location of the proposed development. The site plan shows the location of the proposed development. The site plan shows the location of the proposed development.

DEVELOPER
 FLORENCE DEVELOPMENT COMPANY
 1000 MAIN STREET
 FLORENCE, KY 40302

ENGINEER
 JAMES W. KELLEY, ENGINEERING, PLLC
 1000 MAIN STREET
 FLORENCE, KY 40302

CONCEPT DEVELOPMENT PLAN
 FLORENCE DEVELOPMENT COMPANY
 1000 MAIN STREET
 FLORENCE, KY 40302

RECEIVED
 JUL - 5 2005
 BOONE COUNTY
 PLANNING COMMISSION

DENSITY
 GALLEY - 10.00
 TOWNHOMES - 10.00
 TOTAL - 10.00
 AREA OF PROPERTY - 1.34 ACRES
 DENSITY - 10.00 Units/Acre

PRESENT ZONING - SR-1
PROPOSED ZONING - SR-1/PA

AGRICULTURE
 D.B. 225 AC 25

THREE FOUNTAINS DRIVE

STREET TRACES
 - EXISTING -
 - PROPOSED -

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Janet Kegley, Chairwoman

DATE: June 29, 2005

RE: Request of **Gallenstein Companies (applicant)** for **Anhofer Family Limited Partnership (owner)** for a Zoning Map Amendment from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with the Annexation of real property into the City of Florence, for an approximate 33.8 acre site located on the west side of Hopeful Church Road between the properties at 7275 and 7393 Hopeful Church Road, across Hopeful Church Road from the Hopeful Church Road/Surfwood Drive intersection, and at the southern terminus of Meadow Wood Drive, Boone County, Kentucky. The request is for a zone change and Annexation into the City of Florence to allow attached residential uses.

REMARKS:

We, the Committee Members were present at the Committee Meeting and voted on the above request or else were absent from voting. Further, based upon the vote, the Committee directs the Staff to draft the findings of fact and conditions if deemed necessary in order to complete the Committee Report.

Janet Kegley

Janet Kegley, Chairwoman

For Project Absent
Against Project
Abstain Deferred

Randy Barlow

Randy Barlow

For Project Absent
Against Project
Abstain Deferred

Greg Breetz

For Project Absent
Against Project
Abstain Deferred

Kim Bunger

Kim Bunger

For Project Absent
Against Project
Abstain Deferred

Susan Poston

Susan Poston

For Project Absent
Against Project
Abstain Deferred

Charlie Reynolds (Alternate)

For Project Absent
Against Project
Abstain Deferred

Earl White (Alternate)

For Project Absent
Against Project
Abstain Deferred

Lisa Wilson (Alternate)

For Project Absent
Against Project
Abstain Deferred

TOTAL: DEFERRED 4 FOR PROJECT 1 ABSENT
 AGAINST PROJECT ABSTAIN

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Janet Kegley, Chairwoman

DATE: June 22, 2005

RE: Request of **Gallenstein Companies (applicant)** for **Anhofer Family Limited Partnership (owner)** for a Zoning Map Amendment from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with the Annexation of real property into the City of Florence, for an approximate 33.8 acre site located on the west side of Hopeful Church Road between the properties at 7275 and 7393 Hopeful Church Road, across Hopeful Church Road from the Hopeful Church Road/Surfwood Drive intersection, and at the southern terminus of Meadow Wood Drive, Boone County, Kentucky. The request is for a zone change and Annexation into the City of Florence to allow attached residential uses.

REMARKS:

We, the Committee Members were present at the Committee Meeting and voted on the above request or else were absent from voting. Further, based upon the vote, the Committee directs the Staff to draft the findings of fact and conditions if deemed necessary in order to complete the Committee Report.

