



07-2MA-009-A

APPLICATION FORM

APR 3 2007

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

- 1. Name of Project VINEYARD PARK
2. Location of Project 3900 BURLINGTON PIKE
3. Total Acreage of Site 50.59 Ac
4. Current Zoning of Site A-2
5. Proposed Zoning (Classification being requested) RSE
6. Proposed Uses (please specify each use) SINGLE FAMILY DETACHED RESIDENTIAL SUBDIVISION
7. Names of Applicant(s) GERDES + FLESH CUSTOM HOMES
8. Address of Applicant(s) 3260 IVY RIDGE DRIVE TAYLORMILL KY 41015
9. Name of Property Owner(s) ROSELYN WACHS TRUSTEE
10. Address of Property Owner(s) RURAL ROUTE 3 MONTICELLO KY 42633
11. Proposed Building Intensities (please specify) 90 RESIDENTIAL LOTS @ DENSITY OF 0.75 D.U./ACRE.
12. Are there any existing buildings on the site?
13. Deed Book B30 Page No. 230 Group No. 2024
14. Are you also applying for:
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 Public Services Dept.
Duke Energy
Sanitation District #1
Cincinnati Bell
Owen Electric Cooperative, Inc.
Boone County Public Works Department
Kentucky Transportation Cabinet
Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)

# EXHIBIT

“A”

## STAFF REPORT

Request of Gerdes & Flesch Custom Homes (applicant) for Roslyn Wachs, Trustee (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre tract located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky. The request is for a zone change to allow a subdivision for single family, detached residences.

May 16, 2007

### REQUEST

The Applicant's submitted Concept Development Plan proposes 40 detached single family home lots on the 50.59 acre site for a maximum intensity of 0.79 dwelling units per acre. The Rural Suburban Estates (RSE) zone requires a 40,000 square foot minimum lot size with 100' of road frontage. The minimum front yard setback is 40 feet, the minimum rear yard setback is 40 feet and the minimum side yard setback is 10 feet on each side.

The proposed entrance is shown across from Saddle Ridge Drive. Both streets within this proposed development are showing sidewalks on both sides. No sidewalk is proposed for the KY 18 frontage. A future street connection into the Archambault property to the east is shown. No street connection is being proposed to the adjoining Hidden Creek II Subdivision (Hammer Court cul-de-sac) with this application. Storm water detention is proposed in three areas on the site, one (1) near Hidden Creek to the north and two (2) near KY 18 to the south.

The northern portion of the subject property drains into an intermittent blue-line stream (as indicated on the USGS maps) that runs between the subject property and the Hidden Creek II Subdivision. The southern portion of the subject property drains into Allen's Fork Creek which is a blue-line stream (as indicated on the USGS maps) located along the south side of Burlington Pike (KY 18).

### SITE HISTORY

This property has been the subject of two (2) prior Zoning Map Amendment requests. In 2005, the request was to Suburban Residential One (SR-1) for a total of 170 dwelling units with a proposed density of 3.3 dwelling units per acre. The Applicant revised the Concept Development Plan to 153 dwelling units (from 3.3 to 3.0 dwelling units per acre). The Zone Change Committee recommended approval with conditions to the full Planning Commission by a vote of 3 to 1. The Planning Commission denied the project by a vote of 7 to 4 forwarding that recommendation to the Boone County Fiscal Court.

In 2006, the request was for a change to Rural Suburban (RS) Open Space Subdivision for a total of 150 dwelling units with a proposed density of 2.9 dwelling units per acre. The Applicant revised the Concept Development Plan to 147 dwelling units (from 2.9 to 2.89 dwelling units per acre). The Zone Change Committee vote was 2 to 2. The Planning Commission forwarded a 5 to 5 vote to the Boone County Fiscal Court.

Attached to this Staff Report are copies labeled "2005 Concept Development Plan" and "2006 Concept Development Plan" for comparison.

#### ADJACENT LAND USES AND ZONING

- North: Single-Family Residences in the Hidden Creek and Hidden Creek II Subdivisions zoned Suburban Residential One (SR-1)
- South: The Saddle Ridge Subdivision and property owned by Poston (18.9 acres) zoned Agricultural Estate (A-2)
- East: Property owned by Green (5.22 acres) and Archambault (42.45 acres) zoned Rural Suburban Estate (RSE)
- West: Single-Family Residences in the Hidden Creek Subdivision zoned (SR-1)

#### RELATIONSHIP TO COMPREHENSIVE PLAN

The 2005 Boone County Comprehensive Plan's Future Land Use Map designates the site for "Suburban Residential" (SR) uses. This designation is described as "single family housing of up to four units per acre. This classification does not preclude low density or estate residential developed as a formal subdivision." The Future Land Use Map is a 25 year projection, and is not intended to commit all areas to development immediately. In some areas, phasing may be used to make sure development is supported by infrastructure, and in others development may be delayed until planned infrastructure is provided.

The Land Use Element text makes the following statements that relate to the overall area (Burlington Area, page 150):

"Burlington Proper will continue to experience growth-related pressures. The influence of residential subdivisions in the surrounding areas, and the associated traffic, will necessitate improved traffic controls and management, particularly at KY 18 and KY 338."

"To provide an appropriate entrance to the potential large western Boone County tourism area, KY 18 west of Burlington should maintain a rural appearance through unique subdivision design. As this area develops and anticipated school facilities are built, improvements to KY 18 will be needed, such as shoulders, reconstructed curves, improved sight distances, and sufficient intersection improvements in Burlington at KY 18 and KY 338. Suburban Residential Land Uses depicted on the 2030 Future Land Use Map in this area should not be developed until these conditions on KY 18 are improved, and adequate school capacity can be provided in the area. The next Comprehensive Plan update can be used as a tool to evaluate the progress made regarding infrastructure provision."

"New residential subdivision development in the KY 18 corridor west of Burlington and east of Woolper Road should be designed carefully to respect the rural character. As the Future Land Use Map indicates, the planned Suburban Residential land uses west of Burlington change abruptly in the corridor to Rural Density, Rural Lands, and Developmentally Sensitive further west. Future Suburban Residential development in this area needs to provide sections of lower residential density adjacent to these border areas. A true density step-down is needed beyond the frontage and setback transitional recommendations described in the Development Guidelines section of this Element. Subdivision entrance areas and frontages along KY 18 should also be sensitively designed to retain the rural character of the area."

The Future Land Use Development Guidelines contain the following statements:

- 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. 140).
- B. As described in the Goals and Objectives, different development densities can occur in Boone County as long as the development is designed in a proper manner and the infrastructure exists or is planned to support the development.

In these conditions, proposed residential developments that have smaller lot sizes than surrounding land uses are recommended to utilize the following design mechanisms to address the impacts on existing development.

The proposed development should consider in its design a band of larger lots and setbacks along the affected perimeter of the site adjacent to existing development to provide an adequate transition.

The proposed development should consider a band of development along the existing main roadway in which the houses face the main road to appear rural, and where the lots in this band are larger than those in the balance of the proposed development. Building setbacks and lot frontages should imitate existing setbacks along the road.

Highly visible portions of the proposed development site should consider green space. The style of green space, including tree types, fencing or other similar features should imitate the existing road corridor views. Grandiose subdivision entryways may not be appropriate depending on existing conditions in the corridor.

These recommendations are site specific and should be evaluated on a case-by-case basis. In fact, there may be other design mechanisms not identified here that may work in some instances ("Development Layout, Lot Sizes, and Setbacks," pp. 140 and 141).

- C. 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 . . .

Typically, buffering is required and provided between unlike land uses, however, as the development of Boone County fills in previously rural areas, different lot sizes and designs of residential development sometimes impact each other. Where an appropriate gradation of lot size and setbacks cannot be designed into a proposed residential subdivision development of a significantly higher density than existing adjacent residential uses, deliberate vegetation buffering may need to be incorporated into the design to help protect low density residential areas. Buffer areas should use and supplement existing site features where possible ("Buffering," pg. 141).

- 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, 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," pp. 141 and 142).

- E. Developments in Boone County must be designed, where appropriate, to improve the County's transportation network system of roadways, and functional classifications 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.

Appropriate pedestrian networks should be incorporated into the design of developments which will generate or experience significant pedestrian use. These networks should not only provide internal paths, but should provide connections to adjoining uses where appropriate ("Transportation and Pedestrian Network," pg. 142).

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

- A. Although single-family homes are by far the most numerous, they continue to decrease in their percentage of total Boone County housing. Most new construction of single-family housing will take place on the outer rings of growth ("Housing Types," pg. 75).
- B. As noted previously, there is a desire of the population to live in rural areas that are convenient to the centers of commercial activity. This suggests a continuation of the outward movement of housing construction from the general Florence area. This movement is accelerated directionally by major thoroughfares such as KY 18, KY 237, US 42 and interstate interchanges. Residential development should occur near established urban or suburban areas, as opposed to leapfrogging to isolated areas, such as the western portion of the county. This will be an increasingly important issue as public water service is planned and implemented for the western parts of Boone County. For residential development to occur in these outlying areas, adequate and proper infrastructure must be provided, and impact on the natural environment must be minimized.

If public water and sanitary sewer infrastructure is implemented in currently rural areas, there would be demand for suburban subdivision densities. Just because one form of public infrastructure has been improved, however, does not mean the area is ready for suburban development. Other forms of infrastructure must be provided as necessary. It is also possible that some areas of the county are not suitable for suburban or urban density, or may be suitable later in the twenty-five year planning horizon. Development phasing is an option to enable the timing of new development to correlate with the provision of adequate infrastructure. In addition, new subdivision development should include design considerations, and gradation of lot sizes, or both, to lessen the impact on the character of the area. "Bands" of residential lot sizes may be a model to consider in order to ensure compatibility. This is particularly true in areas of agricultural zoning, and

could include larger lots or green space along the main road(s), larger lots or a buffer along adjacent low density residential uses, strategic open space, and detailed attention to the orientation of housing units.

In general, residential development has occurred at a lower density than planned in the Future Land Use Plan over the last two comprehensive plan updates in Boone County. The development has predominantly been in a limited variety of product, typified by mid-range value single-family subdivisions at approximately three units per acre. The demand for this product appears to remain strong throughout the 25 year Comprehensive Plan planning horizon with some attached housing designed into larger planned developments. Increased density does not necessarily negatively impact the quality of a community or nearby home values. Although neotraditional, true mixing of unit types, connection to green space, and similar concepts of neighborhood design have just begun to be considered by the development industry in Boone County, much work needs to be done in the design realm to implement these ideas correctly, and make them more common. These newer concepts are needed to enable the development industry and local government to address density concerns and strengthen the sense of community, as well as meet the housing demands of a changing population ("Conclusion," pg. 80).

The adopted 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. 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).
- E. 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).

- F. Existing vegetation shall be considered as both an important site characteristic and a community resource ("Environment," Social Objective 4).
- G. A broad range of housing opportunities shall be provided which meet the needs and desires for all household types ("Housing," Objective 1).
- H. 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).
- I. 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).
- J. 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).
- K. 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).
- L. 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).
- M. 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).
- N. 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).

- O. 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," 2<sup>nd</sup> Goal, Objective 2).
- P. Proper vehicular and pedestrian access to adjoining property shall be provided and/or retained when a property develops or redevelops ("Transportation," 2<sup>nd</sup> Goal, Objective 3).

STAFF CONCERNS

1. The proposed Concept Development Plan shows a street connection into the adjoining Archambault property (42.45 acres) to the east. The Archambault property has the potential to connect from Idlewild Road (through Boone County Public Works and Fairgrounds) on the north to KY 18 (across from Morgans Crossing) to the south. This could provide a portion of a connection from North Bend Road (KY 237) to East Bend Road (KY 338) around Burlington. Section 305, subsection "N" (Street Connections to Adjoining Tracts) of the Boone County Subdivision Regulations states that "dead end streets of a temporary nature and street connections with adjoining undeveloped tracts shall be required by the Commission. Reasons for this include the layout of the subdivision, the staging of the development, the opportunity for reasonable access alternatives to adjoining tracts, the necessity of providing through connections between collector or arterial streets, to distribute traffic patterns by providing alternative routes, and to provide convenient and efficient access for emergency vehicles, street maintenance, school buses, postal delivery, and other essential services."
2. Staff compared the intensities of the proposed subdivision with Saddle Ridge, Hunters Ridge, Morgans Crossing, Hidden Creek and Hidden Creek II.

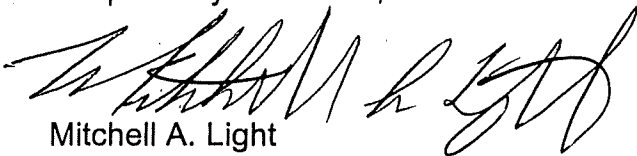
Subdivision	Acreage	Buildable Lots	Dwellings Per Acre
VINEYARD PARK (PROPOSED)	50.59	40	0.79
SADDLE RIDGE	68.6	25	0.36
HIDDEN CREEK	45.5	92	2.02
HIDDEN CREEK II	83.05	207	2.49
MORGANS CROSSING	46.25	130	2.8
HUNTERS RIDGE	289.7	700	2.42

3. Staff would like to point out that the Future Land Use Map designates this site for "Suburban Residential" (SR) which is described as "single family housing of up to four units per acre. This classification does not preclude low density or estate residential developed as a formal subdivision." The proposed development has a density of 0.79 dwelling units per acre which is more in line with "Rural Density Residential" (RD) which is described as "Low density residential uses of up to one dwelling unit per acre."
4. Staff would like the Applicant to address the issues from the prior requests regarding the retention ponds (especially the two located nearest KY 18), their design and potential impacts on the adjoining properties and infrastructure.
5. A letter received from the Burlington Fire Protection District states that additional calls from the 40 lots proposed will not adversely affect the service delivery of the District.
6. The Kentucky Transportation Cabinet has indicated that a right turn lane will be required to accommodate movements into the site. Their comments are preliminary and still require a formal Encroachment Permit review.
7. Correspondence received from the Boone County Sheriffs Department indicates that they are concerned by the lack of "street calming" particularly in the section of road between lots 12 and 21.
8. Staff recommends that the Planning Commission and Boone County Fiscal Court analyze the timing of the project and the 2005 Boone County Comprehensive Plan. Specifically, the text states "As this area develops and anticipated school facilities are built, improvements to KY 18 will be needed, such as shoulders, reconstructed curves, improved sight distances, and sufficient intersection improvements in Burlington at KY 18 and KY 338. Suburban Residential Land Uses depicted on the 2030 Future Land Use Map in this area should not be developed until these conditions on KY 18 are improved, and adequate school capacity can be provided in the area. The next Comprehensive Plan update can be used as a tool to evaluate the progress made regarding infrastructure provision."
9. Staff would like to point out that the KY 18 improvements outlined in the 2005 Boone County Comprehensive Plan have been recommended in the 2006 Boone County Transportation Plan. No funding is available for these improvements, and KY 18 will be in competition with many other planned road improvements in Boone County in the future.
10. Staff recommends that the Planning Commission and Fiscal Court consider the orientation of the homes on the lots as seen from KY 18 and the dedication of additional right-of-way along KY 18 for future improvements (i.e. turn lanes) if this Zoning Map Amendment application is approved.

CONCLUSION

This request needs to be evaluated by the Boone County Planning Commission and the Boone County Fiscal Court in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3 "Amendment" of the 2001-02 Boone County Zoning Regulations and the potential impacts on the existing and planned uses in the area.

