

APPLICATION FORM

RECEIVED
 6069108
 JUL 01 2014
 Re-sub
FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED
 BOONE COUNTY PLANNING COMMISSION
 (See Boone County Zoning Regulations)

**ZONING MAP AMENDMENT
 BOONE COUNTY PLANNING COMMISSION**

RECEIVED
 608515
 MAR 31 2014
 BOONE COUNTY
 PLANNING COMMISSION

SECTION A (To be completed by applicant)

1. Name of Project The Summit at Florence
 2. Location of Project 1043-1045 Burlington Pike and 6087 Ridge Road
 3. Total Acreage of Site 29.5+ Ac. 30 ac
 4. Current Zoning of Site SR-1 and SR-2
 5. Proposed Zoning (Classification being requested) SR-3
 6. Proposed Uses (please specify each use) Multi-Family Residential site with 236 Units.
-
7. Names of Applicant(s) The Summit at Florence, LLC
 Phone No. (614)418-8907 Fax No. (614) 418-8920 E-Mail dh@sregroup.com
 8. Address of Applicant(s) 2 Easton Oval, Suite 510
Columbus OH 43219
City State Zip
 9. Name of Property Owner(s) Kenneth H. Keim Trust and Thelma L. Keim Trust * See below for more Owner Info*
 Phone No. _____ Fax No. _____ E-Mail _____
 10. Address of Property Owner(s) 2021 Malibu Dr.
Idaho Falls ID 83404
City State Zip
 11. Proposed Building Intensities (please specify) 8 du/ac. 236 Total number of units, 23 residential buildings total, plus 1 clubhouse with a pool, 1 refuse area and 1 mail kiosk.
 12. Are there any existing buildings on the site? Yes
 How many? Keim Prop: 2 bldgs - One residence and one shed; Martin Prop: 2 bldgs - One residence and one garage
 13. Deed Book **See Below** Page No. _____ Group No. 2032
 14. Are you also applying for: **Deed Information**
No Conditional Use Permit Keim Prop: D.B. 492, Pg. 197
No Dimensional Variance Martin Prop: D.B. 276, Pg. 186
 15. Have you submitted a Concept Development Plan? Included with this submittal.
 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:

<u>Yes</u>	Boone County Water District	*Additional Owner Information* William T. and Evelyn J. Martin 6087 Ridge Road Florence, KY 41042
<u>N/A</u>	Florence Public Services Dept.	
<u>No</u>	Duke Energy	
<u>Yes</u>	Sanitation District #1	
<u>No</u>	Cincinnati Bell	
<u>N/A</u>	Owen Electric Cooperative, Inc.	
<u>Yes</u>	Boone County Public Works Department	
<u>Yes</u>	Kentucky Transportation Cabinet	
<u>N/A</u>	Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)	

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- Yes Boone County Building Department
- No Northern Kentucky Health District
- No USDA NRCS/Boone County Conservation District
- No KY Division of Water
- No Local School District
- No Local Fire District
- _____ Other: _____

18. Project Jurisdiction/Location
 _____ Unincorporated Boone County _____ Walton
_____ Florence _____ Union

19. **ORIGINAL Property Owner's Signature** *Emely Jean Martin*
(Faxed, Photocopied or Scanned Signatures will **NOT** be Accepted)

ORIGINAL Applicant's Signature *Donald J. H. members*
(Faxed, Photocopied or Scanned Signatures will **NOT** be Accepted)

SECTION B (To be completed by BCPC Staff)

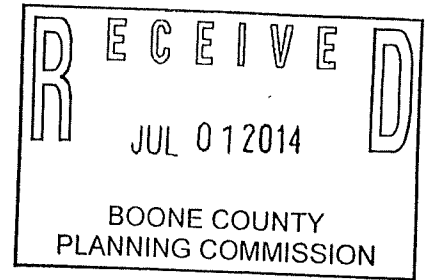
1. Date Received _____
2. Review Fee _____
3. Check what has been submitted:
_____ Application
_____ Fee
_____ Legal Description
_____ Concept Development Plan
_____ Address of Adjoining Property Owners
_____ Number of copies of plan received**
4. Is application complete? _____ Yes _____ No
5. Staff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

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

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

SCHOTTENSTEIN
REAL ESTATE GROUP

2 Easton Oval | Suite 510 | Columbus, Ohio 43219
T 614-418-8900 | F 614-418-8920 | www.SREGroup.com



June 26, 2014

Mr. Kevin T. Wall
Director/Zoning Administrator
Boone County Planning Commission
Boone County Administrative Building
2950 Washington Street
Room 317
Burlington, Kentucky 41005

Re: Zoning Map Amendment Application
1043 – 1045 Burlington Pike and 6087
Ridge Road, applicant The Summit at Florence, LLC

Dear Mr. Wall,

Please accept this letter as a formal request to place the referenced zoning map amendment on the agenda to be heard at the next available meeting of the Boone County Planning Commission. My understanding is the next available meeting is scheduled for Wednesday, August 6, 2014.

Also enclosed please find the following:

- (a) A check in the amount of \$1,530.00 as the application fee.
- (b) Ten full size sets of plan sheets for the proposed plan amendment.
- (c) Four copies of the original Traffic Impact Study and May 28, 2014 Memorandum.

In addition, please note that the marketing name for the project will be Grand at Florence. We are using the marketing name Grand at Florence in lieu of Summit at Florence due to a concern that "Summit" will cause confusion with emergency/911 calls.

Please contact me or Jay Bayer of Bayer Becker with any questions.

Sincerely,
Summit at Florence, LLC

A handwritten signature in black ink, appearing to read "Donald J. Hunter, Jr." with a stylized flourish at the end.

Donald J. Hunter, Jr.
Member

CC: Jay Bayer, Bayer Becker
Gerry F. Dusing, Esq., Adams, Stepner, Wolterman & Dusing, PLLC



Where Creativity
Meets Functionality

Civil Engineers | Transportation Engineers | Landscape Architects | Planners | Land Surveyors

March 31, 2014

Mr. Kevin Wall, AICP
Boone County Planning Commission
Zoning Administrator
2950 Washington Street, Room 317
Burlington, KY 41005

RE: The Summit at Florence – Request for Zoning Map Amendment

Dear Kevin,

Enclosed please find the following information in regards to the request for a zoning map amendment for the Summit at Florence Multi-family development located at 1043/1045 Burlington Pike and 6087 Ridge Road.

1. Two completed and signed Applications for Zoning Map Amendment,
2. A check for the Review Fee in the amount of \$2,332.00,
3. A legal description of the area to be rezoned,
4. List of adjoining property owners with addresses
5. In regards to item 5 of the zoning submittal checklist below is a written explanation of the proposed zoning and how it complies with the comprehensive plan:
 - a. The housing Element of the 2010 Boone County Comprehensive Plan states on Pg. 84: "Overall, the KY. 18 Corridor represents a prime opportunity to promote high density housing."
 - b. The land Use Element of the Comprehensive plan suggests a residential use of 8 units per acre. The development will be designed with various amenities and open spaces under the SR-3 zone. The proposed development consists of 236 units over 29.5 acres, which is a density of 8.0 units per acre in conformity with this suggested land use,
 - c. The proposed development provides an ideal transitional use to its adjacent commercial and institutional uses which is a goal of the Comprehensive Plan,
6. Five full size and reduced copies of the Concept Development Plan,

Please review the submitted information and place the request on the agenda for the Planning Commission to consider at the next business meeting scheduled on April 2, 2014 for presentation at the next public hearing on May 7th, 2014 at the BCPC. Please respond with any comments or questions you may have and if you need any additional information.

Sincerely,

Rob T. Keller, P.E., LEED AP
Sr. Project Manager

cc: Donald Hunter, The Summit at Florence, LLC

6900 Tylersville Road, Suite A
Mason, OH 45040
513-336-6600

318 South College Avenue
Oxford, OH 45056
513-523-4270

1404 Race Street, Suite 204
Cincinnati, OH 45202
513-834-6151

209 Grandview Drive
Fort Mitchell, KY 41017
859-261-1113

<http://www.bayerbecker.com>

EXHIBIT

“A”

STAFF REPORT

Request of The Summit at Florence, LLC (applicant) for Kenneth H. Keim Trust, Thelma L. Keim Trust, William T. Martin, and Evelyn J. Martin (owners) for a Zoning Map Amendment from Suburban Residential One (SR-1) and Suburban Residential Two (SR-2) to Suburban Residential Three (SR-3) for an approximate 29.9 acre tract located at 1043 and 1045 Burlington Pike, and 6087 Ridge Road, Boone County, Kentucky. The request is for a zone change to allow attached and multi-family dwelling units.

August 6, 2014

PROPOSAL

This application is for a zone change from SR-1 and SR-2 to SR-3 for an approximate 29.9 acre site located at 1043 and 1045 Burlington Pike, and 6087 Ridge Road, in unincorporated Boone County to allow townhouse style attached and multi-family dwellings. The bulk of the property is currently zoned SR-1 (approximately 88.6%), and the two smaller portions immediately adjoining the Burlington Pike and Ridge Road frontages are zoned SR-2 (approximately 11.4% combined). The development was called "Summit at Florence" when the zone change application was originally submitted. It has since been renamed "Grand at Florence" because there is already a development in Boone County with the name "Summits." A public hearing was initially scheduled for this request on May 7, 2014 but was postponed at the applicant's request.

A Concept Development Plan was submitted with this request. This plan shows a total of twenty three (23) buildings that would contain dwelling units. All of these buildings have two (2) stories. Ten (10) of these building are eight (8) unit townhouse structures, and the remaining thirteen (13) buildings are twelve (12) unit multi-family dwelling (apartment) structures. Two different types of 12 unit multi-family dwelling structures are shown on the Concept Development Plan. A total of two hundred and thirty six (236) units are proposed with an overall density of 7.89 units per acre.

Sixty (60) of the townhouse units contain two (2) bedrooms, and the remaining twenty (20) contain three (3) bedrooms. Fifty two (52) of the apartment units are one (1) bedroom, and the remaining one hundred and four (104) are two (2) bedroom. Other structures and amenities on the site include a maintenance/mail building near Burlington Pike, community gardens immediately behind the maintenance/mail building, and a clubhouse and pool facility in the interior of the site.

Architectural concepts from another development(s) by the same developer were provided (attached). All of the structures have gabled or hipped roof designs, with multiple types of siding and/or stone veneer, and detailing such as decorative columns, gable returns, transoms, and multi-pane windows. A consistent color palette is shown on these concepts.