Gallenstein/Anhofer Family Limited Partnership

June 22, 2005

Janet Kegley
 Janet Kegley, Chairwoman

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

Randy Barlow
 Randy Barlow

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

Greg Breetz

For Project ___ Absent
 Against Project ___
 Abstain ___ Deferred ___

Kim Bunger
 Kim Bunger

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

Susan Poston
 Susan Poston

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

Charlie Reynolds (Alternate)

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred ___

Earl White (Alternate)

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred ___

Lisa Wilson (Alternate)

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred ___

TOTAL: 4 DEFERRED ___ FOR PROJECT 1 ABSENT
 ___ AGAINST PROJECT ___ ABSTAIN

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Janet Kegley, Chairwoman

DATE: June 1, 2005

RE: Request of **Gallenstein Companies (applicant)** for **Anhofer Family Limited Partnership (owner)** for a Zoning Map Amendment from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with the Annexation of real property into the City of Florence, for an approximate 33.8 acre site located on the west side of Hopeful Church Road between the properties at 7275 and 7393 Hopeful Church Road, across Hopeful Church Road from the Hopeful Church Road/Surfwood Drive intersection, and at the southern terminus of Meadow Wood Drive, Boone County, Kentucky. The request is for a zone change and Annexation into the City of Florence to allow attached residential uses.

REMARKS:

We, the Committee Members were present at the Committee Meeting and voted on the above request or else were absent from voting. Further, based upon the vote, the Committee directs the Staff to draft the findings of fact and conditions if deemed necessary in order to complete the Committee Report.

Gallenstein/Anhofer Family Limited Partnership

June 1, 2005

Janet K. Kegley
 Janet Kegley, Chairwoman

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

R. Barlow
 Randy Barlow

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

Greg Breetz
 Greg Breetz

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

Kim Bunger
 Kim Bunger

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

Susan Poston
 Susan Poston

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred

Charlie Reynolds (Alternate)

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred ___

Earl White (Alternate)

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred ___

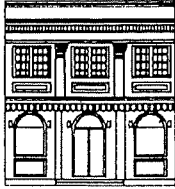
Lisa Wilson (Alternate)

For Project ___ Absent ___
 Against Project ___
 Abstain ___ Deferred ___

TOTAL: 5 DEFERRED ___ FOR PROJECT ___ ABSENT
 ___ AGAINST PROJECT ___ ABSTAIN

SUPPORTING INFORMATION

BOONE COUNTY PLANNING COMMISSION



2995 Washington Street • Burlington, KY 41005

www.boonecountyky.org

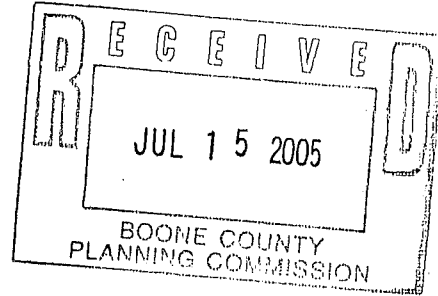
Phone: (859) 334-2196

Fax: (859) 334-2264

E-mail: plancom@boonecountyky.org

July 8, 2005

Mr. Tom Schutzman
Anhofer Family Limited Partnership
c/o Mr. Paul Gallenstein
Gallenstein Companies
25 Crestview Hills Mall Road, Suite 103
Crestview Hills, KY 41017



FAX: 341-4165

RE: Final Boone County Planning Commission Conditions of Approval for 34 Acre Anhofer Tract/Gallenstein Companies Zone Change Request from SR-1/PD to SR-2/PD, Hopeful Church Road, Boone County (Annexation Pending into City of Florence), Kentucky

Dear Mr. Schutzman:

The following represents the conditions of approval for the above referenced application as approved by the full Planning Commission at their July 6, 2005 Business Meeting, which were modified from the previous set of conditions that had been recommended by the Zone Change Committee. If you, as the property owner's authorized representative, agree to these conditions, please so indicate by signing in the space provided at the end of this letter and return the original letter to the Planning Commission's office by Friday, July 15, 2005.