Respectfully submitted,

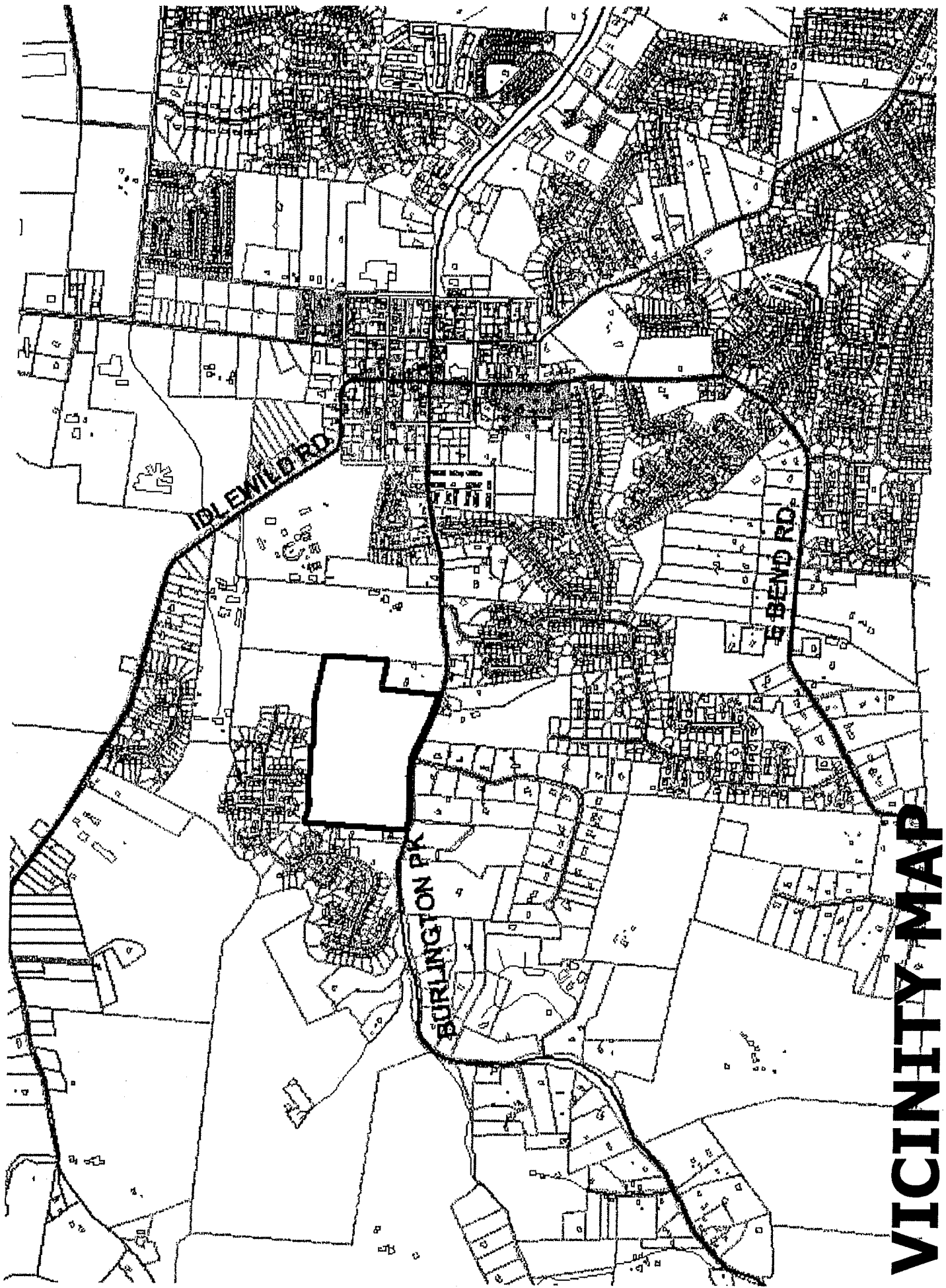


Mitchell A. Light  
Asst. Zoning Administrator/Enforcement Officer

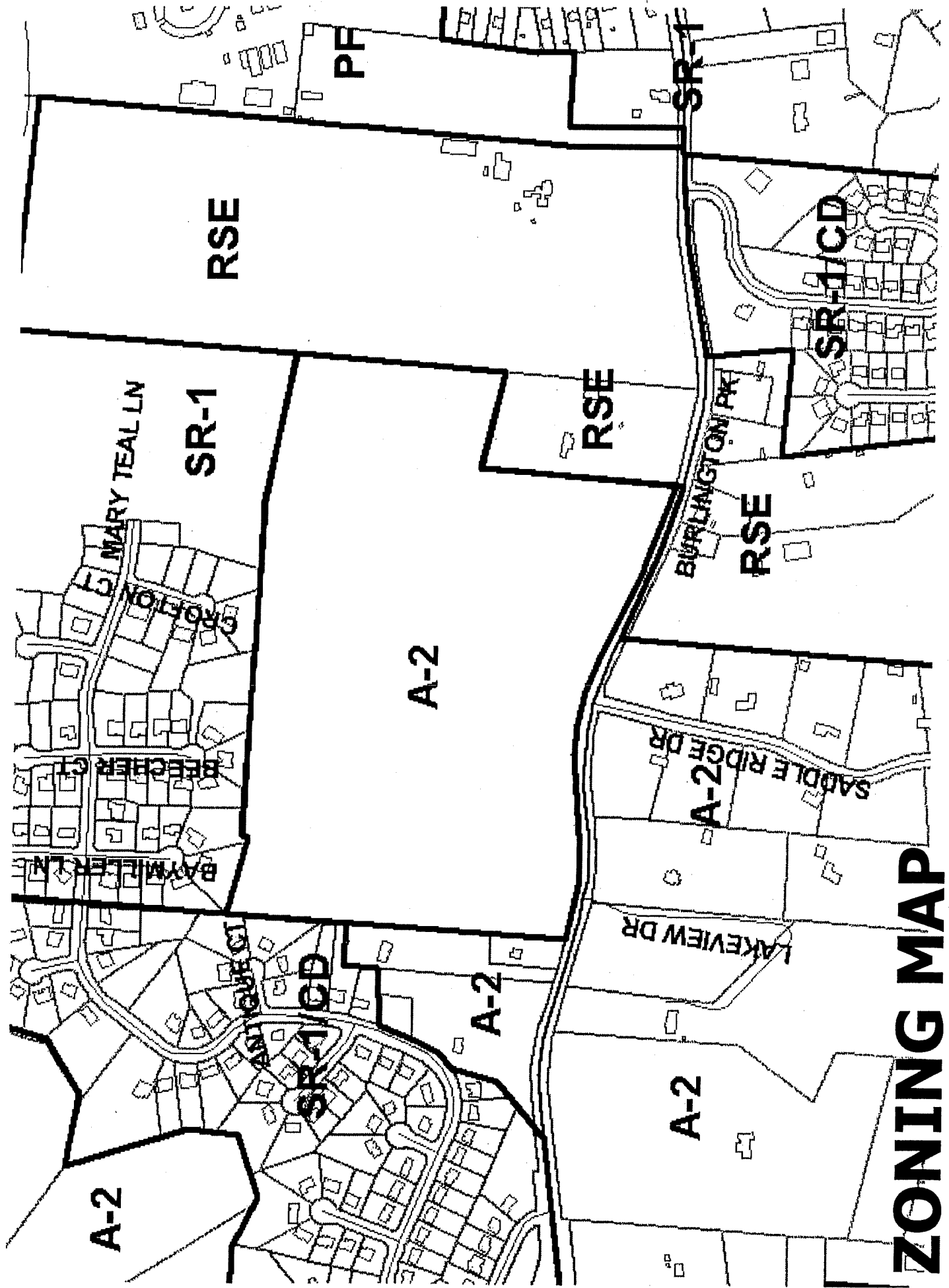
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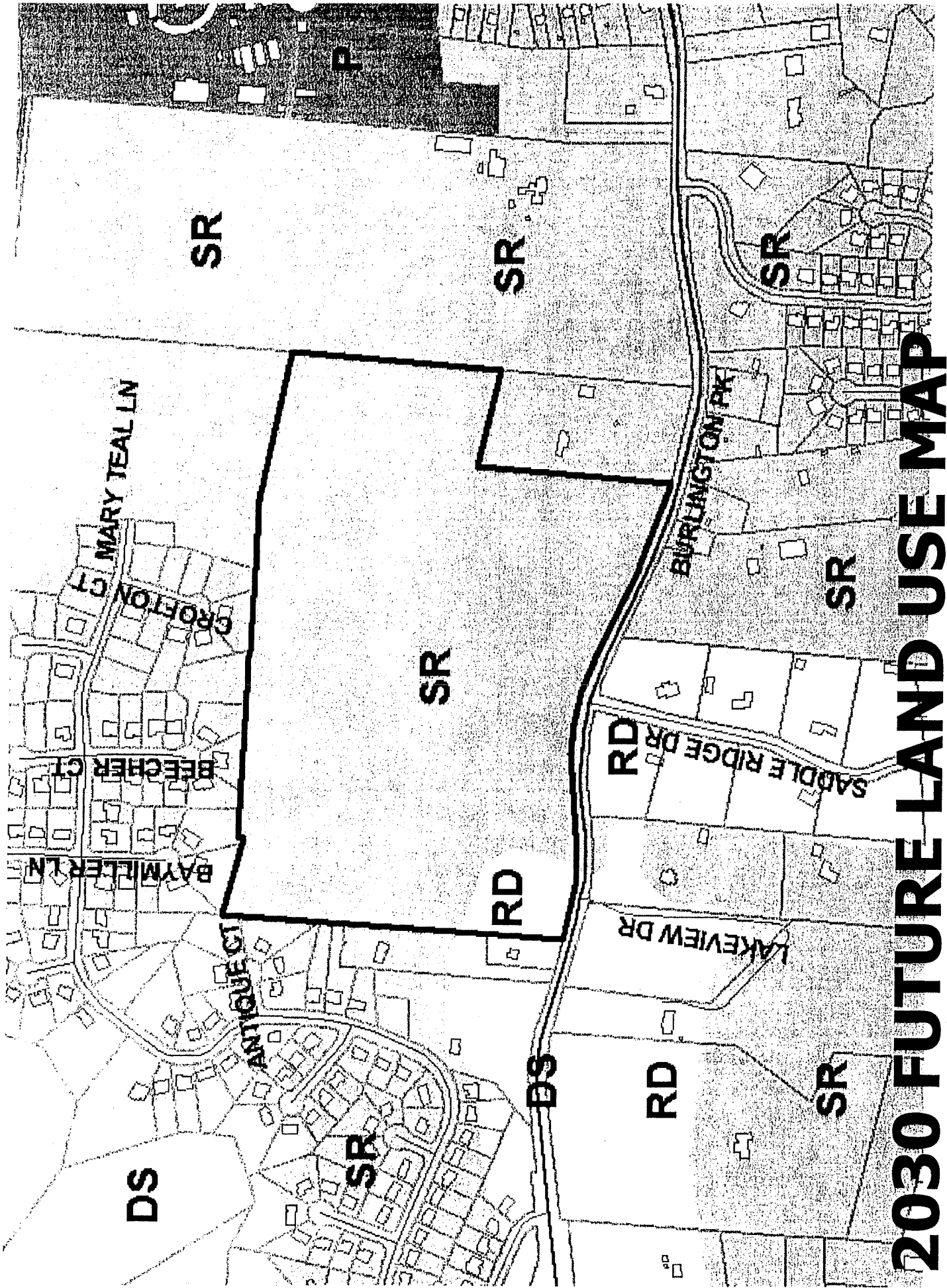
- Vicinity Map
- Zoning Map
- 2030 Future Land Use Map
- Existing Topography
- 2004 Aerial Photography
- 2005 Concept Development Plan
- 2006 Concept Development Plan
- 2007 Concept Development Plan
- Letter from Burlington Fire Protection District
- E-mail from Boone County Sheriff's Office
- E-mail from KY Transportation Cabinet
- Application