The concept provided for the entry monument sign shows a stone structure with a column at each end that is topped with a lantern (attached). The structure is 6 feet high with approximately 55 square feet of sign area based on the measurement method outlined in Article 34 of the zoning regulations.

Access points are proposed on Burlington Pike across from the Greenview Baptist Church driveway and on Ridge Road. The Burlington Pike access point is proposed to be a 3/4 intersection which would be channelized so that the only permitted movement out of the development would be a right turn onto eastbound Burlington Pike. The interior road system consists of private driveways which are largely lined with ninety degree parking spaces. Some garage spaces are also provided (130). Formal parking lots are provided at the maintenance/mail building and the clubhouse/pool facility. Sidewalks are generally, but not completely, provided along at least a part of each driveway. No street connection to the existing dead end of Afton Drive to the south is proposed.

The existing wood cover is proposed to be retained around a substantial part of the site's boundary and serve as the buffer yard plantings. Where the existing wood cover is not retained along the boundary, landscaping per the requirements of Article 36 of the zoning regulations is proposed to be installed. The specific buffer yards to be installed (B or C) are noted on the plan. "Vehicular use area" (VUA) landscaping is generically shown along the driveways and around the parking areas.

Three (3) storm water basins are shown in the interior of the site. Public water and sanitary sewer service are shown on the plan. The April 2014 Traffic Impact Study and 5/28/14 Traffic Study Addendum are attached to this report (w/o appendixes).

ADJACENT LAND USES AND ZONING

The land use and zoning adjoining the subject site include the following:

- A. A bank, single family residence, insurance office, and vacant tract are located to the west/northwest along the south side of Burlington Pike (C-2, C-3, and O-1). An auto glass shop, pool/spa business, chiropractor office, and a car dealership are located to the east/northeast along the south side of Burlington Pike (C-1 and C-2).
- B. A church and two car dealerships are located to the north along the north side of Burlington Pike (C-3).
- C. Detached single family residences are located to the south (Belle Meadows and Persimmon Grove subdivisions, SR-1) and to the east along Ridge Road and Maple Avenue (Whaley's Baby Farm Subdivision, SR-2 and C-1).

- D. A shop type facility with overhead doors, a podiatrist office, church, and a detached single family residence with a truck business are located to the west along Boone Aire Road (SR-1, C-3, and O-1). A golf course and detached single family residences (The Links Subdivision) are located to the west and southwest along Glen Arbor Drive ®, SR-1).

SITE CHARACTERISTICS

The site contains approximately 29.9 acres and has approximately 167 feet of frontage on Burlington Pike and approximately 174 feet of frontage on Ridge Road. It contains a detached single family residence, detached garage, and a barn in the interior of the site near Burlington Pike, and a detached single family residence and a detached garage on the lot at 6087 Ridge Road. A residence that was located along the Burlington Pike frontage was demolished in the last few years.

With the exception of the lawn around the residence at 6087 Ridge Road and the cleared area in the center, the site is largely wooded. The interior of the site is currently accessed through a one lane gravel driveway from Burlington Pike. The topography of the site's perimeter is generally hilly, with flatter plateau areas along both road frontages and in the center. The high point of the site is along the Ridge Road frontage at approximately el 908, and the low point is at the southwest corner at approximately el 828. The Burlington Pike frontage is at approximately el 892. Soil types on the site include Jessup silt loam (JeD) and Rossmoyne silt loam (RsB and RsC).

Both public water and sanitary sewer service are physically available on the site. The site is not in the 65 DNL contour on the "Future (2011) Noise Exposure Map/Noise Compatibility Program" map that is in the CVG Cincinnati/Northern Kentucky International Airport 2035 Master Plan Report.

RELATIONSHIP TO COMPREHENSIVE PLAN

The 2010 Boone County Comprehensive Plan's Future Land Use Map designates the majority of the site as "High Suburban Density Residential" (HSD). This designation is described as "single-family and/or attached housing of up to 8 dwelling units per acre. This classification is typified by townhouse, condominium, and zero-lot line development, and also pertains to existing mobile home parks." A small part of the site (an approximate 200 foot wide band along the west side of Ridge Road) is designated 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 Land Use Element provides the following quotes that relate to the proposal and/or general area ("3. Pleasant Valley/Oakbrook," pg. 169).

- A. This section of Boone County includes some of the western growth areas of Florence, including Hopeful Church Road and KY 18. It also contains some of the most rapidly growing residential areas in the county, particularly from KY 18 south to Union.
- B. The proposed commercial land uses on KY 18 should be planned with careful Access Management, including continuous parallel roadways. Development should create commercial clusters rather than strip centers which parallel KY 18. These commercial uses must also be designed to be compatible with existing and proposed residential developments along KY 18.
- C. The large area between Hopeful Church Road and Oakbrook Road, south of KY 18 to Pleasant Valley Road, should continue to develop in a Suburban Residential fashion. The area must develop with local access and limited access collector road connections as a high priority. These should include the connection of Cayton Road to Pleasant Valley Road; and, an east-west connector between Pleasant Valley Road and Hopeful Church Road, south of Stonegate Meadows. These collector road extensions should not allow parking or driveway access in order to facilitate the movement of traffic through the area, and should include multi-modal elements such as pedestrian paths and bike lanes, and bus stop areas.

The Land Use Element's Future Land Use Development Guidelines provide the following general comments that relate to the proposal.

- A. Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole, rather than leveling an entire site to meet a pre-conceived project design. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined. True Open Space subdivision design should be considered to blend new subdivisions in with areas that have a rural character ("Utilization of Existing Vegetation and Topography," pp. 161 and 162).
- 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. The Goals and Objectives also acknowledge that fluctuations in the economy and housing market should be considered when evaluating the uses and design of developments

("Development Layout, Lot Sizes, and Setbacks," pg. 162).

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 open space within developments and between developments. Developments proposed adjacent to planned or established open spaces should provide pedestrian access where appropriate. Natural green space benefits the community as well as encourages developers to create innovative development designs through clustering of buildings and impermeable area. 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," pp. 162 and 163).

D. Developments in Boone County must include landscaping to accompany the proposed project. Retention of existing healthy vegetation is considered a component of landscaping and is encouraged. This landscaping should be designed to improve the public view of a development, and should be incorporated into parking lots and other vehicle circulation areas, as well as within open spaces and around structures. Landscaping is intended to minimize the visual impacts of the development from adjoining properties and roadways.

Developments along major roadways in Boone County must include landscaping between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing land uses ("Landscaping," pg. 163).

E. 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 ("Access Management," pg. 163).

- F. 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. The traditional grid system can provide an alternative to typical suburban design. Parallel and frontage roads should be used to minimize impacts of individual sites on collector and arterial roadways. 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. Public open space and recreation sites should be connected to each other by bicycle and pedestrian paths where appropriate. Transit Oriented Development (TOD) is discussed in detail in the Transportation Element, and should be examined as a future direction in Boone County development patterns ("Transportation and Pedestrian Network," pp. 163 and 164).
- G. Developments in Boone County should give consideration to the overall design of the area. Site, landscape, and building design should be a primary concern at the early stages of the development, with an emphasis on the aesthetic impact of the proposed use. The minimal use of signs is encouraged; signage should be adequate to identify a specific development, but should not be used as a means to compete for motorist attention ("Design, Signs, and Historic Preservation," pg. 164).

The Population Element outlines population estimates based on OKI transportation analysis zone "regions." The population of the "Florence" region where the subject site is located is estimated to change to 32,385 in 2020, and to 34,153 in 2030.

The Business Activity Element makes the following statements regarding the surrounding areas ("Recommended Areas of Commercial Activity," pg. 68).

- A. Many problems with the location and arrangement of commercial uses have emerged, especially along the KY 18 and U.S. 42 corridors. Commercial developments along KY 18 and U.S. 42 west of Mall Road should not be regionally

oriented nor should they attract additional traffic, but rather be served by the existing or future population of the area. A mix of commercial, office, and residential uses, along with limited access, should be encouraged along KY 18. Along the entire KY 18 corridor east of Burlington, there are traffic congestion problems that can be worsened by adding commercial access points.

- B. Commercial developments that occur in the KY 18 and U.S. 42 corridors should be limited in scale (e.g. building, intensity, use, etc.) and clustered to serve growing residential neighborhoods. Planned Unit Developments should be encouraged so that commercial construction is incorporated within new residential areas and designed properly. These commercial clusters should not function as an extension of Florence and Mall Road, but as distinct units serving the Burlington and Union areas. This principle should apply to the Limaburg area and surrounding area as well. The commercial development in this area should coordinate closely with the projected high and medium density residential development to form a more coherent community and create neighborhood centers rather than just a strip extending out of Florence. An example of this type of design is the Oakbrook Marketplace, which ties into the subdivision while serving a larger trade area.

The Housing Element makes the following statements that relate to the project or the overall area.

- A. A variety of housing opportunities within the established urban areas and within developing areas would encourage some of the higher income residents to reside there and thus encourage mixing of different income levels. Therefore, single-family housing should remain an ingredient of the urban areas instead of being targeted only for rural or suburban areas. Large, left-over parcels in urban service areas are well suited for planned residential development that includes high density housing. However, established single-family housing areas in urban settings should not experience an influx of multi-family or duplex construction unless adequate buffering or proper development design can be provided ("Population Needs," pg. 79).
- B. Large lot areas, including Union, will see multi-family construction, although this higher density development should occur close to highway arterials and urban services and be sensitively developed in terms of building height, setbacks, mass, and visual impact. Throughout Boone County, high density developments should be close to thoroughfares to achieve a gradation of building site dimensions and land uses outlined in the Future Land Use Plan.

Multi-family housing developments should have convenient access to commercial districts or should provide their own supporting commercial uses. The developments should be designed to offer the shortest trips to the most people. High density

residential developments help to hold down the cost of individual units due to many variables including lower land cost per unit, lower land development cost and building unit costs per unit. Clustering of the dwelling units allows this by requiring less site work and utility construction. Better design can correlate with more density, and walkable, multi-modal communities. This also provides a supply of affordable housing for county residents ("Housing Types," pp. 79 and 80).