CONDITIONS

1. The development shall comply in all respects with the Concept Development Plan which was revised in accordance with the comments made at the Public Hearing for this request and presented to the Zone Change Committee at their 6/29/05 meeting.
2. The developer shall construct a right turn decel lane that meets the specifications as part of the development of this property.
3. The developer shall pay to relocate the existing Hopeful Church Road streetscape plantings that will be removed due to the construction of this development. The landscape relocation plan shall be approved by the appropriate entities.

Mr. Tom Schutzman
July 8, 2005
Page 2

4. All healthy, existing vegetation along the site's perimeter shall be retained. Berming shall be provided along the common property line with the tract that adjoins the project site to the immediate south along Hopeful Church Road (Runion property) to avoid headlight glare into said property, and in the northwest section of the site by the adjoining lots in Stonegate Meadows Subdivision to avoid headlight glare into Stonegate Meadows and Kelley subdivisions.
5. An alternate pavement type (such as stamped concrete) will be provided for the extension of Meadow Wood Drive where it interfaces with the existing street.
6. The architectural design of the structures shall have multiple jogs in the building footprints to create smaller building massings, shall include bays, eaves, or other three dimensional projections on the facades, shall break the long roof lines into multiple roof forms with varying ridge lines, and provide secondary roof forms such as dormers and gables. Additionally, a warm color palette and natural appearing materials (unit masonry, lap siding, et al) shall be used. Each basic phase (each townhouse area on either side of the valley/lake area and each gallery home area on either side of Three Fountains Drive) shall be developed with a different architectural theme so that each building grouping will read as a sub-neighborhood versus a repetitive part of a large development. The architectural designs shall be subject to the review and approval of the Zone Change Committee through the site plan process.
7. The developer shall contribute a proportionate share of the cost of the traffic signal based on the traffic between Hopeful Church Road and this development.