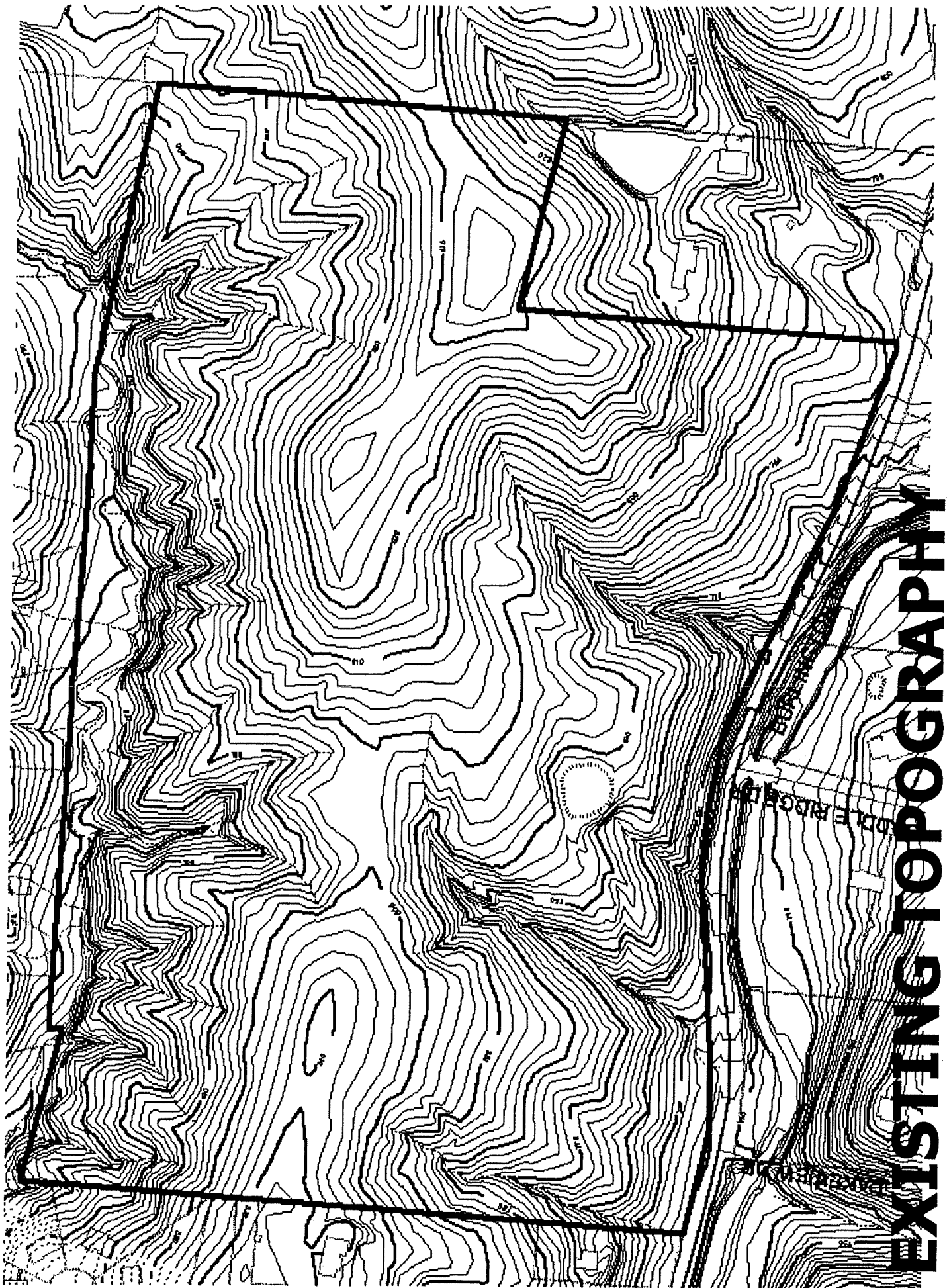
# VICINITY MAP



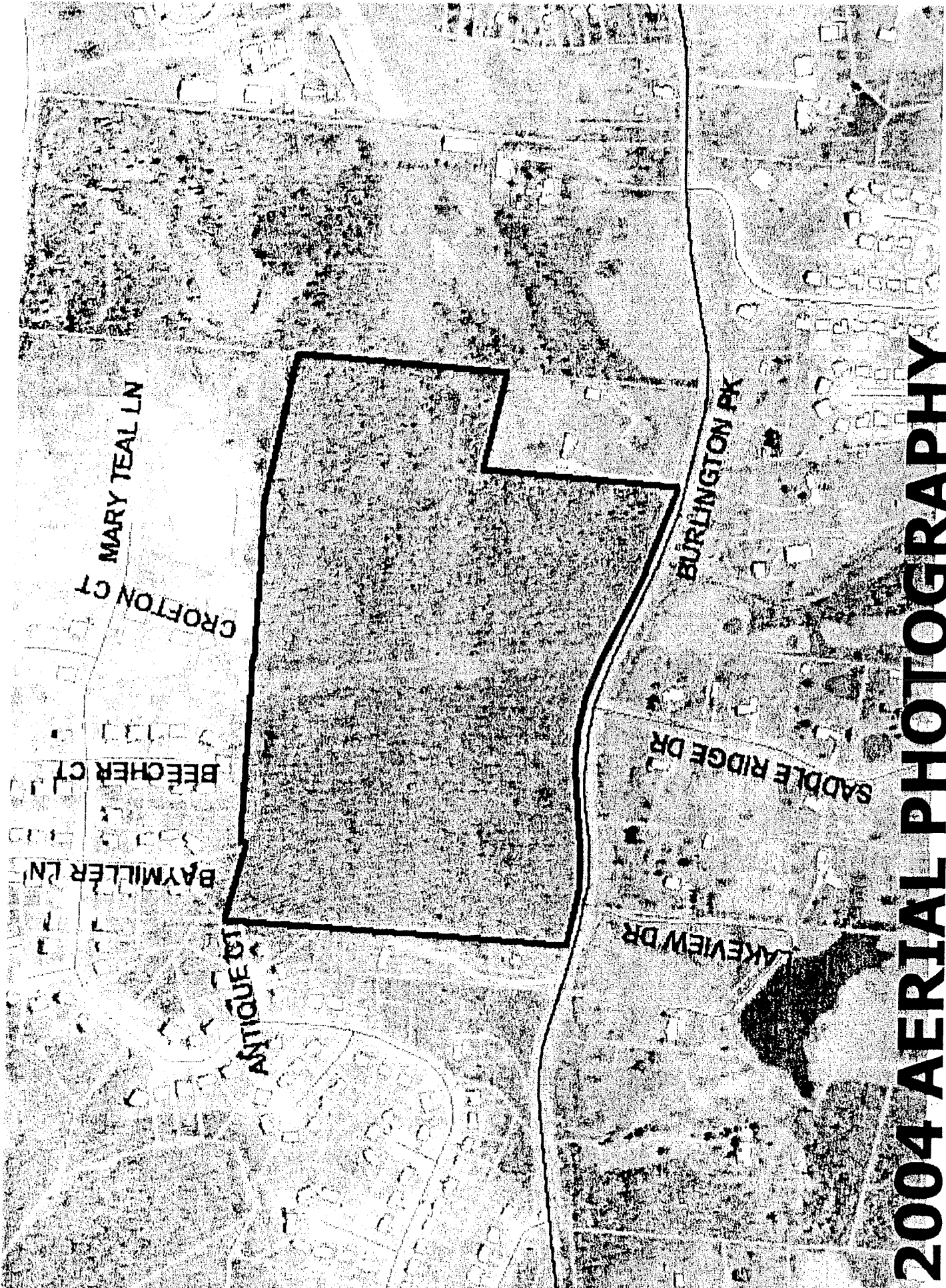
# ZONING MAP



# 2030 FUTURE LAND USE MAP



**EXISTING TOPOGRAPHY**



MARY TEAL LN

CROFTON CT

BEECHER CT

BAYMILLER LN

ANTIQUE CT

BURLINGTON PK

SADDLE RIDGE DR

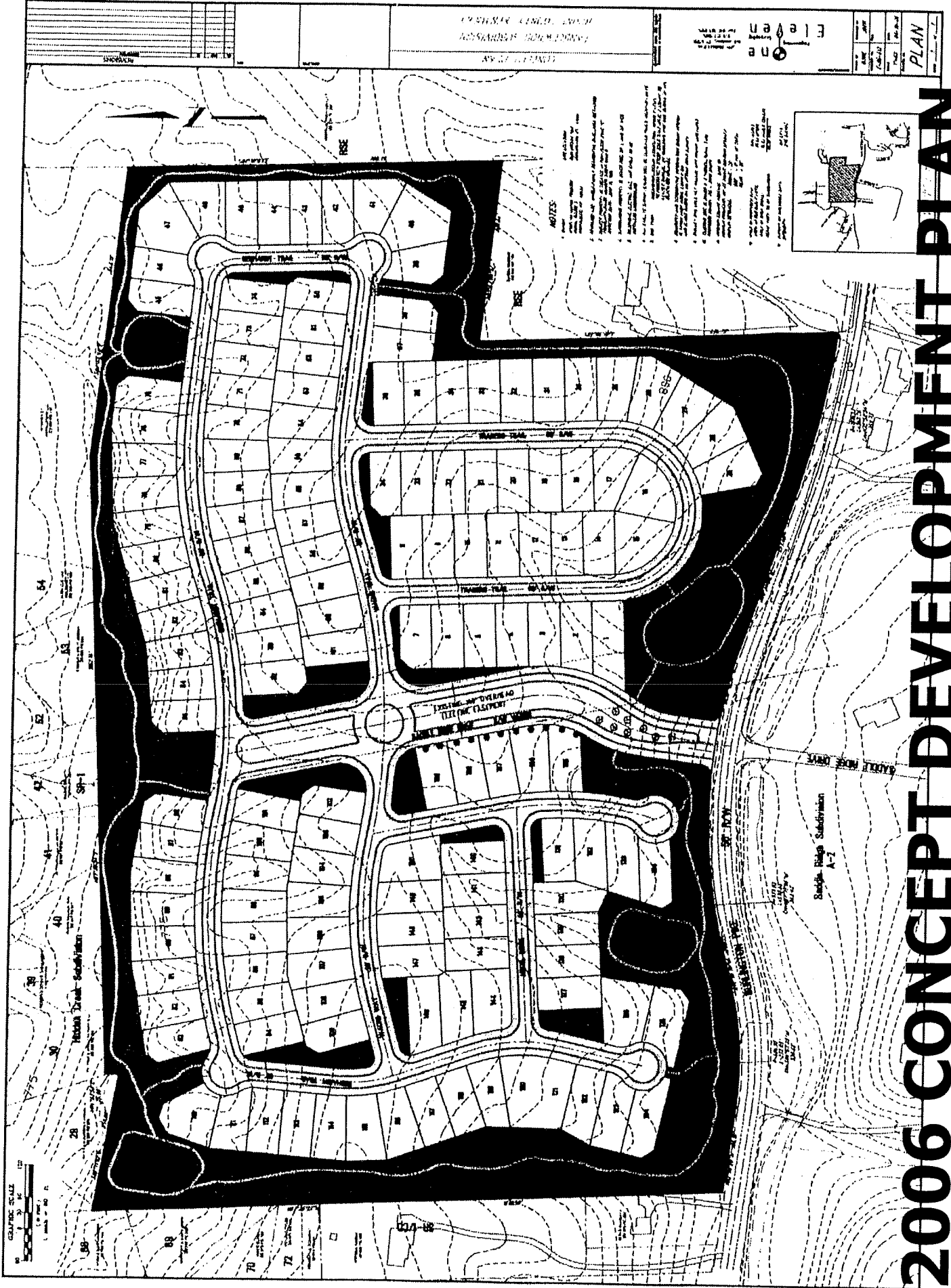
LAKEVIEW DR

2004 AERIAL PHOTOGRAPHY



A-2

Saddle Ridge Subdivision  
**2005 CONCEPT DEVELOPMENT PLAN**



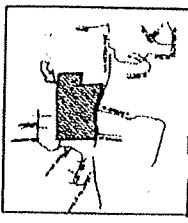
CONCEPT DEVELOPMENT PLAN  
 2006

Scale  
 1" = 40'

NO.	DATE	DESCRIPTION
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PLAN

- NOTES:**
1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
  2. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD.
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# 2006 CONCEPT DEVELOPMENT PLAN

GRAPHIC SCALE  
 1" = 40'

STATION TRAIL SUBDIVISION

SANDY HOLLOW DRIVE

SUNNYVALE DRIVE

54

52

44

40

28

70

72

556

57

58

59

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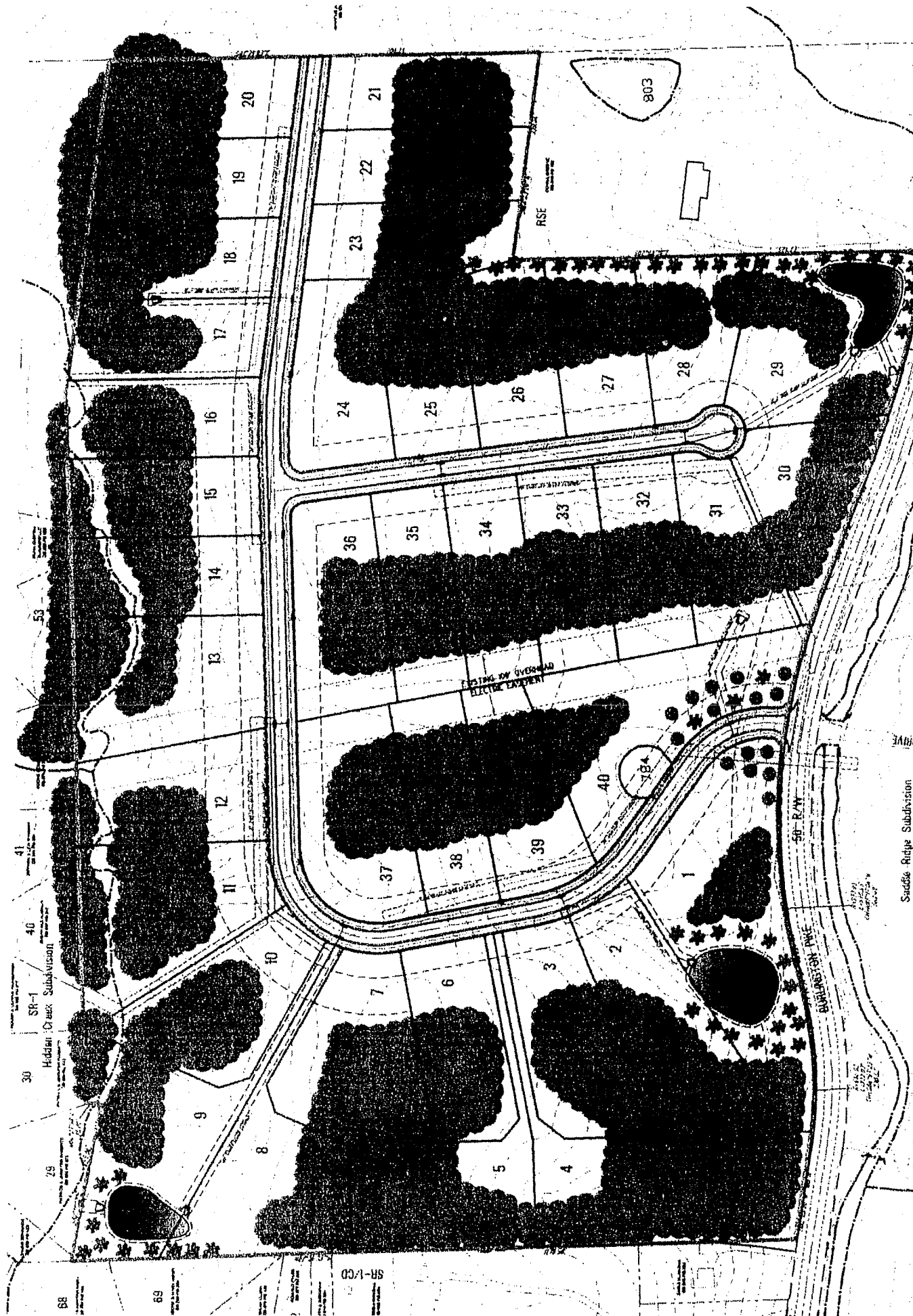
62

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# 2007 CONCEPT DEVELOPMENT PLAN

Sunshine & Ridge Subdivision  
A-2

SR-1  
Hidden Creek Subdivision

SR-1-BS  
CO-1-CO

BR

BR

803

784

RSE

EXISTING OVERHEAD  
ELECTRIC EXPOSED

SUNSHINE DRIVE

SUNSHINE DRIVE

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**Mitch Light**

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**From:** Rob Reuthe  
**Sent:** Tuesday, April 17, 2007 10:59 AM  
**To:** Mitch Light  
**Subject:** Wachs Property

Mr. Light,

Other than the obvious issues with additional traffic on Burlington Pike, the biggest issue that I have with the project would be a need for street calming. If you look at the road from lot #12 through #21 as well as the side road lot #24 through #36, the roadway is very straight. Speed issues will arise due to the lay of the road. I would ask the commission consider the use of landscape islands in this area or a similar type of traffic calming to slow traffic and protect the walking public before it becomes a problem. Thank you for the consideration.

***Robert E. Reuthe***

Lt. Colonel, Field Operations  
Sheriff's Office, Boone County Kentucky  
Office: 859-334-2171  
Mobile: 859-393-9860  
Fax: 859-334-2234



## Burlington Fire Protection District

6050 Firehouse Drive

P.O. Box 479

Burlington, Kentucky 41005-0479

Phone: (859) 586-6161

Fax: (859) 586-6178

David E. Biddle, Fire Chief

Website: [www.burlingtonkyfire.org](http://www.burlingtonkyfire.org)

**TO:** Mitchell A. Light  
Assistant Zoning Administrator/Enforcement Officer

**FROM:** Shaun D. Klaserner  
Assistant Chief

**DATE:** Friday, April 27, 2007

**RE:** Requested Zone Change for the Wachs Property between 3300 and 3446  
Burlington Pike, Boone County, Kentucky

After a careful review of the above referenced project I do not see this project affecting the service delivery of the District in any way. Based on information provided from national standards organizations the District can expect for every 15 homes built, approximately 1 call for service per year is generated. The subdivision is proposed at 40 lots, so that means the District can expect an additional 2.6 calls per year from the subdivision once fully built. The District has already responded to 713 incidents this year and expects to respond to well over 2,200 by the end of the year, 2.6 additional calls will not adversely affect us.

As a further matter of reference for you I went back and reviewed our incident statistics from January 1, 2001 to present day. During that timeframe we have responded to 7 vehicle accidents with injuries and had to perform extrication on 2 of those incidents. The area where the accidents occurred is between 3275 and 3446 Burlington Pike and includes all cross streets.

Thank you in advance and if you should have any further questions, please feel free to give me a call.

Yours in Service,

A handwritten signature in black ink, appearing to read "S. D. Klaserner".

Shaun D. Klaserner  
Assistant Chief

**Mitch Light**

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**From:** Hans, Robert (KYTC-D06) [Robert.Hans@ky.gov]  
**Sent:** Monday, April 30, 2007 9:48 AM  
**To:** Mitch Light  
**Cc:** Thompson, Ed (KYTC-D06); Madden, Bill F (KYTC-D06); Schomaker, Tom (KYTC-D06)  
**Subject:** Requested Zone Change - Wachs Property between 3300 and 3446 Burlington Pike (KY18) - Boone County

Mitchell,

The Kentucky Department of Highways has reviewed the subject Requested Zone change and makes the following comments.

The plan would meet our standards and specifications for an entrance within a 35 MPH speed zone on KY 18 at the location indicated. The Department would require a right turn lane on KY 18 to accommodate movements into the site. Official approval of access to the site from KY 18 will need to be granted by the Department through the Permit application process following Department specifications.

The Department has no additional specific comments. Thank you for allowing this office the opportunity to comment on proposed developments in Boone County. If additional information is desired, please feel free to contact me.

Thanks,

Rob Hans, TEBM - Planning  
KY Department of Highways, District Six  
(859) 341-2707, ext. 256



APPLICATION FORM

APR 3 2007

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

- 1. Name of Project VINEYARD PARK
2. Location of Project 3400 BURLINGTON PIKE
3. Total Acreage of Site 50.59 AC
4. Current Zoning of Site A-2
5. Proposed Zoning (Classification being requested) RSE
6. Proposed Uses (please specify each use) SINGLE FAMILY DETACHED RESIDENTIAL SUBDIVISION
7. Names of Applicant(s) GERDES + FLEISCH CUSTOM HOMES
8. Address of Applicant(s) 3260 IVY RIDGE DRIVE TAYLOR MILL KY 41015
9. Name of Property Owner(s) ROSELYN WACHS TRUSTEE
10. Address of Property Owner(s) RURAL ROUTE 3 MONTICELLO KY 42633
11. Proposed Building Intensities (please specify) 90 RESIDENTIAL LOTS @ DENSITY OF 0.77 P.U./ACRE.
12. Are there any existing buildings on the site?
13. Deed Book 830 Page No. 230 Group No.
14. Are you also applying for:
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 Public Services Dept.
Duke Energy
Sanitation District #1
Cincinnati Bell
Owen Electric Cooperative, Inc.
Boone County Public Works Department
Kentucky Transportation Cabinet
Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)

**BOONE COUNTY PLANNING COMMISSION  
BOONE COUNTY ADMINISTRATION BUILDING  
FIRST FLOOR FISCAL COURTROOM**

**May 16, 2007**

**7:30 P.M.**

**PUBLIC HEARING**

**Commission Members Present:** Mrs. Arnett – Secretary/Treasurer, Mr. Bunger, Mr. Caddell – Chairman, Mr. Carmichael, Mrs. Herald, Mrs. Kegley, Mr. Poe, Mr. Charlie Reynolds, Mr. Patrick Reynolds, Mr. Rolfsen, and Mr. Schwenke.

**Staff Members Present:** Mr. Kevin Costello, AICP, Executive Director; Ms. Jan Hancock, Secretary; and Mr. Mitch Light, Assistant Zoning Administrator/ZEO.

**Legal Counsel Present:** Mr. Dale Wilson

Mr. Arnold Caddell, Chairman, called the meeting to order at 7:32 PM and introduced the item on the Agenda:

**Applicant:** Gerdes & Flesch Custom Homes for  
Roslyn Wachs, Trustee (owner)

**Request:** Zoning Map Amendment

The request of Gerdes & Flesch Custom Homes (applicant) for Roslyn Wachs, Trustee (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre tract located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky. The request is for a zone change to allow a subdivision for single family, detached residences.

Staff Member Mitch Light presented the Staff Report which included a Power Point presentation and review of the attachments (see Staff Report).

The Chairman reviewed the Public Hearing process and announced that Mr. Rolfsen will chair the Committee for this request. The Chairman asked for the applicant's presentation.

Mr. Gerald Dusing, attorney with offices in Florence and Covington, was present representing the applicant. He introduced Tom Flesch and George Gerdes, who will speak about the estate-type development they are proposing, and Darren Eyre and Jim Bertram with One Eleven Engineering who will discuss the engineering details. Mr. Dusing stated that this is a completely different concept than what was proposed previously.

Mr. Tom Flesch, a resident of Taylor Mill, stated that he is a senior member of the development group. They have been custom builders and developers for over forty years and have built many fine homes in Boone County, but most of their work has been in Kenton County. They built homes in Park Hills, Fort Mitchell, Lakeside Park, Crestview Hills and other communities in Kenton County. He and his partner of twenty years, George Gerdes, both live in High Ridge Park in Taylor Mill. High Ridge Park is an upscale community of sixty custom homes ranging from \$400,000 to \$1 million. They are friends and neighbors with people for whom they built homes. They are proud of their developments and believe this 50-acre site is ideal for an outstanding community.

Mr. George Gerdes, a partner in Gerdes & Flesch Custom Homes, stated that they are second-generation homebuilders with over twenty-five years experience in homebuilding. They worked side by side with their fathers and learned the business of homebuilding. They are hands-on professionals who pay attention to detail. They are proud to put their name on this development and they are proud of the developers they have assembled to be part of this community.

Mr. Dusing distributed copies of the applicant's brochure *Vineyard* (see Exhibit 1).

Mr. Jim Bertram with One Eleven Engineering and Surveying stated that they were here with the previous submittals for high-density subdivisions. This request is for 0.79 units per acre, which is less than one unit per acre. He stated that the development has changed. They were previously trying to come in straight across from Saddle Ridge and up through the power easement, but they are now coming across and going up one of the ravines at the side. He stated that the entrance will have a rural appearance. They will put the signage back into the hillside and there will be landscaping along the hillside. The roads will wind up to the top of the ridge and ninety percent of the houses will have walkouts. The houses will be from 2,000 square feet and up. They will be very nice homes. The five featured builders are listed in *Vineyard Park* (Exhibit 1) and include Gerdes & Flesch Custom Homes, Jobe & Company, Sutter Homes, Ashley Builders and Krumpelman Builders. The pictures show the type of homes that they plan to build in the development. He stated that there is no need for phasing because, with this size home, it will take several years to build out the forty lots. There will be minimal disturbance to the landscape and they will save the majority of the trees on the site. There will be a rural appearance because they are larger lots. Along KY 18, the lots range from 1.33 acres to 1.50 acres and the dams will be

set back, which will leave room for any future improvement/expansion of KY 18. In regard to Staff Concern #6, he stated that they will work with the Kentucky Transportation Cabinet and follow their recommendations, which may include a right-turn lane. He stated that the streets in the development will be windy and hilly and fit the contour of the land. The development will be served by all public utilities, including sanitary sewer and public water, and all utilities will be underground. They worked with Staff in regard to the connection to the Archambault property and the location as recommended by Staff is shown on the plan. They would like to be able to make the connection to the Archambault property because it is zoned the same zoning as they are seeking and would allow larger-lot development in the future -- if the Archambaults decide to sell. He stated that there is A-2 zoning to the south, SR-1 to the north and to the west, and RSE to the east. He stated that continuing RSE out to KY 18 is a good transition from the A-2 to the SR-1. He offered to answer any questions.

Mr. Darren Eyre, P.E. with One Eleven Engineering and Surveying stated that there have been concerns regarding sight distance improvements along the existing KY 18 corridor. He stated that, as they did with the two previous developments, they have exceeded the Kentucky Transportation Cabinet and the Boone County requirements for sight distance. He stated that the state is requiring the right-turn lane. He stated that the proposed road is directly across from Saddle Ridge and the previous Traffic Study did not warrant a traffic signal at the intersection even at full buildout. He stated that there are pictures, profiles and details in the handout (see Exhibit 1). He offered to answer any questions.