- C. It is important to offer a variety of housing units, not only in terms of economics, but also because of the county's demographics. As stated previously, the youthful population, divorcees, and elderly often select a multi-family unit or manufactured home to satisfy their housing needs. In the case of the young, this housing provides their first independent housing unit. In order for Boone County to retain its youth, the county must provide both jobs and housing, otherwise, an out-migration of the young and educated population will occur. Divorcees often select multi-family housing immediately following a separation. Elderly select these units for reasons usually related to economics and the need for a secure environment near their daily needs. The variety of multi-family housing includes nursing homes, retirement housing, apartments, townhouses, and condominiums all ranging greatly in price per unit. These types of units are increasing in demand outside of the established urban areas. As the county's population ages and land values rise, the need for higher density residential and planned unit developments will likely increase ("Housing Types," pg. 80).
- D. High density residential areas should be located sufficiently near and with convenient access to major streets, highways, and shopping and public facilities. A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible through creative development design, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing. Existing vegetation (such as wooded fence rows) should be retained as much as possible to provide buffer strips and stormwater filters. This serves a dual purpose in that woodland is becoming relatively scarce in the eastern uplands of the county, and these areas buffer different land uses. Housing that is proposed on smaller, remnant tracts needs to be carefully designed.

Housing development density has become an issue of concern to many existing residents in established, large lot subdivisions in suburban Boone County. Many of these areas developed during the 1960's to the 1980's when land prices were relatively low, few utilities were present, the surrounding land was agricultural, and urban/suburban development had not yet extended out to these areas. Many of these older subdivisions contain two-acre lots or larger. By contrast, most new

subdivisions in Boone County are developing at around three units per acre and sponsor sewer construction if sanitary sewer is not currently available to the site. The issue arises when these new higher density subdivisions are proposed near established low density areas and centers mainly around development impacts on infrastructure and the residential character of the area ("Housing Densities," pg. 81).

- E. The undeveloped land on the southwest quadrant of KY 18 and KY 237 would be an excellent site for a transit-oriented, mixed-use planned development, even with the planned future urban interchange at this location. New subdivisions throughout the west Florence and Burlington areas should provide interconnections between their developments and adjacent developments to promote safe and easy transportation access. Overall, the KY 18 Corridor represents a prime opportunity to promote high density residential uses in a transit corridor ("Florence/Burlington Area," pg. 84).

The "Summary of the 2006 Boone County Transportation Plan Recommendations" section in the Transportation Element lists the following Operational Improvements that are in the general area (pp. 146 and 147).

- KY 18 & KY 842 Intersection Lane Improvements.
- KY 18 Access Management Study.
- KY 18 Speed Study.
- KY 18 at Merchants/Greenview/Ridge Signal Coordination.
- KY 18 at Bankers Street Signal Study.

The 2010 Boone County Comprehensive Plan Goals and Objectives include the following pertinent statements.

- A. Proper planning is achieved through accepted land use management tools and coordination with public infrastructure ("Overall," Goal).
- B. 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).
- C. Proper design principles shall be applied in development ("Overall," Objective 3).
- D. 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).
- E. Boone County shall strive to achieve both a diversity and balance in land use. Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of the general public in a fair and impartial manner ("Overall," Objective 6).

- F. The needs of Boone County's population are measured and fulfilled through the provision of orderly growth ("Population," Goal).
- G. New development or redevelopment shall attempt to design sites utilizing existing topography and vegetation, and encourage preservation of the existing character of the land. Development design 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," Objective 2).
- H. Existing vegetation shall be considered as both an important site characteristic and a community resource ("Environment," Objective 9).
- I. A broad range of housing opportunities shall be provided which meet the needs and desires for all household types ("Housing," Objective 1).
- J. 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).
- K. In order to offer the citizens of Boone County maximum choice in living environment, residential developments 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).
- L. 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).
- M. New or redeveloped residential areas shall be designed to establish clearly defined neighborhoods with a mix of retail, public, and recreational uses. Established neighborhoods shall be protected and enhanced, and deteriorated neighborhoods shall be regenerated ("Housing," Objective 9).

- N. Mixed use, higher density neighborhoods shall be encouraged near existing or proposed mass transit areas, commercial districts, and public facilities (i.e. parks) and also have convenient access to major streets and highways ("Housing," Objective 10).
- O. 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 12).
- P. Traditional and innovative design as well as mixed use options shall be encouraged throughout Boone County in order to accommodate market demands ("Housing," Objective 14).
- Q. Safe, efficient and environmentally sound public services and facilities shall exist for all development ("Public Services and Facilities," Goal).
- R. Mixed use, higher density neighborhoods shall be designed to accommodate safe pedestrian access to mass transit, major streets and highways, public facilities, and parks ("Transportation," 1st Goal, Objective 9).
- S. The local transportation system in Boone County shall be maintained and improved so that overall safety and level of service will be enhanced. Inefficiencies in the system will be identified and addressed. New land development shall be closely coordinated with the local transportation system to assure efficiency and continuity with the regional multi-modal transportation system ("Transportation," 2nd Goal).
- T. New connector streets shall be developed where needed and feasible thus lessening the total dependence on arterial, collector, and local streets. Existing connector streets shall be improved where needed ("Transportation," 2nd Goal, Objective 2).
- U. Proper vehicular and pedestrian access to adjoining property shall be provided and/or retained when a property develops or redevelops ("Transportation," 2nd Goal, Objective 3).
- V. Redevelopable and infill sites shall be encouraged to develop as walkable, mixed-use districts ("Transportation," 3rd Goal, Objective 3).

BOONE COUNTY TRANSPORTATION PLAN 2030

Exhibit 5-2 "Operational Improvement Plan Project Locations" (pg. 5-4) outlines the following four projects that are in the area. All four projects are medium priority projects (4-6 years) on Exhibit 5-4 "Prioritization of Operational Improvement Plan Projects" (pg. 5-17).

1. Project 16: Turn lane improvements at KY 18 Burlington Pike and KY 842 Houston Road/Hopeful Church Road (text is on page 5-7)
2. Project 25: Traffic signal evaluation at KY 18 Burlington Pike and Merchants Street (text is on page 5-10).
3. Project 26: Traffic signal and driveway/roadway connection evaluation at KY 18 Burlington Pike and Greenview Drive/Ridge Road (text is on page 5-11)
4. Project 32: Traffic signal evaluation at KY 842 Houston Road and Bankers Street/Behrens Street (text is on page 5-12).

Exhibit 6-1 "Recommended Long-Range Highway Projects" (pg. 6-2) describes a project for Burlington Pike (Map ID 21) as "access management retrofit projects from 1-71/75 to KY 237 (text is on pp 6-7 and 6-8). This is a medium priority project (11-20 years) on Exhibit 6-13 "Recommended Transportation Plan Project Prioritization" (pg 6-20). The "KY 18 Access Management Study" itself is discussed on page 6-19.

Exhibit 6-7 "Year 2030 Traffic Volumes and Levels of Service - Recommended Transportation Plan Network" (pg. 6-10) illustrates the part of Burlington Pike that adjoins the subject site as LOS E (related text is outlined in Exhibit 6-9).

The text regarding the Florence Pedestrian & Bicycle Plan includes KY 18/Merchants Drive as an intersection "where actions are needed to improve pedestrian and bicycle safety" (pg. 6-27). The text also states "the Florence study also recommends a list of specific actions designed to improve pedestrian and bicycle safety along the major arterials - KY 18, US 42, and Mall Road" (pg. 6-27).

STAFF COMMENTS

1. COMPREHENSIVE PLAN AND STATUTORY FINDINGS

The governing bodies need to determine whether the proposal is in agreement with the 2010 Boone County Comprehensive Plan. The Comprehensive Plan's Future Land Use Map designates the site largely for "High Suburban Density Residential"

(HSD). This designation is described as “single-family and/or attached housing of up to 8 dwelling units per acre. This classification is typified by townhouse, condominium, and zero-lot line development, and also pertains to existing mobile home parks.” A small part of the site along Ridge Road is designated 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 Land Use Element (“3. Pleasant Valley/Oakbrook,” pg. 169) states “the large area between Hopeful Church Road and Oakbrook Road, south of KY 18 to Pleasant Valley Road, should continue to develop in a Suburban Residential fashion. The area must develop with local access and limited access collector road connections as a high priority. These should include the connection of Cayton Road to Pleasant Valley Road; and, an east-west connector between Pleasant Valley Road and Hopeful Church Road, south of Stonegate Meadows. These collector road extensions should not allow parking or driveway access in order to facilitate the movement of traffic through the area, and should include multi-modal elements such as pedestrian paths and bike lanes, and bus stop areas.”

It is important to note that this text, which recommends that the area “continue to develop in a Suburban Residential fashion” (single family housing of up to four units per acre), is for the overall area. In contrast, the specific site in question is largely designated for High Suburban Density Residential (single family and/or attached housing of up to eight dwelling units per acre) on the Future Land Use Map. An incidental part of the site along Ridge Road is designated for Suburban Residential uses on the Future Land Use Map. Only a driveway connection, with no dwelling units, is proposed for this part of the site.

Several parts of the Comprehensive Plan discuss access issues and how commercial and residential development should occur in this area. The Business Activity Element (“Recommended Areas of Commercial Activity,” pg. 68) states “a mix of commercial, office, and residential uses, along with limited access, should be encouraged along KY 18” and “the commercial development in this area should coordinate closely with the projected high and medium density residential development to form a more coherent community and create neighborhood centers rather than just a strip extending out of Florence. An example of this type of design is the Oakbrook Marketplace, which ties into the subdivision while serving a larger trade area.” Similarly, the Housing Element (“Florence/Burlington Area,” pg. 84) states “new subdivisions throughout the west Florence and Burlington areas should provide interconnections between their developments and adjacent developments to promote safe and easy transportation access. Overall, the KY 18 Corridor represents a prime opportunity to promote high density residential uses in a transit

corridor.”

The Housing Element also makes the following statements which pertain to multi-family and attached housing in a more general sense.

- A. Large, left-over parcels in urban service areas are well suited for planned residential development that includes high density housing. However, established single-family housing areas in urban settings should not experience an influx of multi-family or duplex construction unless adequate buffering or proper development design can be provided (“Population Needs,” pg. 79).
- B. Throughout Boone County, high density developments should be close to thoroughfares to achieve a gradation of building site dimensions and land uses outlined in the Future Land Use Plan (“Housing Types,” pp. 79 and 80).
- C. Multi-family housing developments should have convenient access to commercial districts or should provide their own supporting commercial uses. The developments should be designed to offer the shortest trips to the most people. High density residential developments help to hold down the cost of individual units due to many variables including lower land cost per unit, lower land development cost and building unit costs per unit. Clustering of the dwelling units allows this by requiring less site work and utility construction. Better design can correlate with more density, and walkable, multi-modal communities. This also provides a supply of affordable housing for county residents (“Housing Types,” pp. 79 and 80).
- D. As the county’s population ages and land values rise, the need for higher density residential and planned unit developments will likely increase (“Housing Types,” pg. 80)
- E. High density residential areas should be located sufficiently near and with convenient access to major streets, highways, and shopping and public facilities. A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible through creative development design, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing. Existing vegetation (such as wooded fence rows) should be retained as much as possible to provide buffer strips and stormwater filters. This serves a dual purpose in that woodland is becoming relatively scarce in the eastern uplands of the county, and these areas buffer different land uses. Housing that is

proposed on smaller, remnant tracts needs to be carefully designed ("Housing Densities," pg. 81).