Sincerely,




Kevin T. Wall, AICP CDT
Director, Zoning Services

KTW/vlm

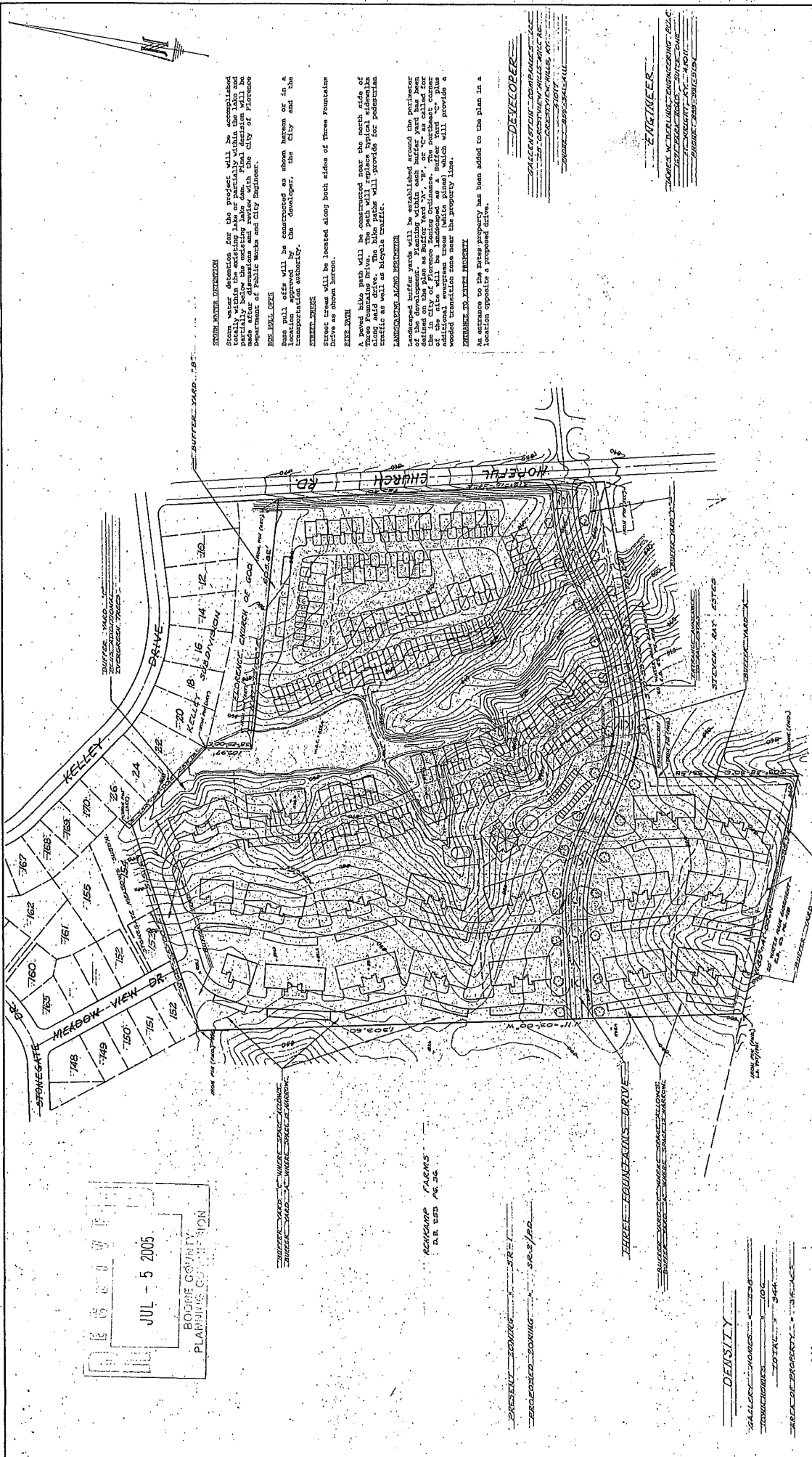
AGREEMENT

I, the authorized representative for the owner of the 34 acre Anhofer tract located on Hopeful Church Road, Boone County (Annexation pending into City of Florence), Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment application.



Tom Schutzman, P.O.A.
Anhofer Family Limited Partnership

7/15/05
Date



SOIL WATER REMEDIATION
 Storm water detention for the project will be accomplished through the use of a detention pond located on the site, partially below the existing lake dam. Final detention will be made effective through the use of a detention pond located on the site of Florence and the City of Florence.

THE MILLAGE
 The millage will be computed as shown below. It is based on the information provided by the developer, the City and the transportation authority.

STREET WIDTHS
 Street widths will be located along both sides of Three Fountains Drive as shown herein.

BIKE PATH
 A paved bike path will be constructed near the north side of Three Fountains Drive. The path will replace typical sidewalks and will provide for pedestrian traffic as well as bicycle traffic.

LANDSCAPING ALONG EXISTING
 Landscaping along existing streets will be established around the perimeter of the development. Planting within each surface yard has been determined on the plan as shown on the plan. The location of the site will be landscaped as a buffer yard to the wooded transition zone near the property line.

TRANSITION TO EXISTING PROPERTY
 As shown on the plan property has been added to the plan in a location opposite a proposed drive.

DEVELOPER
 GALELLETTI - CORPORA
 1000 S. 10th St.
 TAMPA, FL 33604
 PHONE: 813-241-5411

ENGINEER
 JAMES W. BURRILL - ENGINEERING, PLLC
 1000 S. 10th St.
 TAMPA, FL 33604
 PHONE: 813-241-5411

SCALE
 1" = 40'

CONCEPT DEVELOPMENT PLAN
THREE FOUNTAINS
 A PLANNED DEVELOPMENT COMMUNITY
 DRAWN BY: M.A.K.
 DATE: 5/1/05
 PROJECT NO.: 05-002
 PROJECT LOCATION: TAMPA, FLORIDA
 CLIENT: GALELLETTI - CORPORA