Mr. Dusing reviewed the handout (see Exhibit 1). He stated that the plan is compatible with the Comprehensive Plan as referenced in the Staff Report and, to a large extent, the plan is a step down from what is called for in the Comprehensive Plan. He studied the Staff Report, the Findings of Fact, and the Public Hearing minutes from the previous submittals. He stated that this is a completely different approach, philosophy and plan. It is different builders. It is a different product and a different layout. The grid on Page 8 in the Staff Report explains how the density compares with the surrounding densities and with the prior applications for 170 units and 153 units. These lots are about three times larger than those lots and there is a third or a quarter of the number of units. These homes are in the \$400,000 to \$1 million range. He stated that there are pictures in the handout of the homes the builders have built in other upscale communities. He stated that the traffic report submitted with the prior application indicated that this stretch of KY 18 is Level of Service A, which is rare in Boone County. He stated that this site is about one-half mile from the intersection of KY 18/KY 237 and near the courthouse complex. He stated that Mr. Eyre will answer any questions on line of sight issues. He stated that this development raises the bar for all residential development in the Burlington area. He stated that he could not represent any residential development that raises issues with the school system as he represents the school system, but this upscale development does not present any significant impact on the school and road systems, or on the police

and fire departments. It has all utilities. It goes beyond the Goals and Objections of the Comprehensive Plan. He advised his clients to be good listeners to the constructive criticism of the last two requests – which they did and they went beyond it. This concluded the applicant's presentation.

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

Mr. Howard Wyman, 1545 Trophy Court, Florence, a resident of Boone County for twenty-five years, stated that the development will be all custom homes and it will be great for Boone County. The forty custom homes will generate as much tax revenue as 150 average priced homes, but the impact to the roads will be more favorable. The surrounding homes will benefit by increasing in value. The proposal is for custom homes built by quality builders. He stated that we need more custom built homes in the area. He is in favor of the development.

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

Mr. Bo Archambault, 7213 Front Street, Burlington, stated that the adjoining property is their family farm. He is concerned about the street ending at their property. He questioned why they could not connect with the Hidden Creek development. He stated that at the last request the applicant indicated that they were told not to do that, but we are only hearing from one side. He asked if the Planning Commission could request something in writing between those two developments. He requested fencing along the Archambault side of the property because of the livestock, and any fence that is lost is to be replaced. If the road connection ends at their property, they request a berm or mound that is 8 to 10 feet high because the line of sight would go all the way across to the fairgrounds and the drag strip. If the street ends there, it will increase the opportunity for trespassing. He asked that the name of the development be changed because he does not see a vineyard operation on the site, but there are putting in a vineyard on the Archambault property.

Susan Archambault, a resident of Boone County for forty years and owner of the adjoining property where she lives with her husband, stated that the Commissioners are appointed and represent different areas of the county. She stated that Susan Poston is their representative, but she is unavailable because of a conflict of interest since her mother-in-law lives across from this site. Since Ms. Poston cannot inform the Planning Commission, she would like to do that. She stated that people see KY 18 as a rural road, but it is a business road for three gravel companies. Some of the gravel companies have their own trucks, but Northern Kentucky Aggregates' trucks come from Lexington and Georgetown. The trucks are axle trucks that carry gravel, rock and sand. A tri-axle truck can carry 24 tons and a tractor trailer can carry 27 tons. She stated that KY 18 is a dangerous "s" hairpin road from the top of the Archambault property down to the

river. Forty years ago she contacted the County Attorney with concerns about the gravel trucks since their children had to cross the road to get to the school bus – but the County Attorney was also the attorney for the gravel companies. She hopes things are not still that way and there is not a conflict of interest on the Planning Commission. She asked if the Planning Commission is accepting the existing Traffic Study from the first proposal, which is inadequate and possibly fraudulent. She stated that the Planning Commission needs to do a new study or use the state's study on how many trucks go up and down the road. She stated that one thousand trucks go up and down the road. Northern Kentucky Aggregates has fifty or sixty trucks a day going up and down the road. She stated that this plan is a much better plan than the previous proposal – it has less cars and traffic – but forty houses means eighty cars from here to the center of Burlington. She wants the zoning to stay A-2 with one house per two acres. She is concerned about the safety of Boone County residents. She stated that the school buses need to go up and down the roads, unless these homes will not be for children. She stated that on KY18 there are no other lanes and you cannot see who is coming with the “s” and hairpin turns. There are no shoulders on the road. She stated that the Traffic Study must be accurate. She stated that every time there is a request, the Planning Commission should do a current Traffic Study or use the state's current Traffic Study. She stated that if the Planning Commission disregards safety and allows the development, there should be a chainlink fence seven feet tall with three strands of barbed wire on top and a berm along their property line. She noted the location of their upper pond, barns, house, and future vineyards, as well as the location of the proposed street stub. She stated that people would be looking right across to the Boone County Fairgrounds. She stated that the Archambault property will remain agricultural. She indicated how the development could have an entrance across from one person's driveway that makes a big horseshoe around and come out across from Ms. Poston's mother-in-law's driveway. The way it is, there is only one way in and one way out for the Fire Department. She asked how many of the forty homes will be built by Gerdes & Flesch and how many will be built by the other builders. She asked if the Planning Commission will require a new Traffic Study. Chairman Caddell responded that he does not believe that a new Traffic Study would be required. Mrs. Archambault asked if the Planning Commission will use the state's Traffic Study. Chairman Caddell responded that he is not prepared to answer that question until Staff reviews the information. She stated that Fiscal Court has the state's Traffic Study from the last application.

Ms. Carol Woods, 6251 Saddle Ridge, Burlington submitted a letter dated December 1, 2006 from Ann Stansel with the Kentucky Transportation Cabinet in regard to the traffic count on KY 18 between Jefferson Street and Allen's Fork Culvert (see Exhibit 2). Ms. Woods stated that the traffic count shows 6,700 vehicles and 1,246 heavy trucks carrying up to 80,000 pounds. She does not think that the request satisfies the requirements for a zone change as listed in KRS 100. She read her Letter to the Editor that was printed in the Post (see Exhibit 3). Ms. Woods stated that there are 6,700+ vehicles and 1,246+ heavy trucks on KY 18

daily. There is dangerously poor sight distance and no shoulders. On one side of the road is a creek and in heavy storms the water overflows the Saddle Ridge Bridge. There have been at least five accidents at this intersection and vehicles have gone into the creek. On the horizon are 727 houses and the traffic they will create. School buses have to dodge the increasing traffic. She stated that the people who travel this portion of KY 18 are in a dangerous situation. They are concerned for their loved ones as they enter and leave their homes. She stated that their safety should not be sacrificed for profit or progress. She has a file covering ten years of asking the government to cut the undergrowth at the intersection to increase safety. Jeff Earlywine and the new County Commissioners have assured her that the undergrowth will be removed regularly. She appreciates that and the caution sign at KY 18. She stated that Mr. Flesch has been known for years as a quality builder and, when there is a road that will allow them to co-exist safely, then this subdivision can be seriously considered. She stated that Mr. Flesch and Mr. Gerdes are members of Northern Kentucky Homebuilders. She stated that Commissioner Janet Kegley is part-owner of B.O.L.D. Homes and also a member of Northern Kentucky Homebuilders, which impedes her ability to be impartial, and she requests that Mrs. Kegley recuse herself. Ms. Woods submitted her written comments (see Exhibit 4).

Mr. Bruce Belknap, 6027 Saddle Ridge Drive, stated that one house per ten acres would be better. He agreed with the others in regard to the traffic. He stated that coming out of Saddle Ridge Drive going east there are 18-wheeler dump trucks flying down the road. He met one in his lane when he was going west on KY 18. He occasionally gets hit by a rock from the trucks flying down the road. He would like to see more enforcement of the speed limit. He is concerned about the wildlife in the area and along the creek. He is concerned about water runoff from the proposed streets. He stated that the creek is hazardous when it floods and six cars have gone into the creek in the 24 years he has lived there. He would like to see more of a study on the traffic situation. He feels that there has been a miscount and that there is more traffic than the applicant is indicating. He asked that the displacement of the wildlife be considered. He stated that this is a nice plan that will add to the community.

There being no one else present who wished to speak in opposition, the Chairman asked if there were any comments or questions from the Commissioners.

Mr. Bunger asked that the traffic studies mentioned by the speakers be made available to the Committee. He noted that the letter from Assistant Chief Shaun Klaserner of the Burlington Fire Protection District, dated April 27, 2007, refers to responses to seven vehicular accidents with injuries in the last six years, which is about one per year. He asked Staff to tie that information together with the 6,700 vehicles per day and general traffic safety in the area.

Mr. Poe noted the comments made by Ms. Woods and stated that he supports Mrs. Kegley remaining on the Zone Change Committee.

Mr. Rolfsen asked if the applicant plans to do any street calming besides signs, which do not work. He stated that traffic accidents seem to be a big issue and asked Staff to provide information to the Committee regarding accidents there for the last three years. He questioned how many homes Gerdes & Flesch plans to build in this subdivision.

Mr. Dusing responded that the builders listed in the brochure have signed on to develop this subdivision. The intent is to build about two large homes per builder per year, for a buildout of about ten homes per year split approximately equally among the builders – but if one builder has more market demand than another, one builder may build more than another builder. In regard to street calming, he stated that Mr. Sketch would not be happy with street bumps and the police would not be happy with stop signs.

Chairman Caddell stated that the question was *how many homes would be built by Gerdes & Flesch*. Mr. Flesch responded that it will vary depending on how busy the builders are. He stated that they will probably be 90% contract homes. Gerdes & Flesch would probably build 15% to 25% of the homes, but that will vary.

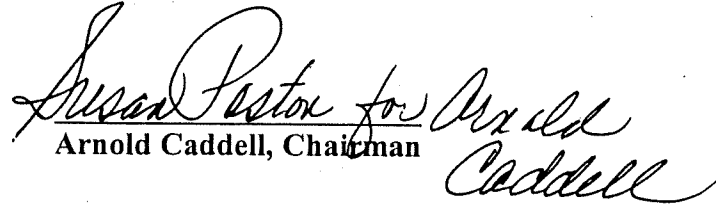
Mr. Dusing stated that sight distance was debated at length in the previous applications. A detailed study on sight distance is included in the handout for discussion at Committee. He stated that the sight distance far exceeds the state's and Boone County's regulations.

Chairman Caddell asked Staff to review the regulations in regard to stormwater retention in response to the comments made regarding runoff. Mr. Light responded that Boone County now requires stormwater retention of the public street system, whereas previously the water just found its way into the creeks. He noted that there is a pond to the north and two other ponds on the site. Mr. Bertram asked to respond. He stated that the density on this plan differs from the previous plans and, since the density is lower, the detention will be less and the ponds will not have to be as large. They will be backyard ponds. He stated that they have to meet the Planning Commission's regulations and the Sanitation District's regulations and this part of the development will be done properly before anything is constructed. There will be fewer homes and fewer streets, so there will be less run off with this plan. Chairman Caddell stated that the requirement is such that if this project is approved and developed, the water will not leave the property any faster than it does now. Mr. Bertram agreed that they cannot exceed the current amount of runoff after the site is developed.

There being no further comments, the Chairman stated that the Committee Meeting for this item will be on June 6, 2007 at 5:00 PM. This item will be on the Agenda for the Business Meeting on June 20, 2007 at 7:00 PM.

The Chairman closed this Public Hearing at 8:40 PM.

APPROVED:

  
Arnold Caddell, Chairman

Attest:

  
Jan Hancock, Recording Secretary

Exhibits –

1. *Vineyard Park*, spiral bound booklet submitted by the applicant
2. Letter from Ann Stansel with the Kentucky Transportation Cabinet to Carol Woods, dated December 1, 2006 in regard to the traffic count on KY 18 between Jefferson Street and Allen's Fork Culvert
3. Letter to the Editor from Carol Woods that was printed in the Post
4. Comments from Ms. Carol Woods



**Ernie Fletcher**  
Governor

**TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
www.kentucky.gov

**Bill Nighbert**  
Secretary

**Office of Legal Services**  
200 Mero Street  
Frankfort, KY 40622  
(502) 564-7650  
Fax: (502) 564-5238

**Jim Adams**  
Deputy Secretary

December 1, 2006

Carol Woods  
6251 Saddle Ridge Drive  
Burlington, KY 42005

RE: OR06-1385  
Open Records Request

Dear Ms. Woods:

Enclosed please find the last traffic county for KY 18 between Jefferson Street and Allen's Fork Culvert, as requested.

Should you need any additional assistance, please contact me at the phone number listed above.

Sincerely,

Ann Stansel  
Office of Legal Services

KENTUCKY TRANSPORTATION CABINET-DEPARTMENT OF HIGHWAYS  
 DIVISION OF PLANNING-TRAFFIC SURVEY AND ANALYSIS SECTION  
 \*\*VEHICLE CLASSIFICATION COUNT\*\*

COUNTY: BOONE  
 DISTRICT: 6  
 MILEPOST: 7.700  
 ROAD DESIGNATION: R 2622 IN 2005  
 LATEST ADT COUNT:  
 LOCATION INFORMATION: BTWN KY 20 AND ALLEN FORK CULVERT

STATION: 776 BOTH  
 ROUTE: KY 18  
 TYPE COUNT: AUTOMATIC  
 FUNCTIONAL CLASS: 7

TIME PERIOD	DATE	MOTOR-CYCLES	PASSENGER CARS	OTHER 4 TIRE VEHICLES	SINGLE UNIT TRUCKS					SINGLE TRAILER TRUCKS			MULTI-TRAILER TRUCKS			TOTAL VEHICLES	
					2 AXLE 6 TIRE BUSES	3 AXLE MORE AXLE	4 OR 4 OR LESS AXLE	4 OR 4 OR LESS AXLE	5 AXLE MORE AXLE	6 OR 6 OR MORE AXLE	5 OR 5 OR LESS AXLE	6 OR 6 OR MORE AXLE	7 OR 7 OR MORE AXLE	OTHERS			
06-07AM	3/22/05	0	89	38	4	2	1	1	10	1	0	0	0	0	0	0	151
07-08AM	3/22/05	1	103	38	4	5	5	1	16	3	0	0	0	0	0	191	
08-09AM	3/22/05	1	96	33	3	7	5	1	5	2	0	0	0	0	0	161	
09-10AM	3/22/05	1	65	26	2	6	3	1	11	1	0	0	0	0	0	138	
10-11AM	3/22/05	1	71	27	1	8	10	2	15	1	0	0	0	0	0	145	
11-12AM	3/22/05	0	57	27	2	9	5	3	15	2	0	0	0	0	0	128	
12-01PM	3/22/05	0	72	26	2	8	5	2	17	1	0	0	0	0	0	135	
01-02PM	3/22/05	0	75	27	1	10	7	2	11	2	0	0	0	0	0	145	
02-03PM	3/22/05	1	86	31	1	9	6	2	14	4	0	0	0	0	0	164	
03-04PM	3/22/05	0	132	37	5	10	5	2	17	2	0	0	0	0	0	207	
04-05PM	3/22/05	1	126	41	4	10	3	2	14	4	0	0	0	0	0	196	
05-06PM	3/22/05	0	135	53	0	11	3	1	3	1	0	0	0	0	0	204	
06-07PM	3/22/05	0	116	45	0	11	3	1	7	2	0	0	0	0	0	170	
07-08PM	3/22/05	0	75	29	0	6	1	1	0	0	0	0	0	0	0	111	
08-09PM	3/22/05	0	67	15	0	4	0	0	0	0	0	0	0	0	0	86	
09-10PM	3/22/05	0	56	13	0	4	0	0	0	0	0	0	0	0	0	73	
10-11PM	3/22/05	0	38	6	0	4	0	0	0	0	0	0	0	0	0	45	
11-12PM	3/22/05	0	27	5	0	0	0	0	0	0	0	0	0	0	0	34	
12-01AM	3/22/05	0	13	4	0	0	0	0	0	0	0	0	0	0	0	18	
01-02AM	3/22/05	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10	
02-03AM	3/22/05	0	4	1	0	0	0	0	0	0	0	0	0	0	0	6	
03-04AM	3/22/05	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8	
04-05AM	3/22/05	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10	
05-06AM	3/22/05	0	29	17	0	0	0	0	1	0	0	0	0	0	0	51	
TOTAL VEHICLES		7	1550	550	29	132	91	62	25	115	20	0	0	0	0	2587	

PERCENT OF TOTAL 0.3

AXLES / TRUCK = 480 / 2587 = 18.6 %  
 % TRAILER TRUCKS = 1680 / 2587 = 6.4 %  
 % TRAILERS @PK HR = 12 / 207 = 5.8 %  
 PEAK HOUR BETWEEN 03-06PM = 24  
 TOTAL HOURS = 24

AXLE CORRECTION FACTOR = 0.88  
 % SINGLE UNIT TRUCKS = 314 / 2587 = 12.1 %  
 % TRUCKS AT PEAK HOUR = 38 / 207 = 18.4 %

\* NOTE: RECOMMENDED OTHERS DISTRIBUTION IS CARS 00 %  
 OTHER 2 AXLE 4 TIRE VEHICLES 00 %  
 4 OR LESS AXLE SINGLE TRAILER TRUCKS 00 %

## Kentucky Traffic Counts

Route: KY 18 Street:  
 From MP: 8.538 At: ALLEN FORK CLVRT  
 To MP: 10.443 At: KY 338 (JEFFERSON ST)

District: 6  
 County: BOONE  
 City:

Station ID: 008 Station Cnty: BOONE  
 Station Type: Full Coverage  
 Functional Class: URBAN - Minor Arterial

Last Actual Count:  
 6,699 In 2005

New Road Year:  
 Impact Year:

<u>Year</u>	<u>Count</u>	<u>Type</u>
2006	6,750	Computer Estimate
2005	6,700	Actual Count
2004		
2003		
2002		
2001	5,580	Actual Count
2000		
1999		
1998		
1997		
1996	4,980	Actual Count
1995		
1994		
1993		
1992		
1991		
1990	4,290	Actual Count
1989	4,650	Actual Count
1988		
1987		
1986		
1985		
1984	2,600	Actual Count
1983		
1982		
1981	2,170	Actual Count
1980	2,450	Actual Count
1979	2,640	Actual Count
1978		
1977	3,400	Actual Count
1976	1,970	Actual Count
1975	2,090	Actual Count
1974	1,520	Actual Count
1973		
1972		
1971	1,680	Actual Count
1970	1,360	Actual Count
1969		
1968	1,270	Actual Count
1967		
1966		

Members of the Boone County Planning Commission have a role of utmost importance in the community. Residents and visitors alike will live and (in events known only to God) possibly die by their decisions. It is an appointed position free from the restraints of elections, thus enabling the members to act in the best interests of community.