Several of these statements are reinforced by the Comprehensive Plan's Goals and Objectives which are outlined in the body of this report. Street connections between new developments and adjoining sites are mentioned in several places in the Comprehensive Plan, including the Land Use and Housing Elements as discussed immediately above, and the Goals and Objectives. Proper buffering and the retention of existing vegetation are also mentioned in the Future Land Use Development Guidelines, Housing Element, and Goals and Objectives.

Appropriate transitional uses are advocated by the Housing Element ("Housing Densities," pg. 81) and the Future Land Use Development Guidelines ("Buffering," pp. 162 and 163). The transitional use concept is also described in the "Development Layout, Lot Sizes, and Setbacks" section of the Future Land Use Development Guidelines (pg. 162), although the context of this discussion is somewhat different than the current proposal. Additionally, the intent of the requested SR-3 zone stated in Section 950 of the zoning regulations is "to provide a compact, high suburban density neighborhood environment which permits an intermixed variety of dwelling types. Such districts will be located on suitable lands within established or proposed urban entities where adequate infrastructure facilities and services are available or proposed, and where the SR-3 zone may act as an appropriate transition between other districts." Because the subject site is a large, essentially vacant site between several detached single family residential neighborhoods and the commercial strip along KY 18, the governing bodies should consider whether or not the proposal is an appropriate transitional use in context of these documents.

The governing bodies will also need to consider the alternate statutory findings for the requested zone change of whether the current zoning is inappropriate and the proposed zoning is appropriate, and whether there have been changes of an economic, physical, or social nature not anticipated in the comprehensive plan that substantially alter the area's character.

2. DESIGN ISSUES

Staff has the following comments on design related issues.

- A. Building Design and Signage: The Comprehensive Plan's Future Land Use Development Guidelines ("Design, Signs, and Historic Preservation," pg. 164) mentions giving "consideration to the overall design of the area. Site, landscape, and building design should be a primary concern at the early

stages of the development, with an emphasis on the aesthetic impact of the proposed use,” and that “the minimal use of signs is encouraged.”

Architectural concepts from another development(s) by the same developer were provided. All of the structures have gabled or hipped roof designs, with multiple types of siding and/or stone veneer, and detailing such as decorative columns, gable returns, transoms, and multi-pane windows. A consistent color palette is shown on these concepts. While acknowledging that the concepts are for much larger multi-unit buildings versus single family residences, it is Staff’s conclusion that the basic aesthetics of the buildings are comparable or compatible with the residences in the surrounding developments.

Staff has two comments relative to building design. First, because the concepts provided were for another development(s), the applicant should verify that either the same or very similar designs would be used in this project. Second, Staff recommends that the level of design and detailing used on the front facades also be used on the side and rear facades to avoid an “unfinished” appearance.

The concept provided for the entry monument sign shows a stone structure with a column at each end that is topped with a lantern. The structure is 6 feet high with approximately 55 square feet of sign area based on the measurement method outlined in Article 34 of the zoning regulations. Staff has no issue with the design concept. Additionally, the size and height are within the limits permitted by Section 3410 “Entrance Signs Requiring a Permit” of the zoning regulations (8’ high, 100 square feet maximum).

- B. Landscaping/Existing Tree Cover: As mentioned above, the existing wood cover is proposed to be retained around a substantial part of the site’s boundary and serve as the buffer yard plantings. Article 36 “Landscaping” of the zoning regulations permits existing vegetation which is retained to be credited towards the required plantings. Where the existing wood cover is not retained along the boundary, landscaping per the requirements of Article 36 of the zoning regulations is proposed to be installed. The specific buffer yards to be installed (B or C) are noted on the plan. “Vehicular use area” (VUA) landscaping is generically shown along the driveways and around the parking areas.

The Comprehensive Plan’s Future Land Use Development Guidelines and the Goals and Objectives both advocate the retention of existing vegetation for buffer purposes. Staff’s only comment regarding this aspect of the proposal

is that the vegetation will need to be marked and evaluated in the field at the site plan stage for proper credit. In some areas of the site the retained tree cover would be substantial, such as along the south boundary (Afton Drive and Maple Avenue area) where it would range between approximately 90 feet to 280 feet deep. In other parts of the site, the retained tree cover would be limited to the plants that are immediately along the property line. Additional plantings would need to be added in any area where the retained vegetation by itself did not meet the requirements of Article 36.

The common facilities/amenities which would generate outside activity are either located near the KY 18 frontage between existing commercial properties (mail/maintenance building and community gardens), or in the interior of the site away from unrelated residential properties (clubhouse and pool). Staff has not identified a need for additional buffering beyond the normal code requirements due to outside activity generated by these facilities.

- C. Lighting: Lighting is not mentioned in the application materials. Staff recommends that the applicant develop a lighting program that the Zone Change Committee can consider to assure that light and glare would be confined to the subject site. For example, Staff suggests that fixtures on freestanding masts be limited to vehicular areas, common amenities, and open spaces in the interior of the site. A limited mast height, such as 15 feet, is also suggested aside from the fixtures that would be placed at the main intersections with public streets. Any wall packs (versus incidental patio/porch lights) on facades facing the outer perimeter of the site could be triggered by motion detectors. Other glare and light level standards are in the generally applicable zoning regulations.
 - D. For the applicant's information, there are several code requirements that are not met on the Concept Development Plan, but could be readily fulfilled with minor adjustments. These include:
 - I. Bike racks must be provided per Section 3327 of the zoning regulations.
 - ii. The sidewalk requirements in Sections 3208 and 3327 discussed below will need to be addressed.
 - iii. Additional handicap parking spaces will need to be provided.
3. TRAFFIC/CIRCULATION

A 3/4 access point is proposed along Burlington Pike across from the Greenview Baptist Church driveway. It would be channelized so that the only permitted

movement out of the development would a right turn onto eastbound Burlington Pike. A driveway connection is also proposed onto Ridge Road through the lot at 6087 Ridge Road (the fourth house southward from KY 18 on the west side of the street). Afton Drive in Belle Meadows Subdivision, which currently dead ends into the site's south boundary, was originally planned as a street connection into the subject site. No connection to Afton Drive or any other street along the south or west boundary is proposed.

As mentioned above, a Traffic Impact Study dated April 2014 and a Traffic Study Addendum (memorandum dated 5/28/14) were submitted. In brief, the study concluded that post development traffic levels would be acceptable and that no off-site improvements are recommended. The study found that an eastbound right turn lane on KY 18 into the development was warranted, but not recommended due to driveway spacing and safety issues (pg. 21). The study assumes that full build-out will occur in 2015. Staff has the following comments or observations regarding the study.

- A. The study uses the "residential condominium/townhouse" category (land use code 230) from the ITE Trip Generation Manual for both the apartment units and the townhouses. Staff agrees that this is an appropriate category for the townhouse units. However, the "apartment" category (land use code 220) seems to more directly correlate to the rental apartment units than the "residential condominium/townhouse" category. The amount of traffic generated under the "apartment" category is slightly higher on a per unit basis for the weekday, AM peak, and PM peak periods than the "residential condominium/townhouse" category.
- B. The study does not mention or draw any conclusions about connecting the development to the dead end of Afton Drive along the south boundary of the site.
- C. A significant portion of the trips attributed to this development will use Ridge Road. The study evaluated the signal timing at the Burlington Pike/Ridge Road intersection with recommendations to maximize performance.

Laura Mitchell, P.E., Permits Supervisor, Kentucky Transportation Cabinet, District 6 has commented that "KYTC has been working with Bayer Becker on the access points for this development and all related traffic studies. We have not received an Encroachment Permit Application to date – but we are prepared to approve an Encroachment Permit Application for the entrance on KY 18 with the stipulation that the entrance be restricted to a ¾ access point. Movement will be restricted to right-in, right-out and left-in. Left out movements will be prohibited. We will require the

driveway design to provide for a physical barrier, such as curb, to prohibit this movement" (7/7/14 e-mail is attached).

Relative to off-site improvements, the pavement width of Ridge Road between the house at 6087 Ridge Road and the office building at 6052 Ridge Road measures at various points between approximately 15.5 feet and 18.5 feet, with an average width of approximately 17.5 feet. The right-of-way has a nominal width of 30 feet. The standard width for a local residential street (public) in the current Boone County Subdivision Regulations is 25 feet. The standard width for a two way parking lot style driveway (private) that does not immediately serve parking spaces in the current Boone County Zoning Regulations is 20 feet. The Jeff Wyler Honda facility at 949 Burlington Pike, which has a driveway connection to Ridge Road, is subject to a conditional zone change approval from 2003 by the City of Florence. The following conditions applied to Ridge Road.

2. An access road intersecting with Ridge Road adjacent to the Shell gas station shall be constructed concurrent with the construction of the first building on the subject property.
3. The applicant agrees to widen Ridge Road to 28 feet in width from its intersection with Kentucky 18, extending the length of the road up to the intersection with the access drive adjoining the Shell Station. (Note - 28 feet is the standard width for a subcollector street required in commercial subdivisions).

The applicant's engineer has submitted an informal proposal to Scott Pennington, P.E., Boone County Engineer/Director of Public Works, to widen the affected portion of Ridge Road to 20 feet (see attached 7/22/14 e-mail from Scott Pennington; proposed improvements are outlined in the attached 6/25/14 e-mail from Rob Keller, P.E., Senior Project Manager with Bayer Becker). The 20 foot width is based on Staff recommendations. While still expressing concern regarding effects on neighboring homeowners, Mr. Pennington recommended that the proposed Ridge Road improvements be included as a condition of any approval, and that the road widening should occur before construction starts on the development itself (final surfacing could occur when paving is being completed in the development).