JUL - 5 2005
 BOJONE COUNTY
 PLANNING COMMISSION

REARLAMP FIELDS
 D.B. 153 PG. 36

PRESENT ZONING: R-1
 PROPOSED ZONING: RES/PA

DENSITY
 GALLETTI HOMES: 120
 TOWNHOMES: 100
 TOTAL: 220
 GALLETTI PROPERTY: 10.12 Acres/Sec.
 DENSITY: 21.74

SPACE TRACES
 SURVEY SYSTEM



JAMES W. BERLING ENGINEERING, PLLC

Land Surveying • Site Development • Civil Engineering Services • Land Planning

KY License No. 5745

1671 PARK ROAD, SUITE ONE • FT. WRIGHT, KENTUCKY 41011 • (859) 331-9191 • FAX (859) 344-7422

Land Surveyor License KY 206

March 25, 2005

LEGAL DESCRIPTION

GALLENSTEIN COMPANIES, L.L.C.

33.8082 ACRES

Beginning at an iron pin (set) in the west line of Hopeful Church Road as presently located, said point being the intersection point of the west line of Hopeful Church Road and the south line of the grantor's property as described in Deed Book 679 at Page 68 of the Boone County Clerk's records at Burlington, Kentucky; thence along the south line of the grantor S 70° 53' 00" W 721.24 feet, S 9° 58' 30" E 331.58 feet and N 85° 41' 00" W 585.74 feet to an iron pin (found); thence along the westerly line of the grantor's property N 11° 03' 00" W 1,303.60 feet to an iron pin (found) at the northwest corner of the grantor's property; thence N 62° 55' 00" E along the northwest line of the grantor and the southeast line of Stonegate Meadows Subdivision 515.16 feet to an iron pin (set); thence along the north line of the grantor S 54° 54' 00" E 258.18 feet, S 8° 25' 00" E 109.97 feet, and N 87° 13' 00" E 605.82 feet to a point in the west line of Hopeful Church Road; thence S 12° 15' 57" E along the west line of Hopeful Church Road 785.40 feet to the place of beginning.

Containing 33.8082 Acres

ORDINANCE NO. 0-22-05

AN ORDINANCE ADOPTING AND APPROVING A ZONING MAP AMENDMENT FROM SUBURBAN RESIDENTIAL ONE/PLANNED DEVELOPMENT (SR-1/PD) TO SUBURBAN RESIDENTIAL TWO/PLANNED DEVELOPMENT (SR-2/PD), FOR AN APPROXIMATE 33.8 ACRE SITE GENERALLY LOCATED ON THE WEST SIDE OF HOPEFUL CHURCH ROAD BETWEEN THE PROPERTIES AT 7275 AND 7393 HOPEFUL CHURCH ROAD, ACROSS HOPEFUL CHURCH ROAD FROM THE HOPEFUL CHURCH ROAD/SURFWOOD DRIVE INTERSECTION, AND AT THE SOUTHERN TERMINUS OF MEADOW WOOD DRIVE, BOONE COUNTY, KENTUCKY, TO ALLOW ATTACHED RESIDENTIAL USES. (GALLENSTEIN/ANHOFER PROPERTY).

WHEREAS, the City of Florence, Kentucky, is a member of the county-wide planning unit, having a county-wide planning commission known as the Boone County Planning Commission, and

WHEREAS, the Boone County Planning Commission by Resolution No. R-05-013-A recommended approval of the rezoning described above, and

WHEREAS, the recommendation for approval of the Boone County Planning Commission is based upon certain findings and conditions attached to its Resolution, all of which have been reviewed by the City Council for the City of Florence, Kentucky.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF FLORENCE, KENTUCKY AS FOLLOWS:

SECTION I

That the request of Gallenstein Companies (applicant) for Anhofer Family Limited Partnership (owner) for a zoning map amendment for an approximate 33.8 acre site generally located on the west side of Hopeful Church Road between the properties at 7275 and 7393 Hopeful Church Road, across Hopeful Church Road from the Hopeful Church Road/Surfwood Drive intersection, and at the southern terminus of Meadow Wood Drive, in Boone County, Kentucky, this zoning map amendment being to rezone the site from Suburban Residential One/Planned Development (SR-1/PD) to Suburban Residential Two/Planned Development (SR-2/PD), in conjunction with proposed annexation of the 33.8 acres into the City of Florence to allow attached residential uses shall be and is hereby approved, subject to agreed conditions. The real estate which is the subject of this Ordinance is more particularly described in Exhibit "A", attached hereto and incorporated herein by reference. The zoning map of Boone County, Kentucky, as it applies to the City of Florence, Kentucky, shall be amended and designated to reflect the approval of this zoning map amendment for this 33.8 acres.

SECTION II

Approval of this zoning map amendment is granted subject to the conditions, terms and provisions of the Boone County Planning Commission recommendation, including the Committee Report made a part of that recommendation, a copy of that recommendation and Committee Report of the Boone County Planning Commission being attached, marked Exhibit "B" and incorporated herein as if fully set out, this recommendation being in the form of Resolution No. R-05-013-A of the Boone County Planning Commission, along with the referenced exhibits to that Resolution.

SECTION III

In addition to those conditions set forth in the recommendation of the Boone County Planning Commission, this approval of the City of Florence, Kentucky, through its City Council shall be and is hereby subject to additional conditions that have been agreed to by the property owner/applicant as shown on Exhibit "C", a copy of which is attached and incorporated herein by reference.

SECTION IV

This approval is granted based on the Findings of Fact made by the Boone County Planning Commission and contained within its recommendation, including the Committee Report of that Commission, which is attached and part of the Commission's Resolution No. R-05-013-A, marked Exhibit "B" hereto.

SECTION V

If this approval for this zoning map amendment shall be held invalid, in whole or in part, by any court of proper jurisdiction, such invalidity shall not affect the validity of any of the other zoning regulations, zoning map, or comprehensive plan provisions as they are severable from this Ordinance and they are intended to have effect regardless of any invalidity relating to this particular Ordinance.

SECTION VI

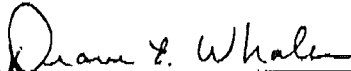
Publication of this Ordinance is hereby authorized to be by summary publication in accordance with Kentucky law.

PASSED AND APPROVED ON FIRST READING THIS 13th DAY OF September, 2005.

PASSED AND APPROVED ON SECOND READING AND PUBLICATION ORDERED THIS

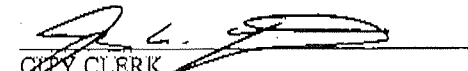
27th DAY OF September, 2005.

APPROVED:



MAYOR

ATTEST:



CITY CLERK

(C) Notes + Squares



JAMES W. BERLING ENGINEERING, PLLC

Land Surveying • Site Development • Civil Engineering Services • Land Planning

KY License No. 5743

1671 PARK ROAD, SUITE ONE • FT. WRIGHT, KENTUCKY 41011 • (859) 331-9191 • FAX (859) 344-7422

Land Surveyor License KY 206

March 25, 2005

LEGAL DESCRIPTION

GALLENSTEIN COMPANIES, L.L.C.

33.8082 ACRES

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Containing 33.8082 Acres

**City of Florence Special Conditions of Approval
 For The
 Anhofer Family Limited Partnership (Owner)/
 Gallenstein Companies (Applicant) Zone Change Request
 Off Hopeful Church Road Opposite Surfwood Drive**

The undersigned, on behalf of Anhofer Family Limited Partnership (owner) hereby agrees to the following special conditions of approval for the Zone Change request from SR-1/PD to SR-2/PD. The property to which these special conditions of approval apply is located on 33.8 acres off Hopeful Church Road generally opposite Surfwood Drive in Florence, Kentucky.