The requested zone change will double the number of houses to be built on the property across from Saddle Ridge at the intersection with Kentucky 18. Please bear in mind:

1. The latest daily traffic count from the Transportation Cabinet for this intersection is 6800. Trucks comprise 1246 of this number. Many are gravel trucks which may carry up to 80,000 pounds. Kentucky 18 is a paved, winding, wagon trail (lovely, but potentially lethal) with no major upgrades in it's history. Heavily loaded trucks must maintain an adequate speed to negotiate the long uphill grade.
2. The sight distance at this intersection is extremely poor. Senator Roeding, Representatives Wuchner and Marcotte, and the Department of Highways have confirmed this.
3. School buses use this intersection daily. They cannot make the swift exit and entrance to Saddle Ridge necessary to avoid oncoming traffic. The addition of 727 houses in Hunters' Ridge (several miles down the road) will bring heavy construction traffic, more school busses and more children at risk.

4. There are no plans to improve Ky. 18 nor to construct a new road. The existing road does not meet the needs of the residential and commercial traffic it carries at the present. Future traffic is ominous.

Not all members have considered safety to be a determining factor in previous meetings concerning this property. The doctrine of democracy places safety of the populous as the foremost responsibility of elected and appointed officials. Of utmost urgency is the lives of young Boone Countians who cannot vote for the safety of the buses they ride. The community thanks those members of the Commission who have voiced their concerns for the welfare of all involved and hope they will continue to do so.



C.C. Woods  
Burlington, Kentucky  
(859) 586-8006

In summation:

1. 6700+ vehicles -- 1246+ heavy trucks, daily
2. Dangerously poor sight distance
3. No shoulders
4. On one side of the road a creek. During heavy storms the water fills the banks and overflows the Saddle Ridge bridge. There has been at least 5 accidents at this intersection. Several vehicles have plummeted into the creek. On the other side is a ditch.
5. On the horizon looms 727 houses with the impending traffic they will create.
6. Lumbering school buses precariously dodging increasing traffic, daily.

We who travel this portion of Ky. 18 have a uniquely dangerous situation. Keep in mind, we are people. We are spouses, parents, grandparents, siblings. We have great concern for our loved ones as they enter and leave our homes whether by automobile or school bus. We are not traffic levels. geographic locations, vehicles to be counted at the nearest intersection.

We are not expendable. Our safety should not be sacrificed for anyone's profit or perception of progress.

So, what is the Boone County formula for life? How many people must be rounded up to attend government meetings? How many signatures must be collected? How do we make the majority of the Commission care?

If you tell me, I will do it. I have a file covering the past ten years I have spent imploring government to cut the undergrowth at this intersection hoping that a few more feet of vision will save a life. (Our new county administrator, Mr. Jeff Earlywine, assures me the weeds will be cut on a regular basis.)

Considering the traffic count and the type of traffic, it is only by the grace of God we have been spared the sight of life squads carrying body bags from automobiles or buses strewn across this highway.

WE NEED A ROAD FIRST!!!

I will end with a quote by Lindsey Graham, the senator from North Carolina:

"You cannot have a democracy when the people do not have faith in the central government to take care of them."

He was speaking of Iraq; however, it can be applied universally.

*Carl Woods*

**BOONE COUNTY PLANNING COMMISSION  
BOONE COUNTY ADMINISTRATION BUILDING  
FIRST FLOOR FISCAL COURTROOM  
BUSINESS MEETING  
June 20, 2007  
7:00 P.M.**

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

**COMMISSION MEMBERS PRESENT:**

Mrs. Judy Arnett, Secretary/Treasurer  
Mr. Greg Breetz  
Mr. Kim Bunger  
Mr. Arnold Caddell, Chairman  
Mr. Jim Carmichael  
Mrs. Linda Herald  
Mrs. Janet Kegley  
Mr. Richard Knock, Temporary Presiding Officer  
Mr. Don McMillian  
Mr. Charlie Reynolds  
Mr. Patrick Reynolds  
Mr. Bob Schwenke

**COMMISSION MEMBERS NOT PRESENT:**

Mr. Randy Poe  
Mrs. Susan Poston, Vice Chairwoman  
Mr. Charlie Rolfsen

**LEGAL COUNSEL PRESENT:**

Mr. Dale Wilson

**STAFF MEMBERS PRESENT:**

Mr. Kevin Costello, AICP, Executive Director  
Ms. Jan Hancock, Secretary  
Mr. Mitch Light, Assistant Zoning Administrator/ZEO

**Approval of the Minutes:**

Chairman Caddell stated that the Commissioners received copies of the Minutes of the June 6, 2007 Business Meeting. He asked if there were any comments or corrections. There being no changes to the Minutes, Mr. Carmichael moved that they be approved as mailed. Mr. Patrick Reynolds seconded the motion. A vote on the motion found all voting members in favor. Mrs. Kegley was not yet present. The motion carried.

Chairman Caddell stated that the Commissioners received copies of the Minutes of the June 6, 2007 Public Hearings. He asked if there were any comments or corrections. There being no changes to the Minutes, Mr. Charlie Reynolds moved that they be approved as mailed. Mr. Schwenke seconded the motion. A vote on the motion found all voting members in favor. Mrs. Kegley was not yet present. The motion carried.

**ACTION ON PLAN REVIEWS:**

**1. Zoning Map Amendment**

**The request of Gerdes & Flesch Custom Homes (applicant) for Roslyn Wachs, Trustee (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre tract located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky. The request is for a zone change to allow a subdivision for single family, detached residences.**

Staff Member Mitch Light 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.

Chairman Caddell asked if the applicant wished to make a summary statement in regard to items raised at the Public Hearing or discussed at the Committee Meeting before the Planning Commission takes action on this request.

Mr. Gerald Dusing, attorney for the applicant, agreed with the Findings of Fact. He reserved time to respond to any comments from the opposition if necessary. He offered to answer any questions.

Chairman Caddell asked if there was anyone present who wished to make a summary statement on behalf of the opposition.

Ms. Carol Woods, 6251 Saddle Ridge Drive, was opposed to the request for the following reasons: (1) The request does not comply with KRS 100.213 which says

that as the area develops and anticipated school facilities are built, improvements to KY 18 will be needed, such as shoulders and reconstructed curbs, as well as improved sight distance and intersection improvements at KY 18/KY 338 – and none of those improvements have occurred. (2) There have been no major changes of an economic or physical nature in the area. (3) Schools (Conner and Goodridge) are operating from trailers, which is perilous in a tornado-prone area. No more children should be added until all can be housed properly and safely. (4) KY 18 is hazardous particularly at this intersection. School buses are in peril from the 1,246 gravel trucks that travel the road daily at great speeds. The submitted traffic count is disputed and a final decision should not be made until a new traffic count is done by the Transportation Cabinet. She stated that Mr. Knock stated these conditions on Page 7 of the minutes of the Boone County Planning Commission Meeting of February 1, 2006. She stated that there are discrepancies in the minutes of the Committee Meeting – she did not mention retention ponds and the focus of her letter was school bus safety – and she was appalled that it was minimized. She was appalled that the traffic count done by the Department of Transportation was not included in the information given to the Committee and no mention was made of safety concerns. She stated that there is great concern when a traffic count is over 40% underestimated, there are 1,246 heavy trucks (the majority being gravel trucks carrying up to 80,000 pounds) that are not mentioned, and there are children on school buses. She stated that she was not permitted to voice her objections at the Committee Meeting. She stated that gravel trucks speed at this intersection constantly and radar checks are limited. The drivers have CB radios and slow down at the first sign of a Sheriff's vehicle. She has lived on Saddle Ridge Drive for 27 years and knows about the hazards – she watched when a school bus barely cleared the intersection as a gravel truck came barreling around the curve. A traffic light at this intersection is a no-brainer. The sight distance is atrocious and the road needs to be realigned. The Chairman reminded Ms. Woods of the five-minute time limitation and asked that she conclude her remarks. Ms. Woods stated that most vulnerable are the children on the school buses. She stated that approving this subdivision will increase the possibility of an accident.

Mrs. Kegley arrived at this time.

**Mr. Carmichael moved that the request be approved based on the Committee Report with the conditions. Mr. Schwenke seconded the motion.**

Mr. Knock stated that most of his original concerns have been overcome by this proposal.

There being no further comments, the Chairman asked for a vote on the motion made by Mr. Carmichael and **it carried unanimously.**

**EXHIBIT**

**“B”**

## ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

**TO:** Boone County Planning Commission

**FROM:** Charlie Rolfsen, Chairman

**DATE:** June 20, 2007

**RE:** Request of **Gerdes & Flesch Custom Homes (applicant)** for **Roslyn Wachs, Trustee (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre tract located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky. The request is for a zone change to allow a subdivision for single family, detached residences.

### REMARKS:

We, the Committee, recommend approval of this request based upon the following findings of fact and with the following conditions:

#### Findings of Fact

1. The Committee has concluded that the applicant has adequately demonstrated that the existing zoning classification of Agricultural Estate (A-2) is inappropriate for a parcel surrounded by existing and planned residential development, and that the proposed zoning classification of Rural Suburban Estates (RSE) is appropriate given the adjacent land uses and densities.
2. The Committee has concluded that the map amendment request is in agreement with the adopted Comprehensive Plan and its Future Land Use Map. Specifically, the Future Land Use Map designates the site for "Suburban Residential" uses. The Suburban Residential classification is described as "single family housing of up to four units per acre. This classification does not preclude low density or estate residential developed as a formal subdivision." The proposal is for a subdivision for detached, single family residences with an overall density of 0.79 units per acre, which is well within the four units per acre residential uses that the Future Land Use Map designates. The Committee believes that the transition and infrastructure issues have been adequately addressed by the location of the development near the town of Burlington and the turning lane improvement commitments made by the applicant and required by the Kentucky Transportation Cabinet in their correspondence.
3. The Committee has concluded that the following conditions are necessary to achieve consistency with the specific goals, objectives, and policies of the 2005 Boone County Comprehensive Plan. The conditions listed below 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 Boone County Engineer will review the location of the proposed retention/detention ponds relative to any major future road improvements to KY 18 that may affect this development. The Applicant will be required to install a westbound deceleration lane at the initial phase of the development.
2. The property owner agrees to provide a berm of not less than six (6) feet in height at the terminus of the street proposed to the common property line with Archambault. This berm shall be removed in the future to allow the street connection to the east should the Archambault property develop. The right-of-way will continue to the common property line with Archambault and the berm will be completely located within this right-of-way on the Wachs property.
3. The property owner agrees to replace any existing fencing along the property line that may be disturbed during the construction of this development.
4. The property owner agrees to keep the overall site grading to a minimum concentrating on the construction of the entrance road, streets and home sites, the construction of the ponds and utilities so as to preserve as much of the existing vegetation and natural buffers. Disturbed limits will be clearly shown and noted on the Preliminary and Improvement Plans and shall match the approved Concept Development Plan.

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/Concept Plan Committee Vote.

**BOONE COUNTY PLANNING COMMISSION  
BOONE COUNTY ADMINISTRATION BUILDING  
FIRST FLOOR FISCAL COURTROOM**

**May 16, 2007  
7:30 P.M.**

**PUBLIC HEARING**

**Commission Members Present:** Mrs. Arnett – Secretary/Treasurer, Mr. Bunger, Mr. Caddell – Chairman, Mr. Carmichael, Mrs. Herald, Mrs. Kegley, Mr. Poe, Mr. Charlie Reynolds, Mr. Patrick Reynolds, Mr. Rolfsen, and Mr. Schwenke.

**Staff Members Present:** Mr. Kevin Costello, AICP, Executive Director; Ms. Jan Hancock, Secretary; and Mr. Mitch Light, Assistant Zoning Administrator/ZEO.

**Legal Counsel Present:** Mr. Dale Wilson

Mr. Arnold Caddell, Chairman, called the meeting to order at 7:32 PM and introduced the item on the Agenda:

**Applicant:** Gerdes & Flesch Custom Homes for  
Roslyn Wachs, Trustee (owner)

**Request:** Zoning Map Amendment

The request of Gerdes & Flesch Custom Homes (applicant) for Roslyn Wachs, Trustee (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre tract located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky. The request is for a zone change to allow a subdivision for single family, detached residences.

Staff Member Mitch Light presented the Staff Report which included a Power Point presentation and review of the attachments (see Staff Report).

The Chairman reviewed the Public Hearing process and announced that Mr. Rolfsen will chair the Committee for this request. The Chairman asked for the applicant's presentation.

Mr. Gerald Dusing, attorney with offices in Florence and Covington, was present representing the applicant. He introduced Tom Flesch and George Gerdes, who will speak about the estate-type development they are proposing, and Darren Eyre and Jim Bertram with One Eleven Engineering who will discuss the engineering details. Mr. Dusing stated that this is a completely different concept than what was proposed previously.

Mr. Tom Flesch, a resident of Taylor Mill, stated that he is a senior member of the development group. They have been custom builders and developers for over forty years and have built many fine homes in Boone County, but most of their work has been in Kenton County. They built homes in Park Hills, Fort Mitchell, Lakeside Park, Crestview Hills and other communities in Kenton County. He and his partner of twenty years, George Gerdes, both live in High Ridge Park in Taylor Mill. High Ridge Park is an upscale community of sixty custom homes ranging from \$400,000 to \$1 million. They are friends and neighbors with people for whom they built homes. They are proud of their developments and believe this 50-acre site is ideal for an outstanding community.

Mr. George Gerdes, a partner in Gerdes & Flesch Custom Homes, stated that they are second-generation homebuilders with over twenty-five years experience in homebuilding. They worked side by side with their fathers and learned the business of homebuilding. They are hands-on professionals who pay attention to detail. They are proud to put their name on this development and they are proud of the developers they have assembled to be part of this community.

Mr. Dusing distributed copies of the applicant's brochure *Vineyard* (see Exhibit 1).

Mr. Jim Bertram with One Eleven Engineering and Surveying stated that they were here with the previous submittals for high-density subdivisions. This request is for 0.79 units per acre, which is less than one unit per acre. He stated that the development has changed. They were previously trying to come in straight across from Saddle Ridge and up through the power easement, but they are now coming across and going up one of the ravines at the side. He stated that the entrance will have a rural appearance. They will put the signage back into the hillside and there will be landscaping along the hillside. The roads will wind up to the top of the ridge and ninety percent of the houses will have walkouts. The houses will be from 2,000 square feet and up. They will be very nice homes. The five featured builders are listed in *Vineyard Park* (Exhibit 1) and include Gerdes & Flesch Custom Homes, Jobe & Company, Sutter Homes, Ashley Builders and Krumpelman Builders. The pictures show the type of homes that they plan to build in the development. He stated that there is no need for phasing because, with this size home, it will take several years to build out the forty lots. There will be minimal disturbance to the landscape and they will save the majority of the trees on the site. There will be a rural appearance because they are larger lots. Along KY 18, the lots range from 1.33 acres to 1.50 acres and the dams will be

set back, which will leave room for any future improvement/expansion of KY 18. In regard to Staff Concern #6, he stated that they will work with the Kentucky Transportation Cabinet and follow their recommendations, which may include a right-turn lane. He stated that the streets in the development will be windy and hilly and fit the contour of the land. The development will be served by all public utilities, including sanitary sewer and public water, and all utilities will be underground. They worked with Staff in regard to the connection to the Archambault property and the location as recommended by Staff is shown on the plan. They would like to be able to make the connection to the Archambault property because it is zoned the same zoning as they are seeking and would allow larger-lot development in the future -- if the Archambaults decide to sell. He stated that there is A-2 zoning to the south, SR-1 to the north and to the west, and RSE to the east. He stated that continuing RSE out to KY 18 is a good transition from the A-2 to the SR-1. He offered to answer any questions.

Mr. Darren Eyre, P.E. with One Eleven Engineering and Surveying stated that there have been concerns regarding sight distance improvements along the existing KY 18 corridor. He stated that, as they did with the two previous developments, they have exceeded the Kentucky Transportation Cabinet and the Boone County requirements for sight distance. He stated that the state is requiring the right-turn lane. He stated that the proposed road is directly across from Saddle Ridge and the previous Traffic Study did not warrant a traffic signal at the intersection even at full buildout. He stated that there are pictures, profiles and details in the handout (see Exhibit 1). He offered to answer any questions.

Mr. Dusing reviewed the handout (see Exhibit 1). He stated that the plan is compatible with the Comprehensive Plan as referenced in the Staff Report and, to a large extent, the plan is a step down from what is called for in the Comprehensive Plan. He studied the Staff Report, the Findings of Fact, and the Public Hearing minutes from the previous submittals. He stated that this is a completely different approach, philosophy and plan. It is different builders. It is a different product and a different layout. The grid on Page 8 in the Staff Report explains how the density compares with the surrounding densities and with the prior applications for 170 units and 153 units. These lots are about three times larger than those lots and there is a third or a quarter of the number of units. These homes are in the \$400,000 to \$1 million range. He stated that there are pictures in the handout of the homes the builders have built in other upscale communities. He stated that the traffic report submitted with the prior application indicated that this stretch of KY 18 is Level of Service A, which is rare in Boone County. He stated that this site is about one-half mile from the intersection of KY 18/KY 237 and near the courthouse complex. He stated that Mr. Eyre will answer any questions on line of sight issues. He stated that this development raises the bar for all residential development in the Burlington area. He stated that he could not represent any residential development that raises issues with the school system as he represents the school system, but this upscale development does not present any significant impact on the school and road systems, or on the police

and fire departments. It has all utilities. It goes beyond the Goals and Objections of the Comprehensive Plan. He advised his clients to be good listeners to the constructive criticism of the last two requests – which they did and they went beyond it. This concluded the applicant's presentation.

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

Mr. Howard Wyman, 1545 Trophy Court, Florence, a resident of Boone County for twenty-five years, stated that the development will be all custom homes and it will be great for Boone County. The forty custom homes will generate as much tax revenue as 150 average priced homes, but the impact to the roads will be more favorable. The surrounding homes will benefit by increasing in value. The proposal is for custom homes built by quality builders. He stated that we need more custom built homes in the area. He is in favor of the development.