At this point in time, Staff is not recommending that a connection to Afton Drive be made since a connection to Ridge Road is proposed, although Staff does recommend that the traffic study be supplemented to include the Afton connection as an option so that the governing bodies can make an informed decision on this issue. Ridge Road is a direct route to the major street system whereas Afton Drive is not. A connection to Afton Drive would also necessitate substantial earthwork and

removal of a large part of the existing wood cover, which would serve as a substantial buffer to the residents in the adjoining subdivisions. This preliminary conclusion is with the recommendation that Ridge Road be upgraded between the proposed driveway connection and the commercial section of the road (Jeff Wyler driveway) as discussed above, and that a permanent turn-around would be provided at the end of Afton Drive, provided that it is physically feasible.

The governing bodies also need to determine whether the resulting changes in neighborhood character due to traffic along Ridge Road are reasonable. Several parts of Section 305.N "Temporary Dead-End Streets and Street Connections to Adjoining Tracts or Areas" of the Boone County Subdivision Regulations can be used for guidance on this issue. While the traffic study did not identify any undue impacts on Ridge Road, the resulting traffic could change the character of the neighborhood or street, even if it is still functioning well from a technical standpoint.

Sidewalks are largely, but not completely, shown throughout the development. To provide a complete system, Staff recommends that a sidewalk be provided on at least one side of the full length of each driveway. Also, the zoning regulations (Sections 3208 and 3327) require sidewalks to be constructed along the adjoining public streets, and require sidewalk connections to be provided within the development between the buildings, parking areas, and public street(s). Based on several factors (narrow right-of-way, limitations with integrating a sidewalk into the overall street and drainage design, and lack of opportunity to connect to a larger pedestrian system), the Zoning Administrator is willing to consider a waiver of the sidewalk requirement along Ridge Road.

4. SANITATION DISTRICT #1 COMMENTS

Greg Haggard, Project Coordinator with Sanitation District #1, has commented that "no inquiries have been received concerning sanitary sewer capacity or land disturbance to date. An analysis of capacity will be completed upon receipt of an Application for Reservation of Sanitary Sewer Capacity. Any inquiries involving land disturbance should be directed to Bill Plunkett" (4/21/14 e-mail is attached).

5. OTHER OUTSIDE AGENCY COMMENTS

Keith Feldhaus of the Boone County Water District has commented that there is no issue with water service for the project. Robert Krebs, Fire Marshal with the Florence Fire/EMS Department, has reviewed the plan and has no comments (7/23/14 e-mail is attached). Randy Poe, EdD, Superintendent of Boone County Schools, has stated that "our standard letter on file is the only comments we have on this. Nothing further to add" (7/21/14 e-mail is attached).

CONCLUSION

The Boone County Planning Commission and the Boone County Fiscal Court need to evaluate the application in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3 "Amendment" of the Boone County Zoning Regulations, the 2010 Boone County Comprehensive Plan, and the potential impacts on the existing and planned uses in the area. The Future Land Use Map will need to be amended to reflect the HSD designation along the site's Ridge Road frontage if this request is approved.

Respectfully submitted,

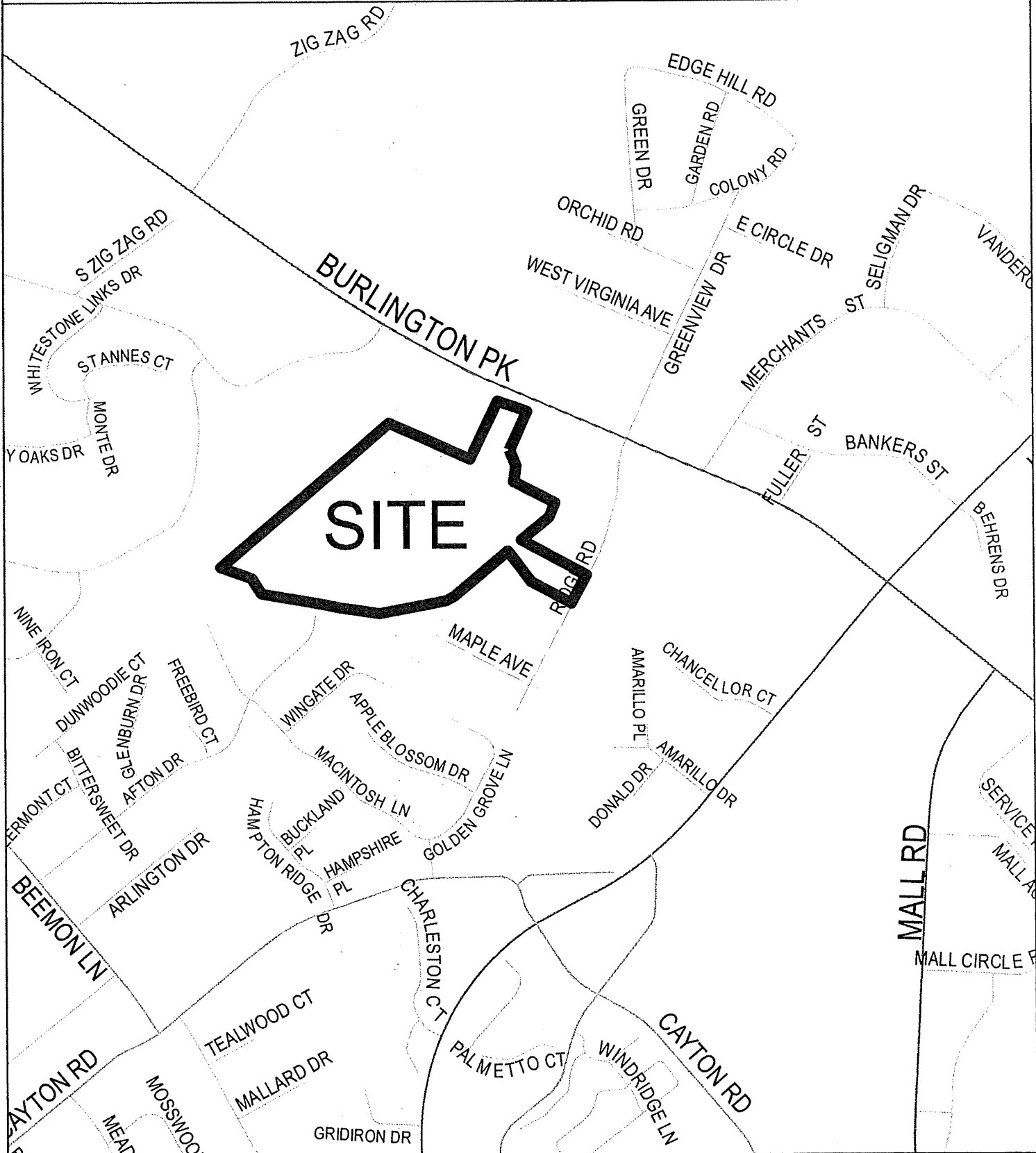
Kevin T. Wall, AICP
Director, Zoning Services

Attachments:

- Location map
- Aerial photograph with zoning
- 2035 Future Land Use Map excerpt
- Topographic map
- 7/7/14 e-mail from Laura T. Mitchell, P.E., Permits Supervisor, Kentucky Transportation Cabinet, District 6
- 7/22/14 e-mail from Scott Pennington, P.E., Boone County Engineer/Director of Public Works
- 6/25/14 e-mail from Rob Keller, P.E., Senior Project Manager, Bayer Becker
- 4/21/14 e-mail from Greg Haggard, Project Coordinator, Sanitation District #1
- 7/23/14 e-mail from Robert Krebs, Fire Marshal, Florence Fire/EMS Department
- 7/21/14 e-mail from Randy Poe, EdD, Superintendent, Boone County Schools
- Application Materials including Concept Development Plan, Architectural and Signage Concepts, and April 2014 Traffic Impact Study and 5/28/14 Traffic Study Addendum (w/o appendixes)

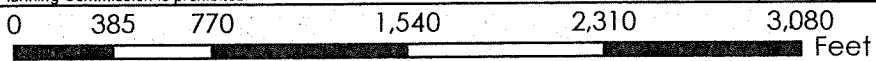
Location

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1 inch = 754 feet



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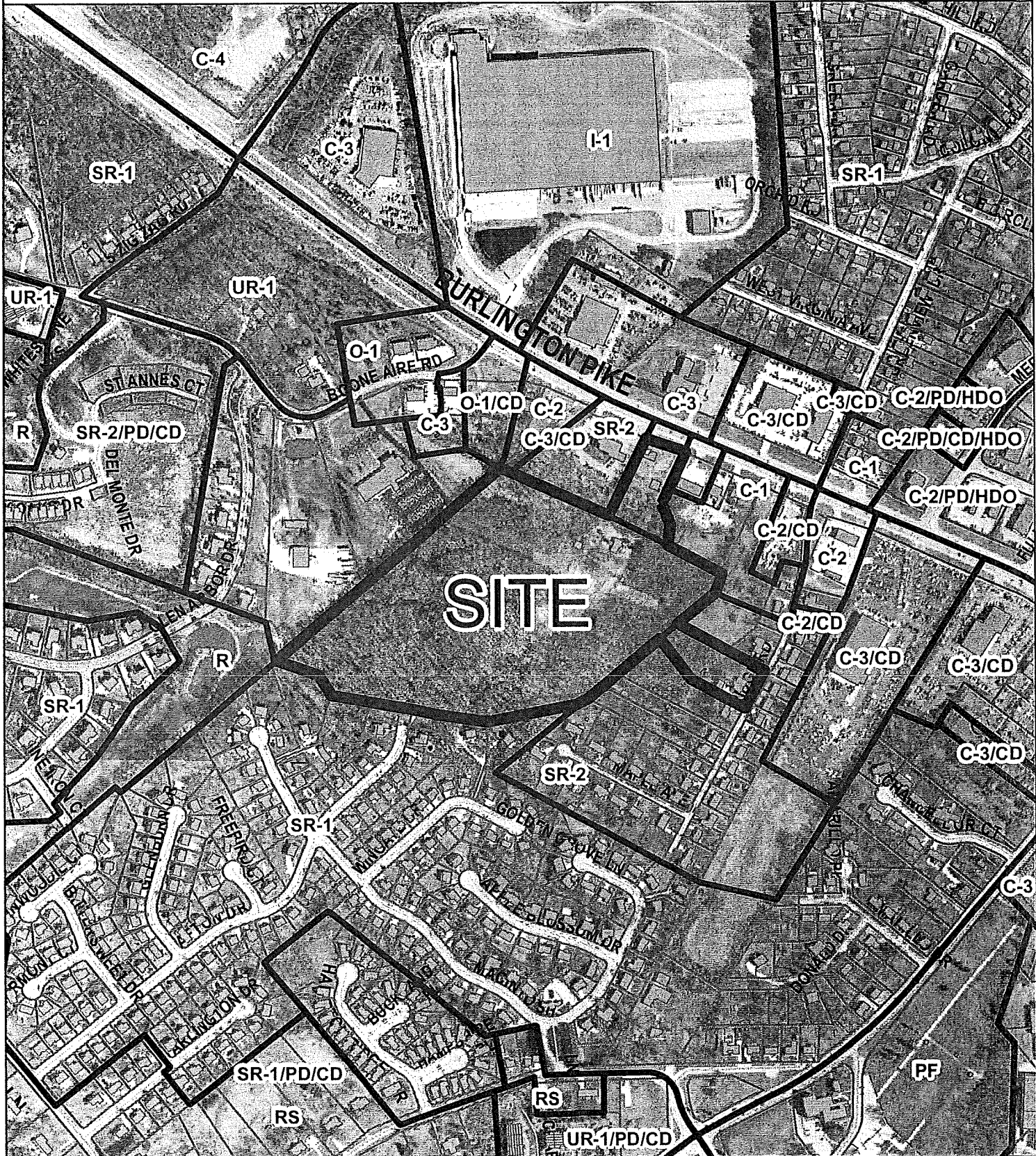
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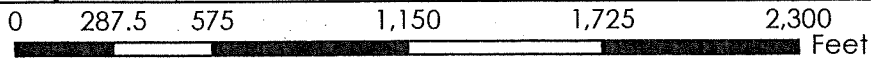
Zoning