1. That a "T" type turn-around shall be constructed at the end of each of the three proposed public streets located near the southwest corner of the development at the expense of the developer.
2. That the front and side elevation of each building facing a public right-of-way, or the front and side elevation that can be predominately viewed from a public-right-of-way, shall be constructed of a minimum of fifty percent (50%) brick or cultured stone material.

8-26-05
 Date



 Anhofer Family Limited Partnership
 P. L. J. Schlotman
 Attorney in Fact

**City of Florence Special Conditions of Approval
 For The
 Anhofer Family Limited Partnership (Owner)/
 Gallenstein Companies (Applicant) Zone Change Request
 Off Hopeful Church Road Opposite Surfwood Drive**

The undersigned, on behalf of Anhofer Family Limited Partnership (owner) hereby agrees to the following special conditions of approval for the Zone Change request from SR-1/PD to SR-2/PD. The property to which these special conditions of approval apply is located on 33.8 acres off Hopeful Church Road generally opposite Surfwood Drive in Florence, Kentucky.

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2. That the front and side elevation of each building facing a public right-of-way, or the front and side elevation that can be predominately viewed from a public-right-of-way, shall be constructed of a minimum of fifty percent (50%) brick or cultured stone material.

8-26-05
 Date



 Anhofer Family Limited Partnership
 By: J. Sebastian
 Attorney in Fact

APPROVED

Staff: [Signature]
Date: 7/6/05
City: Boone County
Planning Commission
*WITH COMMENTS

GENERAL NOTES:
1. The proposed development is located on the east side of Kelley Drive, between Kelley Drive and the existing lots on the west side of Kelley Drive. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan.

EXISTING UTILITIES:
The plan shows the location of existing utilities, including water, sewer, gas, and electric lines. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan.

PROPOSED UTILITIES:
The plan shows the location of proposed utilities, including water, sewer, gas, and electric lines. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan.

LANDSCAPE ARCHITECTURE:
The plan shows the location of proposed landscaping, including trees, shrubs, and lawns. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan.

PERMITS AND FEES:
The plan shows the location of proposed permits and fees, including building, zoning, and utility permits. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan.