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

Mr. Bo Archambault, 7213 Front Street, Burlington, stated that the adjoining property is their family farm. He is concerned about the street ending at their property. He questioned why they could not connect with the Hidden Creek development. He stated that at the last request the applicant indicated that they were told not to do that, but we are only hearing from one side. He asked if the Planning Commission could request something in writing between those two developments. He requested fencing along the Archambault side of the property because of the livestock, and any fence that is lost is to be replaced. If the road connection ends at their property, they request a berm or mound that is 8 to 10 feet high because the line of sight would go all the way across to the fairgrounds and the drag strip. If the street ends there, it will increase the opportunity for trespassing. He asked that the name of the development be changed because he does not see a vineyard operation on the site, but there are putting in a vineyard on the Archambault property.

Susan Archambault, a resident of Boone County for forty years and owner of the adjoining property where she lives with her husband, stated that the Commissioners are appointed and represent different areas of the county. She stated that Susan Poston is their representative, but she is unavailable because of a conflict of interest since her mother-in-law lives across from this site. Since Ms. Poston cannot inform the Planning Commission, she would like to do that. She stated that people see KY 18 as a rural road, but it is a business road for three gravel companies. Some of the gravel companies have their own trucks, but Northern Kentucky Aggregates' trucks come from Lexington and Georgetown. The trucks are axle trucks that carry gravel, rock and sand. A tri-axle truck can carry 24 tons and a tractor trailer can carry 27 tons. She stated that KY 18 is a dangerous "s" hairpin road from the top of the Archambault property down to the

river. Forty years ago she contacted the County Attorney with concerns about the gravel trucks since their children had to cross the road to get to the school bus – but the County Attorney was also the attorney for the gravel companies. She hopes things are not still that way and there is not a conflict of interest on the Planning Commission. She asked if the Planning Commission is accepting the existing Traffic Study from the first proposal, which is inadequate and possibly fraudulent. She stated that the Planning Commission needs to do a new study or use the state’s study on how many trucks go up and down the road. She stated that one thousand trucks go up and down the road. Northern Kentucky Aggregates has fifty or sixty trucks a day going up and down the road. She stated that this plan is a much better plan than the previous proposal – it has less cars and traffic – but forty houses means eighty cars from here to the center of Burlington. She wants the zoning to stay A-2 with one house per two acres. She is concerned about the safety of Boone County residents. She stated that the school buses need to go up and down the roads, unless these homes will not be for children. She stated that on KY18 there are no other lanes and you cannot see who is coming with the “s” and hairpin turns. There are no shoulders on the road. She stated that the Traffic Study must be accurate. She stated that every time there is a request, the Planning Commission should do a current Traffic Study or use the state’s current Traffic Study. She stated that if the Planning Commission disregards safety and allows the development, there should be a chainlink fence seven feet tall with three strands of barbed wire on top and a berm along their property line. She noted the location of their upper pond, barns, house, and future vineyards, as well as the location of the proposed street stub. She stated that people would be looking right across to the Boone County Fairgrounds. She stated that the Archambault property will remain agricultural. She indicated how the development could have an entrance across from one person’s driveway that makes a big horseshoe around and come out across from Ms. Poston’s mother-in-law’s driveway. The way it is, there is only one way in and one way out for the Fire Department. She asked how many of the forty homes will be built by Gerdes & Flesch and how many will be built by the other builders. She asked if the Planning Commission will require a new Traffic Study. Chairman Caddell responded that he does not believe that a new Traffic Study would be required. Mrs. Archambault asked if the Planning Commission will use the state’s Traffic Study. Chairman Caddell responded that he is not prepared to answer that question until Staff reviews the information. She stated that Fiscal Court has the state’s Traffic Study from the last application.

Ms. Carol Woods, 6251 Saddle Ridge, Burlington submitted a letter dated December 1, 2006 from Ann Stansel with the Kentucky Transportation Cabinet in regard to the traffic count on KY 18 between Jefferson Street and Allen’s Fork Culvert (see Exhibit 2). Ms. Woods stated that the traffic count shows 6,700 vehicles and 1,246 heavy trucks carrying up to 80,000 pounds. She does not think that the request satisfies the requirements for a zone change as listed in KRS 100. She read her Letter to the Editor that was printed in the Post (see Exhibit 3). Ms. Woods stated that there are 6,700+ vehicles and 1,246+ heavy trucks on KY 18

daily. There is dangerously poor sight distance and no shoulders. On one side of the road is a creek and in heavy storms the water overflows the Saddle Ridge Bridge. There have been at least five accidents at this intersection and vehicles have gone into the creek. On the horizon are 727 houses and the traffic they will create. School buses have to dodge the increasing traffic. She stated that the people who travel this portion of KY 18 are in a dangerous situation. They are concerned for their loved ones as they enter and leave their homes. She stated that their safety should not be sacrificed for profit or progress. She has a file covering ten years of asking the government to cut the undergrowth at the intersection to increase safety. Jeff Earlywine and the new County Commissioners have assured her that the undergrowth will be removed regularly. She appreciates that and the caution sign at KY 18. She stated that Mr. Flesch has been known for years as a quality builder and, when there is a road that will allow them to co-exist safely, then this subdivision can be seriously considered. She stated that Mr. Flesch and Mr. Gerdes are members of Northern Kentucky Homebuilders. She stated that Commissioner Janet Kegley is part-owner of B.O.L.D. Homes and also a member of Northern Kentucky Homebuilders, which impedes her ability to be impartial, and she requests that Mrs. Kegley recuse herself. Ms. Woods submitted her written comments (see Exhibit 4).

Mr. Bruce Belknapp, 6027 Saddle Ridge Drive, stated that one house per ten acres would be better. He agreed with the others in regard to the traffic. He stated that coming out of Saddle Ridge Drive going east there are 18-wheeler dump trucks flying down the road. He met one in his lane when he was going west on KY 18. He occasionally gets hit by a rock from the trucks flying down the road. He would like to see more enforcement of the speed limit. He is concerned about the wildlife in the area and along the creek. He is concerned about water runoff from the proposed streets. He stated that the creek is hazardous when it floods and six cars have gone into the creek in the 24 years he has lived there. He would like to see more of a study on the traffic situation. He feels that there has been a miscount and that there is more traffic than the applicant is indicating. He asked that the displacement of the wildlife be considered. He stated that this is a nice plan that will add to the community.

There being no one else present who wished to speak in opposition, the Chairman asked if there were any comments or questions from the Commissioners.

Mr. Bunger asked that the traffic studies mentioned by the speakers be made available to the Committee. He noted that the letter from Assistant Chief Shaun Klaserner of the Burlington Fire Protection District, dated April 27, 2007, refers to responses to seven vehicular accidents with injuries in the last six years, which is about one per year. He asked Staff to tie that information together with the 6,700 vehicles per day and general traffic safety in the area.

Mr. Poe noted the comments made by Ms. Woods and stated that he supports Mrs. Kegley remaining on the Zone Change Committee.

Mr. Rolfsen asked if the applicant plans to do any street calming besides signs, which do not work. He stated that traffic accidents seem to be a big issue and asked Staff to provide information to the Committee regarding accidents there for the last three years. He questioned how many homes Gerdes & Flesch plans to build in this subdivision.

Mr. Dusing responded that the builders listed in the brochure have signed on to develop this subdivision. The intent is to build about two large homes per builder per year, for a buildout of about ten homes per year split approximately equally among the builders – but if one builder has more market demand than another, one builder may build more than another builder. In regard to street calming, he stated that Mr. Sketch would not be happy with street bumps and the police would not be happy with stop signs.

Chairman Caddell stated that the question was *how many homes would be built by Gerdes & Flesch*. Mr. Flesch responded that it will vary depending on how busy the builders are. He stated that they will probably be 90% contract homes. Gerdes & Flesch would probably build 15% to 25% of the homes, but that will vary.

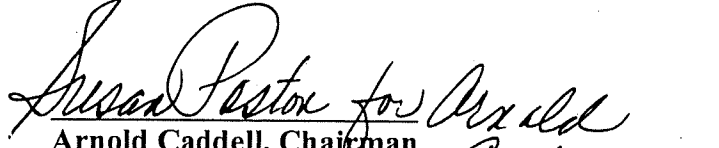
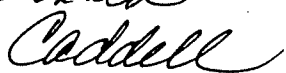
Mr. Dusing stated that sight distance was debated at length in the previous applications. A detailed study on sight distance is included in the handout for discussion at Committee. He stated that the sight distance far exceeds the state's and Boone County's regulations.

Chairman Caddell asked Staff to review the regulations in regard to stormwater retention in response to the comments made regarding runoff. Mr. Light responded that Boone County now requires stormwater retention of the public street system, whereas previously the water just found its way into the creeks. He noted that there is a pond to the north and two other ponds on the site. Mr. Bertram asked to respond. He stated that the density on this plan differs from the previous plans and, since the density is lower, the detention will be less and the ponds will not have to be as large. They will be backyard ponds. He stated that they have to meet the Planning Commission's regulations and the Sanitation District's regulations and this part of the development will be done properly before anything is constructed. There will be fewer homes and fewer streets, so there will be less run off with this plan. Chairman Caddell stated that the requirement is such that if this project is approved and developed, the water will not leave the property any faster than it does now. Mr. Bertram agreed that they cannot exceed the current amount of runoff after the site is developed.


There being no further comments, the Chairman stated that the Committee Meeting for this item will be on June 6, 2007 at 5:00 PM. This item will be on the Agenda for the Business Meeting on June 20, 2007 at 7:00 PM.

The Chairman closed this Public Hearing at 8:40 PM.

**APPROVED:**

  
Arnold Caddell, Chairman 

**Attest:**

  
Jan Hancock, Recording Secretary

**Exhibits –**

1. *Vineyard Park*, spiral bound booklet submitted by the applicant
2. Letter from Ann Stansel with the Kentucky Transportation Cabinet to Carol Woods, dated December 1, 2006 in regard to the traffic count on KY 18 between Jefferson Street and Allen's Fork Culvert
3. Letter to the Editor from Carol Woods that was printed in the Post
4. Comments from Ms. Carol Woods

## ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Charlie Rolfsen, Chairman

DATE: June 6, 2007

RE: Request of Gerdes & Flesch Custom Homes (applicant) for Roslyn Wachs, Trustee (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre tract located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky. The request is for a zone change to allow a subdivision for single family, detached residences.

### 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.

**Gerdes & Fleisch/Wachs**

June 6, 2007

*Charlie Rolfsen*  
 \_\_\_\_\_  
**Charlie Rolfsen, Chairman**

For Project  Absent \_\_\_\_\_  
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

*Judy Arnett*  
 \_\_\_\_\_  
**Judy Arnett**

For Project  Absent \_\_\_\_\_  
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

*Greg Breetz*  
 \_\_\_\_\_  
**Greg Breetz**

For Project  Absent \_\_\_\_\_  
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

\_\_\_\_\_  
**Kim Bunger**

For Project \_\_\_\_\_ Absent \_\_\_\_\_  
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

\_\_\_\_\_  
**Janet Kegley**

For Project \_\_\_\_\_ Absent   
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

\_\_\_\_\_  
**Susan Poston**

For Project \_\_\_\_\_ Absent \_\_\_\_\_  
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

\_\_\_\_\_  
**Jim Carmichael (Alternate)**

For Project \_\_\_\_\_ Absent \_\_\_\_\_  
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

*Charlie Reynolds*  
 \_\_\_\_\_  
**Charlie Reynolds (Alternate)**

For Project  Absent \_\_\_\_\_  
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

\_\_\_\_\_  
**Bob Schwenke (Alternate)**

For Project \_\_\_\_\_ Absent \_\_\_\_\_  
 Against Project \_\_\_\_\_  
 Abstain \_\_\_\_\_ Deferred \_\_\_\_\_

**TOTAL:** \_\_\_\_\_ DEFERRED 4 FOR PROJECT \_\_\_\_\_ ABSENT  
 \_\_\_\_\_ AGAINST PROJECT \_\_\_\_\_ ABSTAIN

# **SUPPORTING INFORMATION**



## **BOONE COUNTY PLANNING COMMISSION**

[www.boonecountky.org/pc](http://www.boonecountky.org/pc)  
[www.boonecountygis.com](http://www.boonecountygis.com)

Boone County Administration Building  
2950 Washington Street, Room 317  
P.O. Box 958  
Burlington, KY 41005

Phone (859) 334-2196; Fax (859) 334-2264  
[plancom@boonecountky.org](mailto:plancom@boonecountky.org)

June 12, 2007

Mr. James J. Bertram, Jr.  
One Eleven Developers, LLC.  
5294 Madison Pike  
Independence, KY 41051

RE: Request of Gerdés & Flesch Custom Homes (applicant) for Roslyn Wachs, Trustee (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre tract located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky. The request is for a zone change to allow a subdivision for single family, detached residences.

Dear Mr. Bertram:

The following represents the conditions of approval for the above referenced application as recommended by the Planning Commission's Zone Change Committee at their June 6, 2007 meeting. Please have the property owner and applicants sign in the space provided at the end of this letter, and return the original letter to the Planning Commission's office by Monday, June 18, 2007.

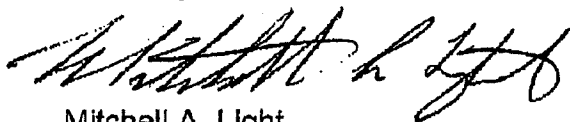
### CONDITIONS

1. The Boone County Engineer will review the location of the proposed retention/detention ponds relative to any major future road improvements to KY 18 that may affect this development. The Applicant will be required to install a westbound deceleration lane at the initial phase of the development.
2. The property owner agrees to provide a berm of not less than six (6) feet in height at the terminus of the street proposed to the common property line with Archambault. This berm shall be removed in the future to allow the street connection to the east should the Archambault property develop. The right-of-way will continue to the common property line with Archambault and the berm will be completely located within this right-of-way on the Wachs property.
3. The property owner agrees to replace any existing fencing along the property line that may be disturbed during the construction of this development.

Mr. James J. Bertram, Jr.  
June 12, 2007  
Page 2

- 4. The property owner agrees to keep the overall site grading to a minimum concentrating on the construction of the entrance road, streets and home sites, the construction of the ponds and utilities so as to preserve as much of the existing vegetation and natural buffers. Disturbed limits will be clearly shown and noted on the Preliminary and Improvement Plans and shall match the approved Concept Development Plan.

Sincerely,

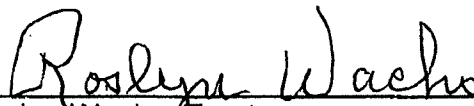


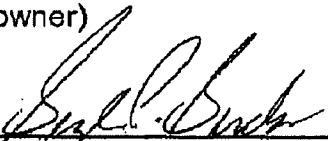
Mitchell A. Light  
Assistant Zoning Admin/Enforcement Officer

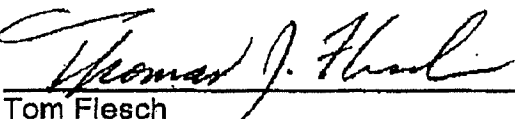
MAL/pr

AGREEMENT

I, Roslyn Wachs, do hereby agree to the recommended conditions of approval stated above for the Zoning Map Amendment from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre tract located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection to allow a subdivision for single family, detached residences.

  
 \_\_\_\_\_  
 Roslyn Wachs, Trustee  
 (owner) 6/16/07  
Date

  
 \_\_\_\_\_  
 George Gerdes  
 (applicant) 6-15-07  
Date

  
 \_\_\_\_\_  
 Tom Flesch  
 (applicant) 6-15-07  
Date

(A)

WARRANTY DEED

GROUP NO. 2024

KNOW ALL MEN BY THESE PRESENTS that Roslyn Wachs, a single woman, without consideration does convey to Roslyn Wachs, Trustee of the Roslyn Wachs Trust dated November 9, 2000, her heirs and assigns forever the Real Estate, in County Boone and Commonwealth of Kentucky described in more detail as follows:

Being a tract of an estimated 50.76 acres and described as follows:

Parcel No. 1:

Beginning at the corner of the Castleman and Ridd tract on the Burlington and Bellevue Pike; Thence in a northerly direction with the Riddell line to a corner post in the line fence enclosing said Wilkes' house; Thence with said fence in a westerly direction to the new post, being the corner of said enclosure; Thence in a southerly direction with said fence, passing a post at the end of the enclosure to a point near the center of said Pike, in a line of George Blythe; Thence in an easterly direction with Blythe's line to the beginning embracing the lot of land now enclosed about the said Wilkes' house.

Parcel No. 2:

Lying and being in Boone County, Kentucky, on the Burlington and Bellevue Pike, bounded on the east by lands of Joseph Clements and Charles Birkle (Tract No. 1 above described); On the south by the lands of said Birkle, D. M. Snyder, Leslie Goodridge, George, Blythe and Jerry Blythe, on the west by the lands of the heirs of the late Amos Hall; and on the north by lands of Hubert Gaines. Containing about 57 Acres.

Less the following Exceptions:

- 1) There is excepted from the foregoing boundary about one (1) acre of ground conveyed to J. W. Goodridge, by deed dated April 9, 1913, and recorded in Deed Book 54 Page 340 of the Boone County records at Burlington.
- 2) Also, there is excepted from the foregoing 5.24 acres more or less conveyed by Mary Wachs, a single person to William Bitter, et ux, by deed dated July 25, 1964 and recorded in Deed Book 163 page 316 of the Boone County Court Records at Burlington, Kentucky.

Being the same property conveyed to Frederick W. Wachs and Mary Wachs, his wife, jointly, with right of survivorship, by deed from W. T. Rudicill, et ux, dated September 22, 1947, and recorded in Deed Book 88 page 371 of the Boone County Court Records at Burlington, Kentucky.

Frederick W. Wachs died June 12, 1956. By virtue of the survivorship clause in the aforementioned deed, upon his death full legal title and sole power to convey said premises, vested in his wife, Mary Wachs. A specific Kentucky Inheritance Tax release for his estate is recorded in Miscellaneous Book 10 page 96 of said records.