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1 inch = 566 feet



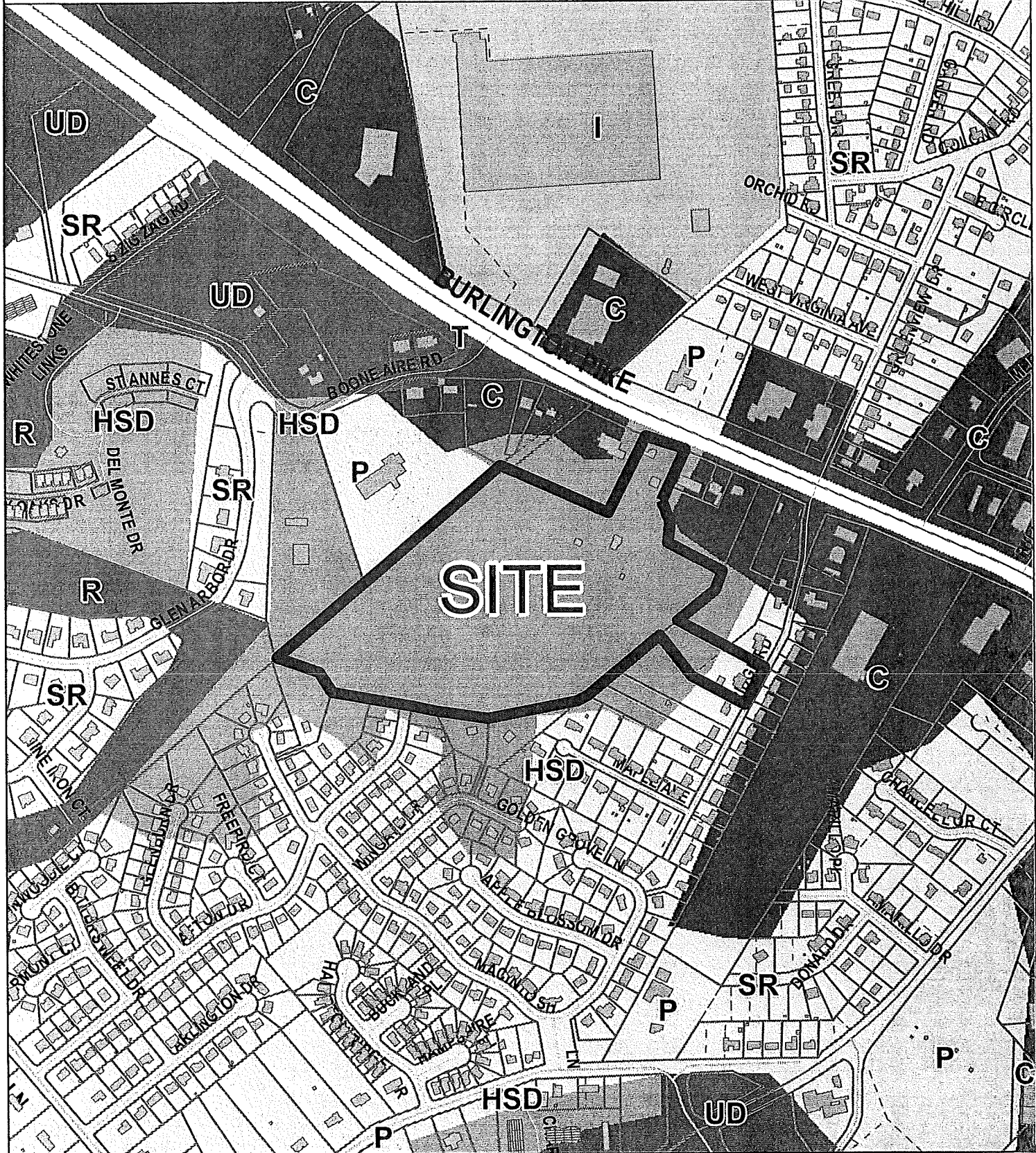
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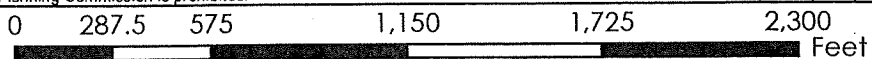
Future Land Use

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1 inch = 566 feet



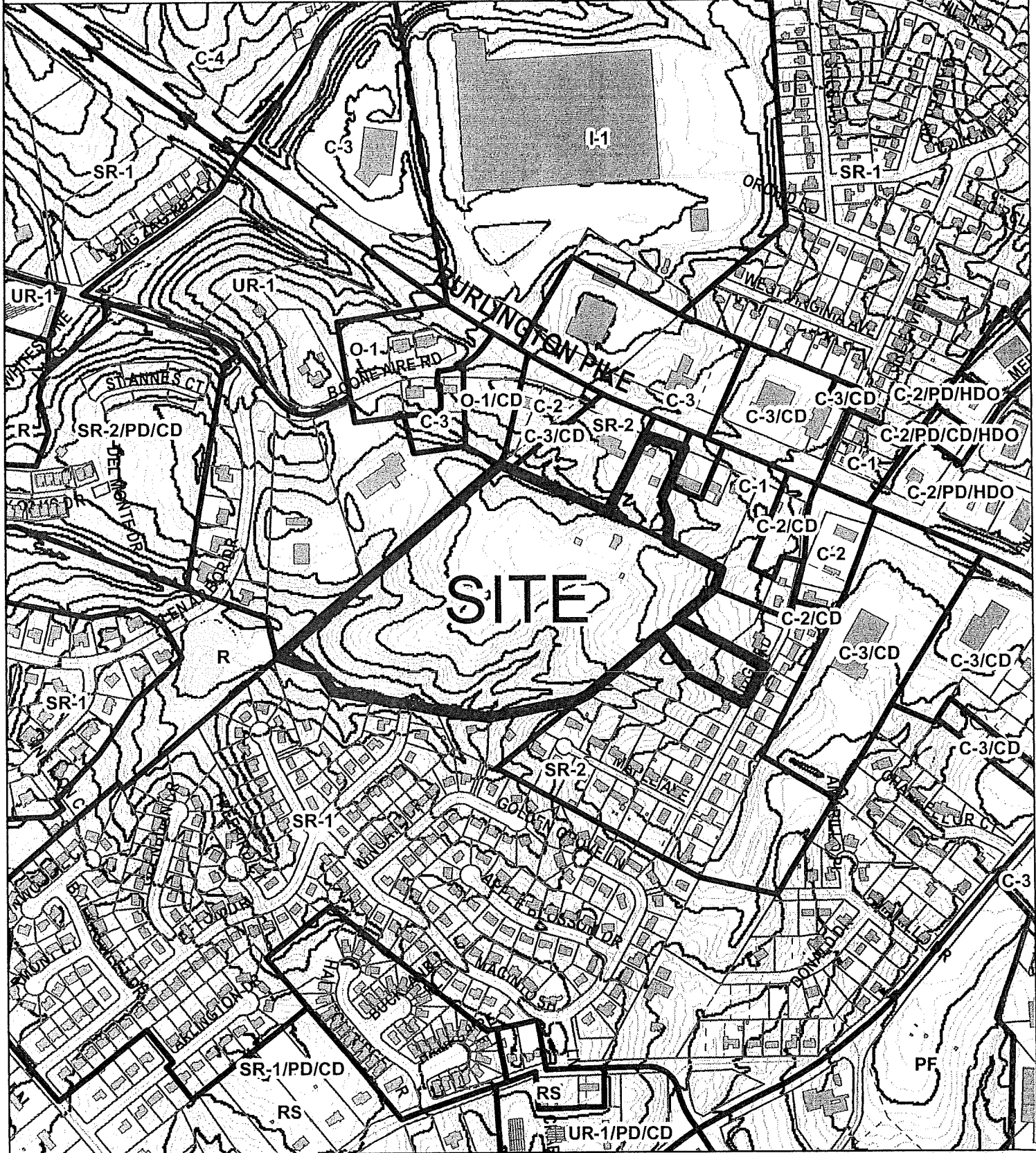
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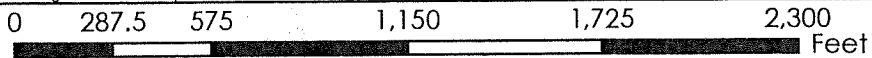
Topography

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Map Document: BooneMap (13).mxd

Kevin Wall

From: Mitchell, Laura (KYTC-D06) <Laura.Mitchell@ky.gov>
Sent: Monday, July 07, 2014 10:28 AM
To: Kevin Wall; Scott Pennington
Subject: RE: Grand at Florence

Hi Kevin,

I received a copy of the Zoning Map Amendment Application for the Grand at Florence located at KY 18 and Ridge Road in Boone County in today's mail.