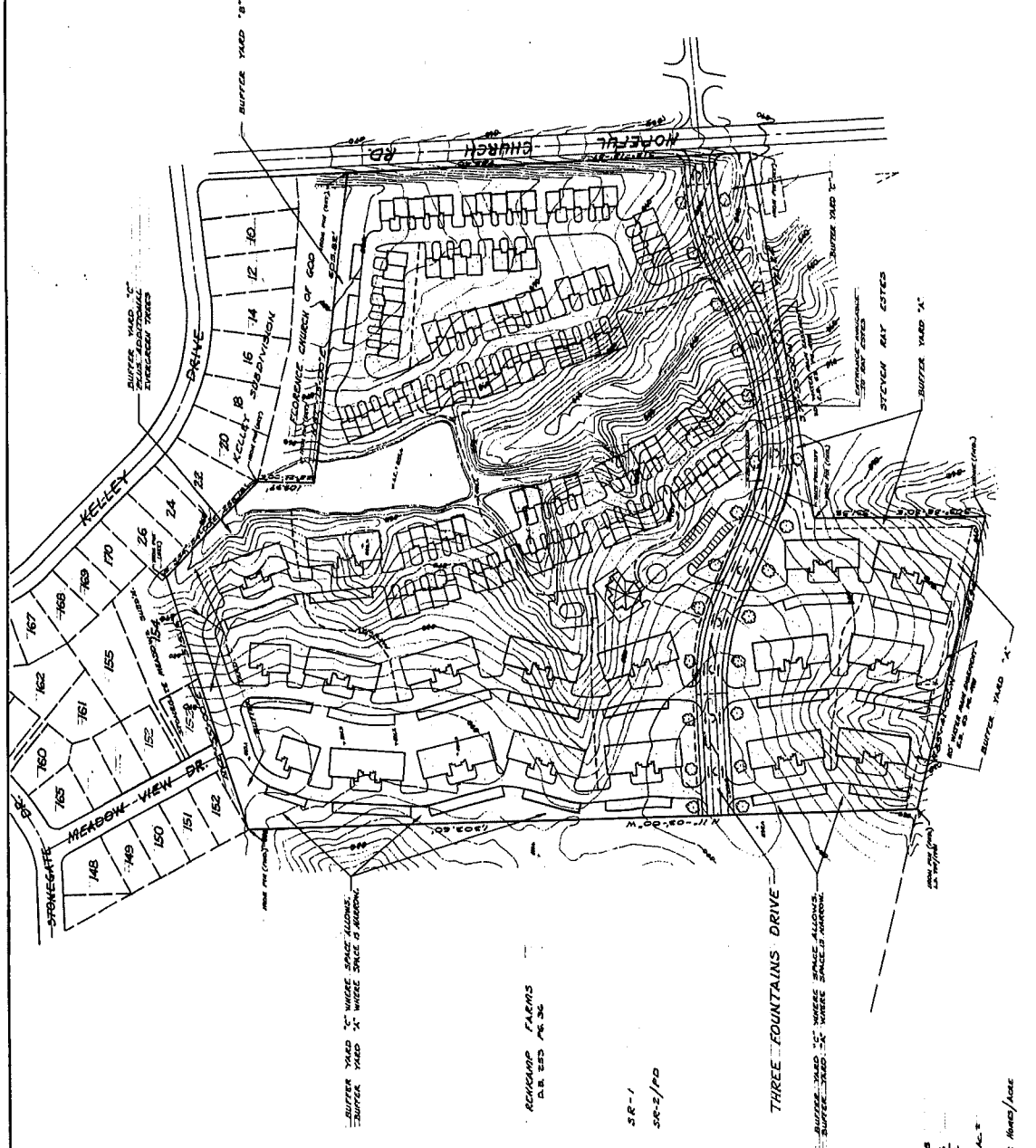
REMARKS:
The plan shows the location of proposed remarks, including notes on the plan. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan. The proposed development is shown in blue on the plan.

DEVELOPER
GALLENSTEIN COMPANIES LLC
BY CHRISTOPHER HILLS HILL RD.
CHATTANOOGA, TN 37417
PHONE: 423-384-4111

ENGINEER
JAMES W. BEELING, ENGINEERING PLLC
1000 W. WALKER ST., SUITE 100
MEMPHIS, TN 38103
PHONE: 901-521-8121



CONCEPT DEVELOPMENT PLAN
THREE FOUNTAINS
PLANNED DEVELOPMENT COMMUNITY
DATE: 7/6/05
DRAWN BY: J.W.B.
CHECKED BY: J.W.B.
HOPEFUL CHURCH ROAD
FLORENCE, KENTUCKY
JAMES W. BEELING
PL. ENG. 11-25-04



STREET TREES
PATWAY SYSTEM

PRESENT ZONING: SR-1
PROPOSED ZONING: SR-1/PD

DENSITY

GALLERY HOMES: 238
TOWNHOMES: 106
TOTAL: 344
AREA OF PROPERTY: 34.4 AC.
DENSITY: 10.016 HOMS/ACRE

REMCAMP FARMS
D.B. 253 P. 36

BUFFER YARD 10' WHERE SHOWN
BUFFER YARD 10' WHERE SHOWN

BUFFER YARD 10' WHERE SHOWN
BUFFER YARD 10' WHERE SHOWN

THREE FOUNTAINS DRIVE

BUFFER YARD 10'

BUFFER YARD 10'

BUFFER YARD 10'

BUFFER YARD 10'

BUFFER YARD 10'

BUFFER YARD 10'

BUFFER YARD 10'

BUFFER YARD 10'

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