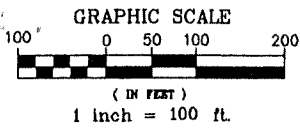
Status:	Exempt per KRS 142.050(8)(a)
Estimated Value:	\$700,000.00
Property Address:	Burlington Pike, Burlington, KY
Grantor and Grantee mailing address:	RR 3, 128 MG, Monticello, KY 42633

BOONE COUNTY

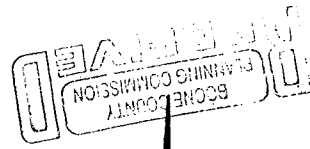
D830 PG 230

Amos Baldwin  
PO Box 6129  
Can OH 45706  
RETURN TO

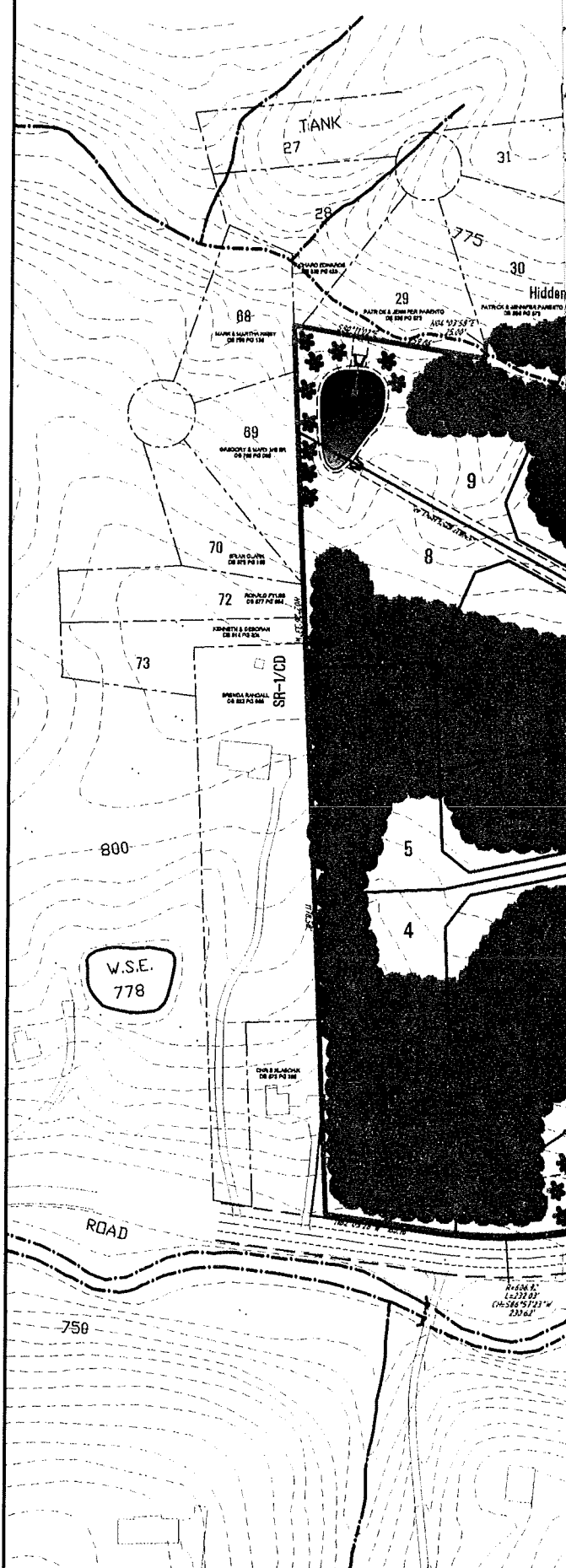
2/22



APR 3 2007



NO.	DATE	BY	REVISIONS



*Site Plan*  
*[Signature]*

**Notes**

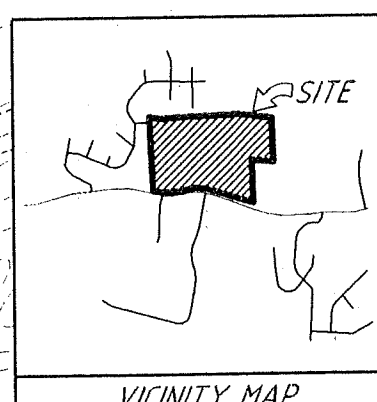
- NOTES:**
- OWNER: ROSELYN WALCHS TRUSTEE  
 RURAL ROUTE 3  
 HONTKRELLLO, KY 42633
  - PROPOSED USE: SINGLE-FAMILY RESIDENTIAL DWELLINGS (DETACHED)
  - SUBJECT PROPERTY IS LOCATED IN FIRM FLOOD ZONE "C" COMMUNITY-PANEL NUMBER 210013 0060 B EFFECTIVE DATE: JUNE 15, 1981
  - SURROUNDING PROPERTY IS ZONED A-2, RSE, SR-1, AND SR-1/CD.
  - TELEPHONE, ELECTRIC, GAS, AND CABLE TO BE INSTALLED UNDERGROUND
  - ALL STREETS SHOWN HEREON WILL BE DEDICATED PUBLIC RIGHT-OF-WAYS
  - SOIL TYPE: ROSSMOYNE-JESSUP ASSOCIATION: NEARLY LEVEL TO MODERATELY STEEP SOILS THAT HAVE A LOAMY TO CLAYEY SUBSOIL; ON RIDGETOPS AND SIDE SLOPES OF THE GLACIATED UPLANDS.
  - BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS TAKEN FROM BOONE COUNTY GIS AND IS NOT BASED ON AN ACTUAL FIELD SURVEY
  - SUBJECT SITE DOES NOT INCLUDE ANY KNOWN CEMETERIES
  - EXISTING SITE IS ZONED A-2 (AGRICULTURAL TWO) PROPOSED ZONING: RSE
  - MINIMUM SQUARE FOOTAGE: 7,200 SF  
 MINIMUM FRONTAGE: 60' AT FRONT BUILDING SETBACK  
 MINIMUM SETBACKS:  
 FRONT - 40'  
 SIDE - 30'  
 REAR - 40'
  - AREA IN PROPOSED R/W: 3.59 ACRES  
 AREA IN BULDABLE LOTS: 25.91 ACRES  
 TOTAL AREA TO BE SUBDIVIDED: 30.50 ACRES
  - NUMBER OF BULDABLE LOTS: 40 LOTS  
 INTENSITY: 0.79 D.U./AC

NO.	DATE	BY	REVISIONS

ZONING MAP AMENDMENT  
 VINEYARD PARK SUBDIVISION  
 BOONE COUNTY, KENTUCKY

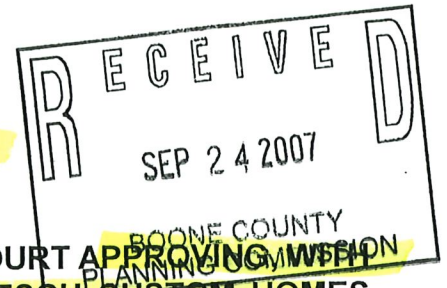
©COPYRIGHT 2007, ONE ELEVEN ENGINEERING & SURVEYING PLLC

one eleven  
 Engineering Surveying



DRAWN BY DTRE	CHECKED BY JBER
PROJECT NO. E-05-012	FILE
SCALE 1"=100'	DATE 4-02-07
DRAWING NO. <b>PLAN</b>	
SHEET 1 of 1	

**ORDINANCE 07-24**



**AN ORDINANCE OF THE BOONE COUNTY FISCAL COURT APPROVING, WITH**  
**CONDITIONS, FOR A REQUEST OF GERDES & FLESCH CUSTOM HOMES**  
**(APPLICANT) FOR ROSLYN WACHS, TRUSTEE (OWNER) FOR A ZONING MAP**  
**AMENDMENT, SUCH ZONING MAP AMENDMENT BEING A ZONE CHANGE**  
**FROM AGRICULTURAL ESTATE (A-2) TO RURAL SUBURBAN ESTATES (RSE)**  
**FOR A 50.59 ACRE SITE GENERALLY LOCATED ON THE NORTH SIDE OF**  
**BURLINGTON PIKE, BETWEEN THE PROPERTIES AT 3300 AND 3446**  
**BURLINGTON PIKE AND ACROSS FROM THE BURLINGTON PIKE/SADDLE**  
**RIDGE DRIVE INTERSECTION, BOONE COUNTY, KENTUCKY.**

**WHEREAS**, the Boone County Planning Commission received a request for a Zoning Map Amendment to the Boone County Zoning Map and such Zoning Map Amendment being a zone change from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre site generally located on the north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky, which is more particularly described below; and,

**WHEREAS**, the Boone County Planning Commission as the planning unit for the unincorporated areas of Boone County, Kentucky, was requested to and has conducted a Public Hearing serving as a due process trial-type hearing and made findings recommending approval, with conditions, for the Zoning Map Amendment.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOONE COUNTY FISCAL COURT AS FOLLOWS:**

**SECTION I**

That the request for a Zoning Map Amendment for the real estate which is more particularly described below shall be and is hereby recommended for approval, with conditions, this Zoning Map Amendment being a zone change from Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for a 50.59 acre site generally located on north side of Burlington Pike, between the properties at 3300 and 3446 Burlington Pike and across from the Burlington Pike/Saddle Ridge Drive intersection, Boone County, Kentucky. The real estate which is the subject of this request for a Zoning Map Amendment in an Agricultural Estate (A-2) zone is more particularly described in DEED BOOK 830, PAGE NO. 230 (as supplied by the applicant) as recorded in the Boone County Clerk's office.

## SECTION II

That as a basis for the recommendation of approval for a Zoning Map Amendment request are the findings of fact and conditions of the Boone County Planning Commission as set forth in its minutes and official records for this request shall be and are hereby incorporated by reference as if fully set out in this Resolution and marked as "Exhibit A."

The Committee recommended approval for this request based on the findings of fact and conditions as set forth in the Committee Report and the Boone County Planning Commission Business Meeting minutes and marked as "Exhibit B."

## SECTION III

That this Ordinance shall take effect and be in full force when passed, published and recorded according to law.

Introduced and given First Reading on the 21<sup>st</sup> day of August, 2007.

Adopted by the Fiscal Court of Boone County after Second Reading at a regular meeting on the 18<sup>th</sup> day of September, 2007, and on the same occasion signed in open session by the County Judge/Executive as evidence of his approval, attested under seal by the County Fiscal Court Clerk and declared to be in full force and effect.

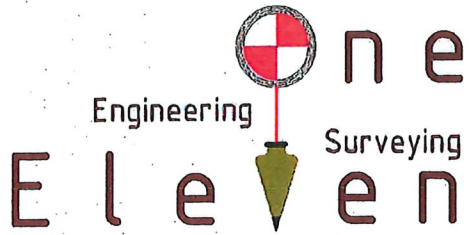
  
\_\_\_\_\_  
GARY W. MOORE  
BOONE COUNTY JUDGE/EXECUTIVE

ATTEST:

  
\_\_\_\_\_  
BLAIR SCHROEDER  
FISCAL COURT CLERK

  
\_\_\_\_\_  
ROBERT NEACE  
COUNTY ATTORNEY

9-27-07  
\_\_\_\_\_  
DATE PUBLISHED



# VINEYARD PARK

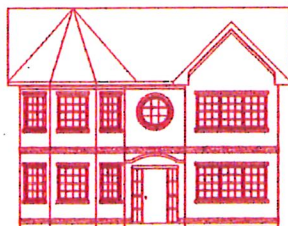
Located in  
Burlington, Kentucky

# Vineyard Park Subdivision

Developed by

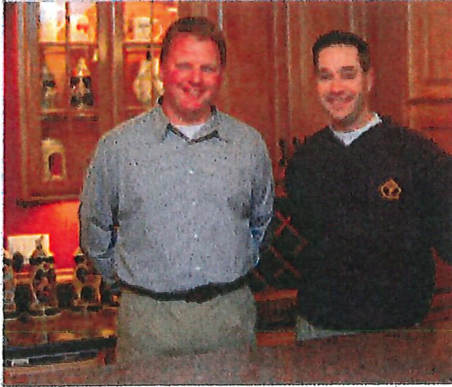


&



**One Eleven  
Developers LLC**

5294 Madison Pike  
Independence, KY 41051  
Office 859.363.9025  
Fax 859.363.9125



George Gerdes (left)

Tom Flesch (right)



## GERDES & FLESCH

George Gerdes and Tom Flesch have spent their entire careers in the home building business. They continue their fathers' legacy of building premium homes to the highest standards using old world craftsmanship and the finest suppliers.

Gerdes and Flesch builds a limited number of homes to ensure personalized quality and care. George and Tom will be at the jobsite on a daily basis to make sure your dream home is built to your complete satisfaction...and more.

We will be happy to build on your lot in the Greater Cincinnati or Northern Kentucky area. We also have lots available in our exclusive wooded subdivision, **High Ridge Park**, located in Taylor Mill, KY.

## HISTORY

George Gerdes and Tom Flesch have continued their fathers' tradition that started in the 1950's to build superior homes with old world craftsmanship and attention to detail. It is with great pride that they continue to build these quality homes in their family names.

G&F builds a limited numbers of homes each year so they can insure personalized attention. They work closely with the customer to answer their questions and make it a pleasant building experience. That is why many G&F customers decide to come back after being relocated and build again with G&F.

George and Tom both have a lifetime of building experience, each over 20 years in the company. They are master carpenters and know the business

from end to end. G&F uses only the finest subcontractors who have spent years perfecting their trade. G&F use the highest quality materials to assure the homeowner's money is wisely spent and that their house is an enduring value.

## TESTIMONIALS

*Gerdes & Flesch are old world master builders! Quality craftsmanship and professionalism were recurring themes throughout our design and building process. George and Tom are wonderful to work with and a truly cooperative experience. Our home is exactly what we wanted for our family.*

*-Kim and Neal Moser*

*We love our Gerdes and Flesch home. These guys over delivered. They were a joy to work with.*

*-Jeff and Ruth Eger*

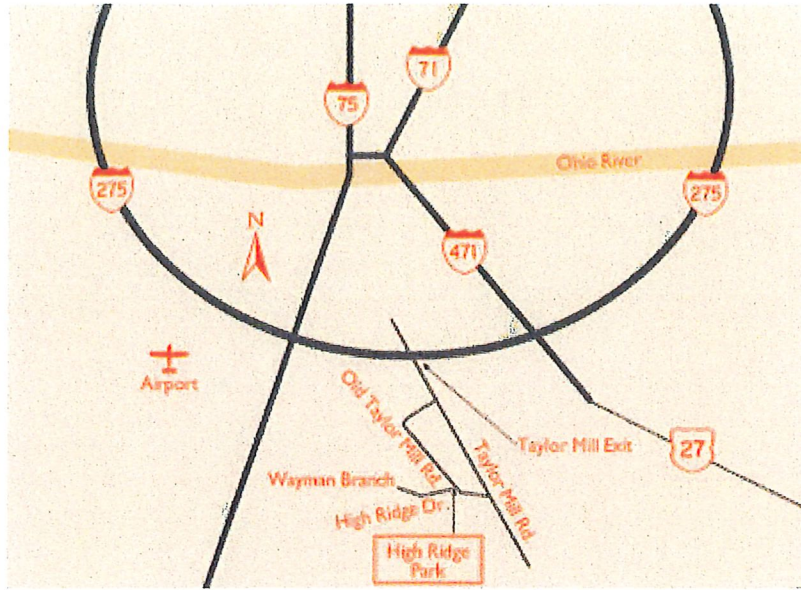
*We love our house. Everything the builder said they would do, they accomplished. Everyone who sees our house loves the floor plan. Working with Gerdes & Flesch was a very enjoyable experience. This was our first building experience and it couldn't have been easier. The craftsmanship is so apparent when compared to the other builders.*

*-Tom and Patty Franxman*

*Building with Gerdes & Flesch was a wonderful experience. They build quality into a house every step of the way. The attention to detail as well as the craftsmanship is unsurpassed. A quality home at a great value. A wonderful neighborhood made up of satisfied homeowners.*

*-Mike and Jan Nosewicz*





### **DIRECTIONS From I-275**

South on Exit 79 - KY-16/ Taylor Mill Rd.  
Right on Old Taylor Mill Rd.  
Right on Wayman Branch Rd.  
Left on High Ridge Dr.  
Left on Ivy Ridge Dr.



*A Legacy of Personalized Quality in Every Home*



**Minimum Sight Distances**

All driveways and intersecting roadways shall be designed and located so that the minimum sight distances as shown in Table 32.3 and 32.4 are provided. These distances shall be applied as demonstrated by Figure 32.1.

**Table 32.3**  
**Minimum Sight Distance Along Through Road For Turning Vehicle**

Operating Speed (MPH)	25 MPH		35 MPH		45 MPH		55 MPH	
	Right	Left	Right	Left	Right	Left	Right	Left
Passenger Car	265	265	430	475	720	780	1110	1185
Truck	440	340	720	685	1215	1225	2295	2320

**Table 32.4**  
**Minimum Sight Distance For Turning Vehicle**

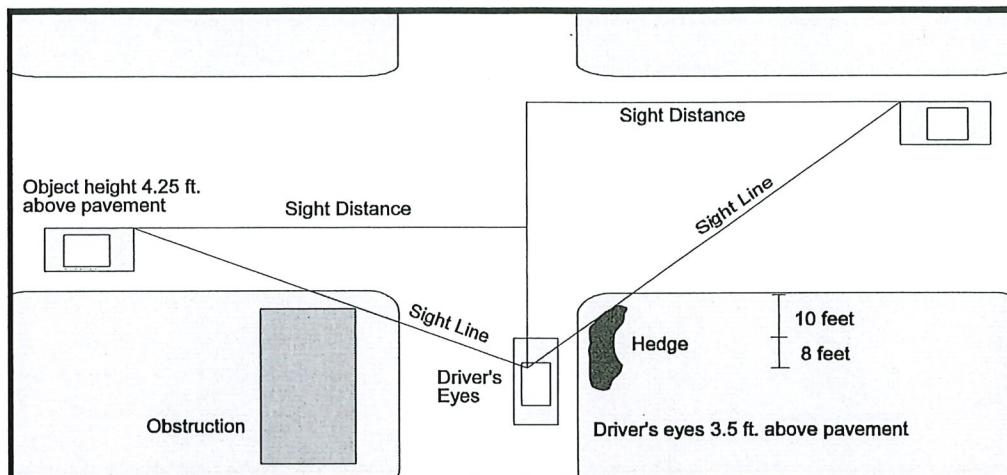
Operating Speed	25 MPH			35 MPH			45 MPH			55 MPH		
	2	4	6	2	4	6	2	4	6	2	4	6
Lanes on Through Road												
Passenger Car	300	325	350	415	455	490	530	585	630	650	715	770
Truck	460	485	510	640	675	710	830	865	910	1010	1055	1110

**SECTION 3218**

**Sight Triangle**

In addition to the design and location of new access points with adequate sight distance, an adequate sight triangle shall also be maintained. Sight triangles are areas clear of visual obstruction to allow for the safe egress of vehicles from an access point, including an intersecting street, onto a roadway. Sight triangles shall conform to the distances detailed in Figure 32.1.