KYTC has been working with Bayer Becker on the access points for this development and all related traffic studies. We have not received an Encroachment Permit Application to date – but we are prepared to approve an Encroachment Permit Application for the entrance on KY 18 with the stipulation that the entrance be restricted to a ¾ access point. Movement will be restricted to right-in, right-out and left-in. Left out movements will be prohibited. We will require the driveway design to provide for a physical barrier, such as curb, to prohibit this movement.

Please let me know if you need any additional information.

Thanks,
Laura

Laura T. Mitchell, P.E.
Permits Supervisor
District 6, Covington
Kentucky Transportation Cabinet
Laura.Mitchell@ky.gov

From: Kevin Wall [mailto:KWall@boonecountyky.org]
Sent: Wednesday, July 02, 2014 9:42 AM
To: Scott Pennington; Mitchell, Laura (KYTC-D06)
Subject: FW: Grand at Florence

I'm also sending over hard copies with my comment request memo.

From: Rob Keller [mailto:robkeller@bayerbecker.com]
Sent: Wednesday, July 02, 2014 9:41 AM
To: Kevin Wall
Cc: Don Hunter (dh@sregroup.com); Jay Bayer
Subject: RE: Grand at Florence

Email 2 of 2 on the TIS,

Rob

Rob T. Keller PE, LEED AP
Senior Project Manager | **Bayer Becker**
(859) 415-1605 - Direct Dial
robkeller@bayerbecker.com | [LinkedIn](#) profile

From: Rob Keller
Sent: Wednesday, July 02, 2014 9:37 AM
To: Kevin Wall - Boone County Planning Commission (kwall@boonecountyky.org)
Cc: Don Hunter (dh@sregroup.com); Jay Bayer
Subject: RE: Grand at Florence

The TIS is attached, it is a larger file, I will send a 2nd email with the Memo attached, let me know you received it, thanks,

Rob

Rob T. Keller PE, LEED AP
Senior Project Manager | **Bayer Becker**
(859) 415-1605 - Direct Dial
robkeller@bayerbecker.com | [LinkedIn](#) profile

From: Rob Keller
Sent: Wednesday, July 02, 2014 9:34 AM
To: Kevin Wall - Boone County Planning Commission (kwall@boonecountyky.org)
Cc: Don Hunter (dh@sregroup.com); Jay Bayer
Subject: Grand at Florence

Hi Kevin,

Attached please find a PDF of the concept development plan for Grand at Florence as submitted to your office yesterday.

I will send a separate email of the Traffic Study.

Please confirm receipt and if you need any other information, thanks,

Rob

Rob T. Keller PE, LEED AP
Senior Project Manager
Bayer Becker
(859) 415-1605 - Direct Dial
robkeller@bayerbecker.com | [LinkedIn](#) profile



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318 South College Avenue
Oxford, OH 45056
(513) 523-4270

209 Grandview Drive
Fort Mitchell, KY 41017
(859) 261-1113

Please consider the environment before printing this email.

Kevin Wall

From: Scott Pennington
Sent: Tuesday, July 22, 2014 5:15 PM
To: Kevin Wall
Subject: FW: Summit/Grand at Florence comments
Attachments: summit agency m2.pdf; FW: Ridge Road - SRE Group Grand at Florence

Kevin,

Still a few concerns about the existing homeowners on Ridge Road and Maple Avenue, but overall, I am good to go w/ the plan as proposed.

As detailed in the second attachment, our approval is w/ the condition that existing Ridge Road will be widened to 20'. Prior to construction, we would like to see the road widened w/ asphalt base in order to handle traffic during construction. They may surface Ridge Road along w/ the final surface in their development upon completion. Any damage to the roadway from construction traffic during the life of the project shall be repaired prior to final surfacing. Therefore, they will likely want to document the existing conditions prior to work. I'm not sure how you recommend normally handling this, but we would like to see a bond to cover this work. Our approval for this plan is conditional upon the roadway widening and resurfacing.

If you have questions, please let me know.

Thanks.

Scott D. Pennington, P.E.
County Engineer/Director of Public Works
Boone County Public Works
spennington@boonecountyky.org
(O) 859-334-3600

From: Kevin Wall
Sent: Monday, July 21, 2014 8:45 AM
To: randy.poe@boone.kyschools.us; Robert Krebs; Scott Pennington; Verst, Joe; kfeldhaus@fuse.net
Subject: Summit/Grand at Florence comments

Gentlemen:

A memo that I sent out a few weeks ago regarding receiving input on this project is attached. Please forward any comments asap. If your previous comments still apply, please let me know.

Thanks,

Kevin T. Wall, AICP CDT

Director, Zoning Services

Zoning Administrator

v: 859-334-2196

f: 859-334-2264



www.boonecountyky.org/pc

Kevin Wall

From: Rob Keller <robkeller@bayerbecker.com>
Sent: Wednesday, June 25, 2014 2:22 PM
To: Scott Pennington
Cc: Don Hunter (dh@sregroup.com); Jay Bayer
Subject: FW: Ridge Road - SRE Group Grand at Florence
Attachments: 13K103-000-PL Ridge Road 6-23-14.pdf

Hi Scott,

Attached please find the preliminary plan for improving Ridge Road, which includes widening to 20' and milling and overlay with asphalt, for secondary access to SRE Groups multi-family site. This plan is for the improvements to Ridge that would need to be made to widen the road per comments from the BCPC.

Please review and let me know your comments or questions and when is a good time to discuss with you, thanks,

Rob

Rob T. Keller PE, LEED AP

Senior Project Manager

Bayer Becker

(859) 415-1605 - Direct Dial

robkeller@bayerbecker.com |  profile



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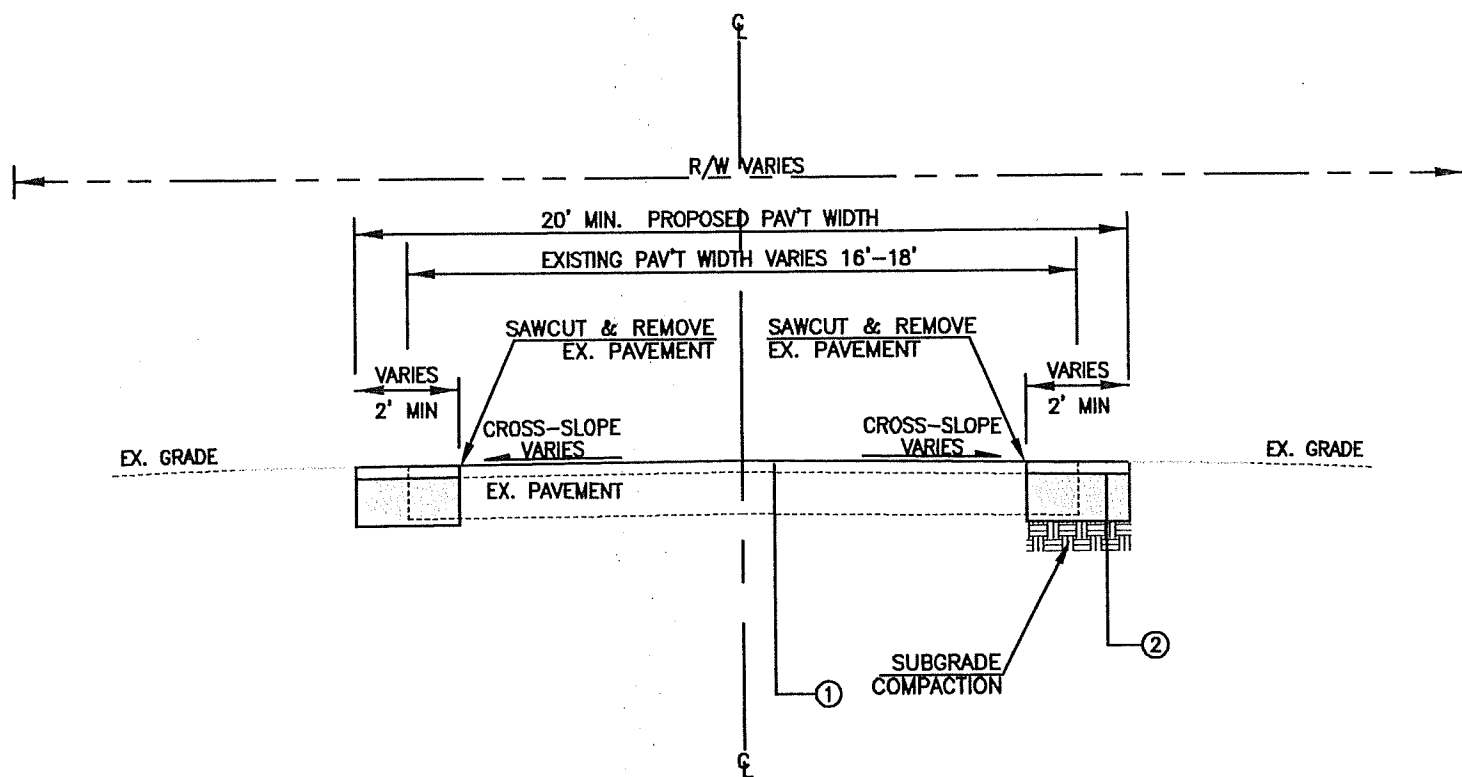
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0.83



DESIGN PAVEMENT SECTION

Kevin Wall

From: Haggard, Greg <ghaggard@sd1.org>
Sent: Monday, April 21, 2014 10:40 AM
To: Kevin Wall
Cc: Joe Verst; William Plunkett
Subject: The Summit at Florence Zoning Concept Dev. Plan

Kevin,

We have received your request for comments regarding the subject development plan. No inquiries have been received concerning sanitary sewer capacity or land disturbance to date. An analysis of capacity will be completed upon receipt of an Application for Reservation of Sanitary Sewer Capacity. Any inquiries involving land disturbance should be directed to Bill Plunkett. Please let us know if you have any questions.

Best regards,

--

Greg Haggard

Project Coordinator
Planning and Design Group
SD1
ph 859-578-6763
fax 859-578-6897
email: ghaggard@sd1.org

Kevin Wall

From: Robert Krebs <Robert.Krebs@Florence-KY.gov>
Sent: Wednesday, July 23, 2014 11:31 AM
To: Kevin Wall
Subject: Summit

I reviewed the plan and it looks fine. No comments

Bob

Kevin Wall

From: Poe, Randy - Superintendent <randy.poe@boone.kyschools.us>
Sent: Monday, July 21, 2014 10:18 PM
To: Kevin Wall
Cc: Ford, Mike
Subject: Re: Summit/Grand at Florence comments

Kevin,

Our standard letter on file is the only comments we have on this. Nothing further to add.