**FIGURE 32.1**  
**Sight Triangle**



**SECTION 3220**

**Provisions for Maintaining the Level of Service of the Roadway**

The Planning Commission may require that all traffic requiring access to and from a development shall operate in such a manner as to not adversely affect the level of service of the roadway. Provisions for the present or future construction of a frontage road, restriction or channelization of turning movements, or other improvements may be required, as a condition of approval, in order to maintain the level of service of any adjacent roadway.

**SECTION 3221**

**Number and Location of Access Points**

An encroachment permit shall be obtained from the State or County for whichever road is to be accessed. Each existing tract of land is entitled to one access point provided that its location and design fulfill, as a minimum, the requirements of these regulations including the following:

1. Where an undeveloped parcel adjoins another undeveloped parcel on collector or arterial roadways, access points shall be located along common property lines of such parcels, providing the potential access meets other applicable portions of these regulations. When the second undeveloped parcel is developed, it shall utilize the common access. Where access is provided along common property lines, an easement granting common access shall be provided. In addition, such access easements shall be of sufficient depth to provide adequate stacking distance for vehicles entering the access point from a public street, and shall also provide for dedication of right-of-way if the access should ever be developed into a public street.
2. Where the frontage of a tract of land is greater than 500 feet, an additional access point is permitted for each additional 500 feet of frontage, provided all access points are otherwise in compliance with all applicable sections of these regulations.
3. If a property has frontage on more than one street, access will be permitted only on those

street frontages where standards contained in this ordinance and all other regulations can be met.

4. If a property cannot be served by any access point meeting these standards, the Planning Commission will designate one or more access point(s) based on traffic safety, operational needs and conformance to as much of the requirements of these regulations as possible.

## **SECTION 3222**

### **Coordination of Access Points**

Access points on opposite sides of the arterial and collector roadways shall be located opposite each other. If not so located, turning movement restrictions may be imposed as determined necessary by the Planning Commission. In addition, in order to maximize the efficient utilization of access points, access drives shall be designed, located, and constructed in a manner to provide and make possible the coordination of access with and between adjacent properties developed (present or future) for similar or compatible uses. As a condition of approval for construction, use, or reuse of any access point, the Planning Commission may require that unobstructed and unencumbered access, in accordance with the provisions of this ordinance, be provided from any such access point to adjacent properties if the uses are similar or compatible and such connection is physically possible.

## **SECTION 3223**

### **Change in Property Use**

Whenever the use of a parcel of land changes, or two or more parcels of land are assembled under one purpose, plan, entity, or usage, the existing access permit(s) shall become void. The Planning Commission may require the reconstruction, relocation, or closure of the access point(s), based on the new property use. Any such new or reauthorized access point must be in compliance with all applicable sections of this regulation, and may require the submission of a traffic study in accordance with Section 3240 of this order.

## **SECTION 3224**

### **Existing Access**

Existing access points, even if not in use, may not be relocated, altered, or developed without approval of the Planning Commission.

## **SECTION 3225**

### **Temporary Access Points**

Any access point that does not comply with one or more sections of this regulation may be designated as "Temporary" upon approval by the Planning Commission. Any access point so designated may be terminated, reduced, limited to certain turning movements, or caused to be relocated by the Planning Commission at such time as the particular use served by an access point changes and/or the property is otherwise provided an alternate means of access via a frontage road, an intersecting street, or a shared common driveway. In all cases where said access points are classified as "temporary", such designation shall be duly noted on the plan submitted for approval and also recorded as a Certificate of Land Use Restriction at the Boone County Clerk's office with the expiration date noted. An encroachment permit shall be obtained from the State or County for whichever road is to be accessed.

## **SECTION 3226**

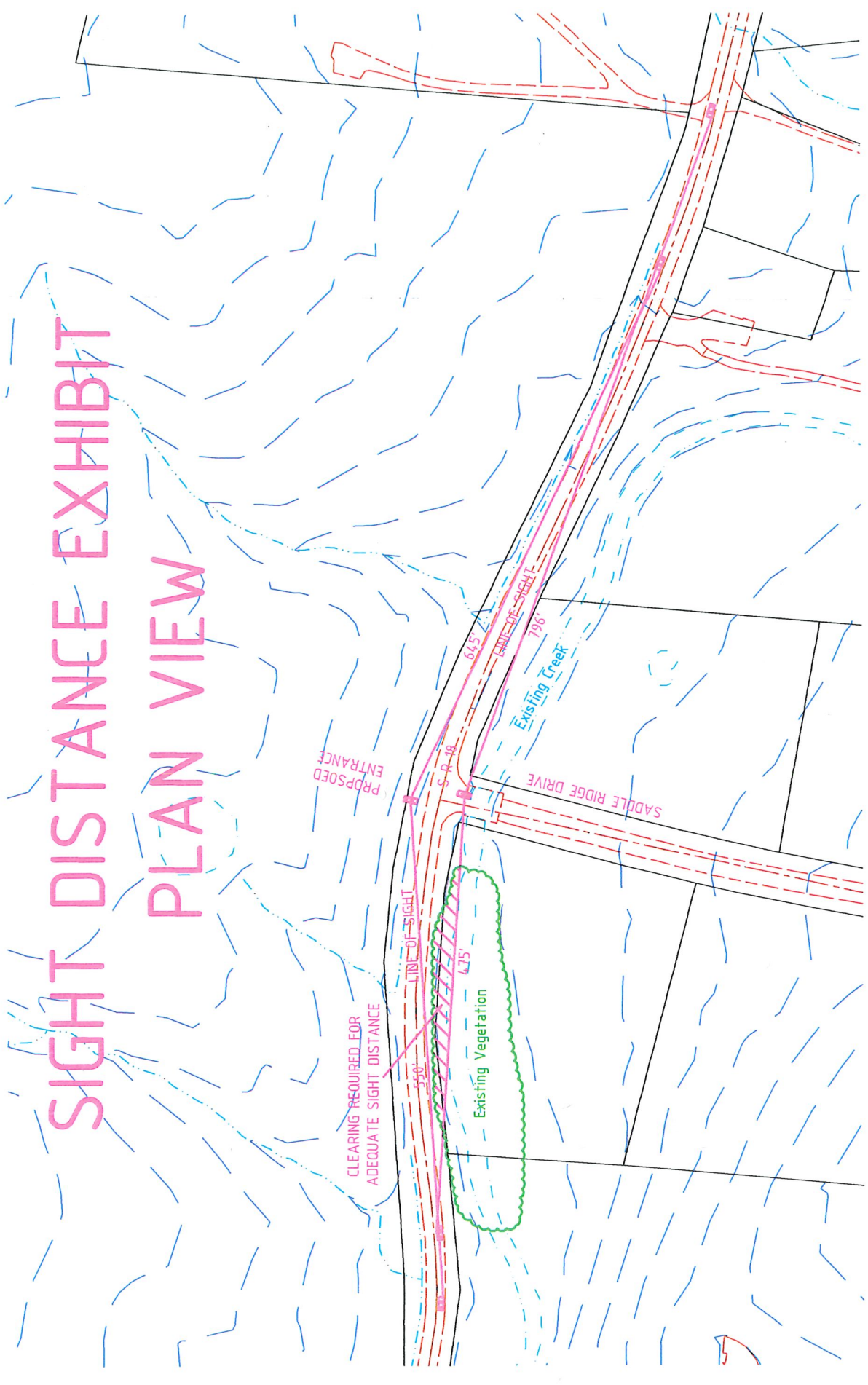


Saddle Ridge Drive  
Existing Line of Sight - Right, 796'

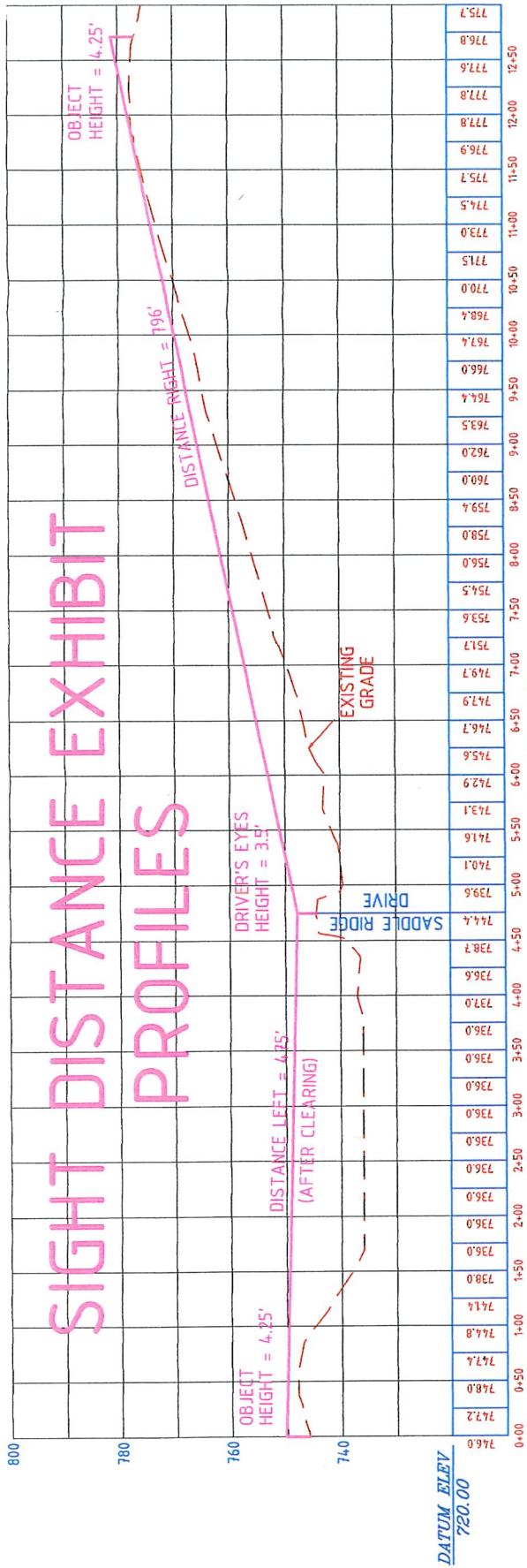


Saddle Ridge Drive  
Existing Line of Sight - Left, 210'

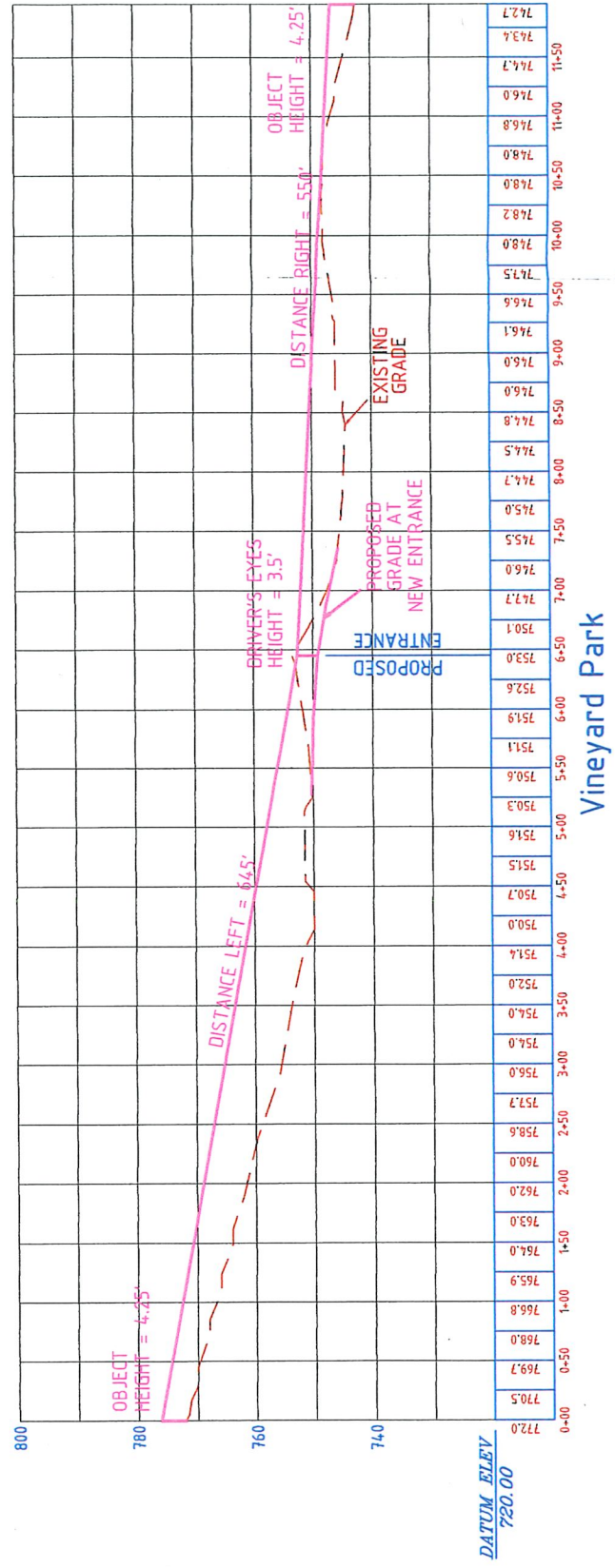
# SIGHT DISTANCE EXHIBIT PLAN VIEW



# SIGHT DISTANCE EXHIBIT PROFILES



## Saddle Ridge



## Vineyard Park

DATUM ELEV  
720.00

## **Relationship to the Comprehensive Plan**

“The 2005 Boone County Comprehensive Plan’s Future Land Use Map designates the site for “Suburban Residential” (SR) uses. This designation is described as “single family” housing of up to four unites per acre. This classification does not preclude low density or estate residential developed as a formal subdivision.”

“A true density step down is needed beyond the frontage and setback transitional recommendations described in the Development Guidelines section of this Element. Subdivision entrance areas and frontages along KY 18 should also be sensitively designed to retain the rural character of the area.”

# Vineyard Park

## Featured Builders



*A Legacy of Personalized Quality in Every Home*

**Gerdes & Flesch Custom Homes, Inc.**  
3260 Ivy Ridge Drive | Taylor Mill, KY 41015 | Ph 859-356-0011

[www.gerdesandflesch.com](http://www.gerdesandflesch.com)



*custom home builders*

**Jobe & Company**  
31 Erlanger Road | Erlanger, KY. 41017 | Ph 859-342-9100

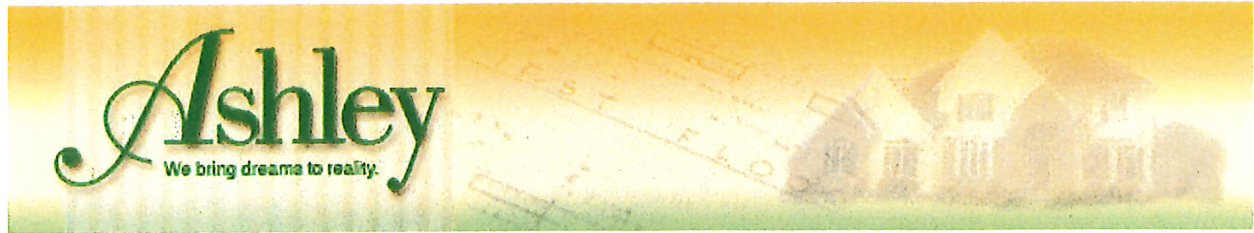
[www.jobeandco.com](http://www.jobeandco.com)



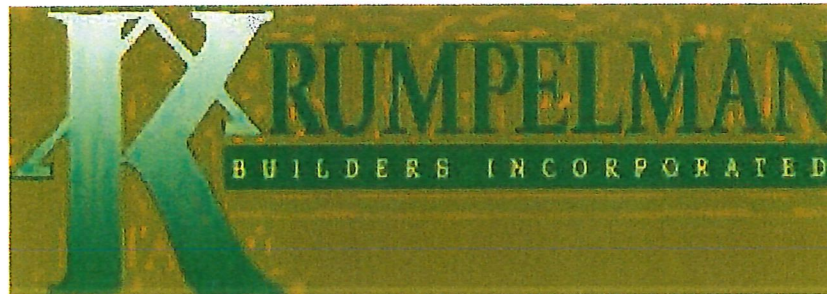
# Sutter Homes

**Sutter Homes**  
590 Rivershore Drive | Hebron, KY. 41048 | Ph 859-342-9100

[www.sutterhomesinc.com](http://www.sutterhomesinc.com)



**Ashley Builders**  
3005 Dixie Highway | Edgewood KY. 41017 | Ph 859-341-0050  
[www.ashleybuilders.com](http://www.ashleybuilders.com)



**Krumpelman Builders Inc.**  
1044 Arden Drive | Villa Hills, Ky. 41017 | Ph 859-341-3414  
[www.kumplelmanbuilders.com](http://www.kumplelmanbuilders.com)

**Style of Homes to be Built in Vineyard Park**



**Gerdes & Flesch Custom Homes, Inc.**



**Gerdes & Flesch Custom Homes, Inc.**



**Jobe & Comapany**



**Jobe & Comapany**



**Sutter Homes**



**Sutter Homes**



**Ashley Builders**



**Ashley Builders**



**Krumpelman Builders Inc.**



**Krumpelman Builders Inc.**