Randy

Randy Poe, EdD
Superintendent
Boone County Schools

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Sent from my iPad

On Jul 21, 2014, at 8:45 AM, "Kevin Wall" <KWall@boonecountyky.org> wrote:

Gentlemen:

A memo that I sent out a few weeks ago regarding receiving input on this project is attached. Please forward any comments asap. If your previous comments still apply, please let me know.

Thanks,

<image001.png>

<summit agency m2.pdf>

APPLICATION FORM

RECEIVED
6069108
JUL 01 2014
Re. SWD
BOONE COUNTY
PLANNING COMMISSION

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

RECEIVED
68515
MAR 31 2014
BOONE COUNTY
PLANNING COMMISSION

FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED
(See Boone County Zoning Regulations)

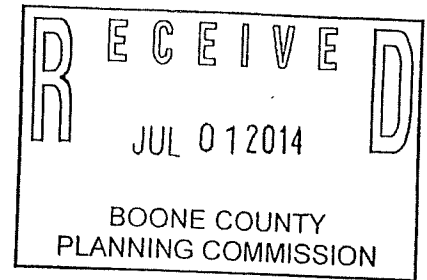
SECTION A (To be completed by applicant)

1. Name of Project The Summit at Florence
 2. Location of Project 1043-1045 Burlington Pike and 6087 Ridge Road
 3. Total Acreage of Site 29.5+ Ac. 30 ac
 4. Current Zoning of Site SR-1 and SR-2
 5. Proposed Zoning (Classification being requested) SR-3
 6. Proposed Uses (please specify each use) Multi-Family Residential site with 236 Units.
-
7. Names of Applicant(s) The Summit at Florence, LLC
 Phone No. (614)418-8907 Fax No. (614) 418-8920 E-Mail dh@sregroup.com
 8. Address of Applicant(s) 2 Easton Oval, Suite 510
Columbus OH 43219
City State Zip
 9. Name of Property Owner(s) Kenneth H. Keim Trust and Thelma L. Keim Trust * See below for more Owner Info*
 Phone No. _____ Fax No. _____ E-Mail _____
 10. Address of Property Owner(s) 2021 Malibu Dr.
Idaho Falls ID 83404
City State Zip
 11. Proposed Building Intensities (please specify) 8 du/ac. 236 Total number of units, 23 residential buildings total, plus 1 clubhouse with a pool, 1 refuse area and 1 mail kiosk.
 12. Are there any existing buildings on the site? Yes
 How many? Keim Prop: 2 bldgs - One residence and one shed; Martin Prop: 2 bldgs - One residence and one garage
 13. Deed Book **See Below** Page No. _____ Group No. 2032
 14. Are you also applying for:
No Conditional Use Permit **Deed Information** Keim Prop: D.B. 492, Pg. 197
No Dimensional Variance Martin Prop: D.B. 276, Pg. 186
 15. Have you submitted a Concept Development Plan? Included with this submittal.
 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:

<u>Yes</u> Boone County Water District <u>N/A</u> Florence Public Services Dept. <u>No</u> Duke Energy <u>Yes</u> Sanitation District #1 <u>No</u> Cincinnati Bell <u>N/A</u> Owen Electric Cooperative, Inc. <u>Yes</u> Boone County Public Works Department <u>Yes</u> Kentucky Transportation Cabinet <u>N/A</u> Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)	*Additional Owner Information* William T. and Evelyn J. Martin 6087 Ridge Road Florence, KY 41042
--	---

SCHOTTENSTEIN
REAL ESTATE GROUP

2 Easton Oval | Suite 510 | Columbus, Ohio 43219
T 614-418-8900 | F 614-418-8920 | www.SREGroup.com



June 26, 2014

Mr. Kevin T. Wall
Director/Zoning Administrator
Boone County Planning Commission
Boone County Administrative Building
2950 Washington Street
Room 317
Burlington, Kentucky 41005

Re: Zoning Map Amendment Application
1043 – 1045 Burlington Pike and 6087
Ridge Road, applicant The Summit at Florence, LLC

Dear Mr. Wall,

Please accept this letter as a formal request to place the referenced zoning map amendment on the agenda to be heard at the next available meeting of the Boone County Planning Commission. My understanding is the next available meeting is scheduled for Wednesday, August 6, 2014.

Also enclosed please find the following:

- (a) A check in the amount of \$1,530.00 as the application fee.
- (b) Ten full size sets of plan sheets for the proposed plan amendment.
- (c) Four copies of the original Traffic Impact Study and May 28, 2014 Memorandum.

In addition, please note that the marketing name for the project will be Grand at Florence. We are using the marketing name Grand at Florence in lieu of Summit at Florence due to a concern that "Summit" will cause confusion with emergency/911 calls.

Please contact me or Jay Bayer of Bayer Becker with any questions.

Sincerely,
Summit at Florence, LLC

A handwritten signature in black ink, appearing to read "Donald J. Hunter, Jr." with a stylized flourish at the end.

Donald J. Hunter, Jr.
Member

CC: Jay Bayer, Bayer Becker
Gerry F. Dusing, Esq., Adams, Stepner, Wolterman & Dusing, PLLC



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March 31, 2014

Mr. Kevin Wall, AICP
Boone County Planning Commission
Zoning Administrator
2950 Washington Street, Room 317
Burlington, KY 41005

RE: The Summit at Florence – Request for Zoning Map Amendment

Dear Kevin,

Enclosed please find the following information in regards to the request for a zoning map amendment for the Summit at Florence Multi-family development located at 1043/1045 Burlington Pike and 6087 Ridge Road.

1. Two completed and signed Applications for Zoning Map Amendment,
2. A check for the Review Fee in the amount of \$2,332.00,
3. A legal description of the area to be rezoned,
4. List of adjoining property owners with addresses
5. In regards to item 5 of the zoning submittal checklist below is a written explanation of the proposed zoning and how it complies with the comprehensive plan:
 - a. The housing Element of the 2010 Boone County Comprehensive Plan states on Pg. 84: "Overall, the KY. 18 Corridor represents a prime opportunity to promote high density housing."
 - b. The land Use Element of the Comprehensive plan suggests a residential use of 8 units per acre. The development will be designed with various amenities and open spaces under the SR-3 zone. The proposed development consists of 236 units over 29.5 acres, which is a density of 8.0 units per acre in conformity with this suggested land use,
 - c. The proposed development provides an ideal transitional use to its adjacent commercial and institutional uses which is a goal of the Comprehensive Plan,
6. Five full size and reduced copies of the Concept Development Plan,

Please review the submitted information and place the request on the agenda for the Planning Commission to consider at the next business meeting scheduled on April 2, 2014 for presentation at the next public hearing on May 7th, 2014 at the BCPC. Please respond with any comments or questions you may have and if you need any additional information.

Sincerely,

Rob T. Keller, P.E., LEED AP
Sr. Project Manager

cc: Donald Hunter, The Summit at Florence, LLC

6900 Tylersville Road, Suite A
Mason, OH 45040
513-336-6600

318 South College Avenue
Oxford, OH 45056
513-523-4270

1404 Race Street, Suite 204
Cincinnati, OH 45202
513-834-6151

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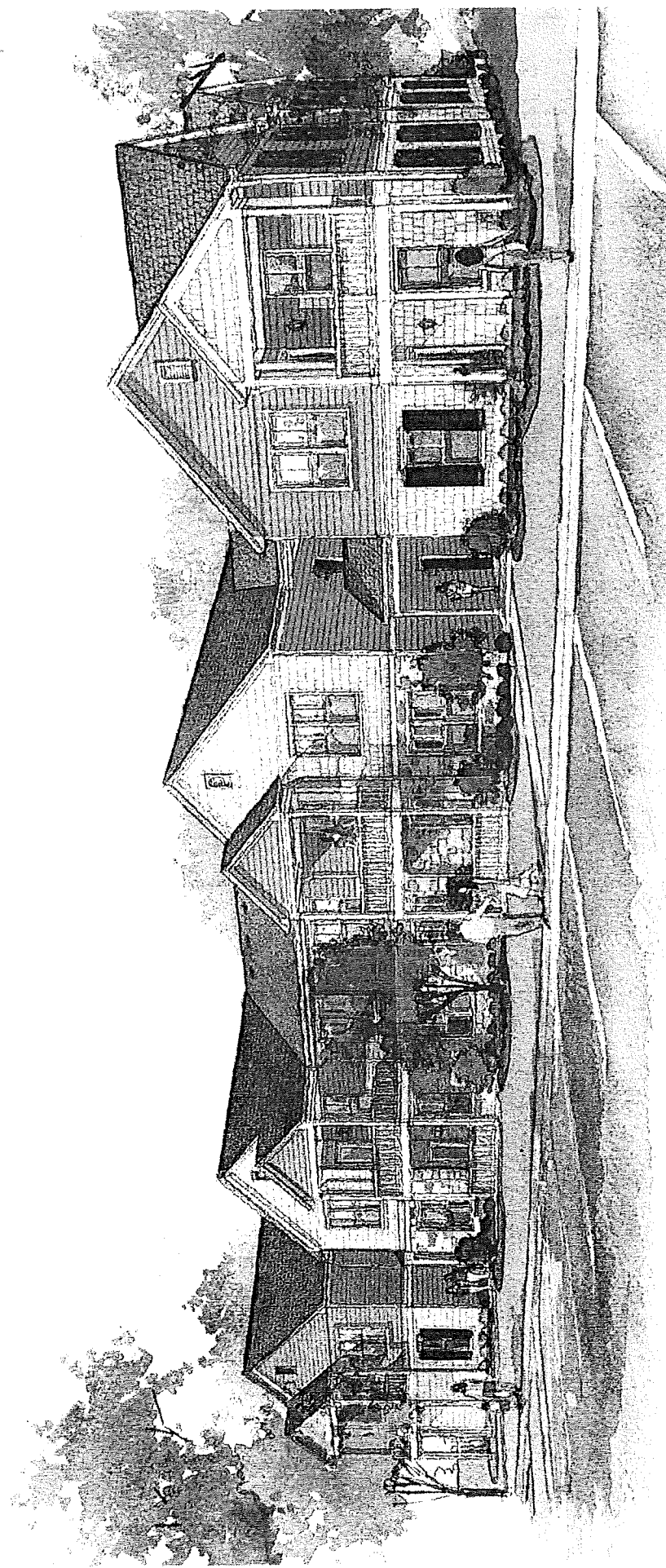


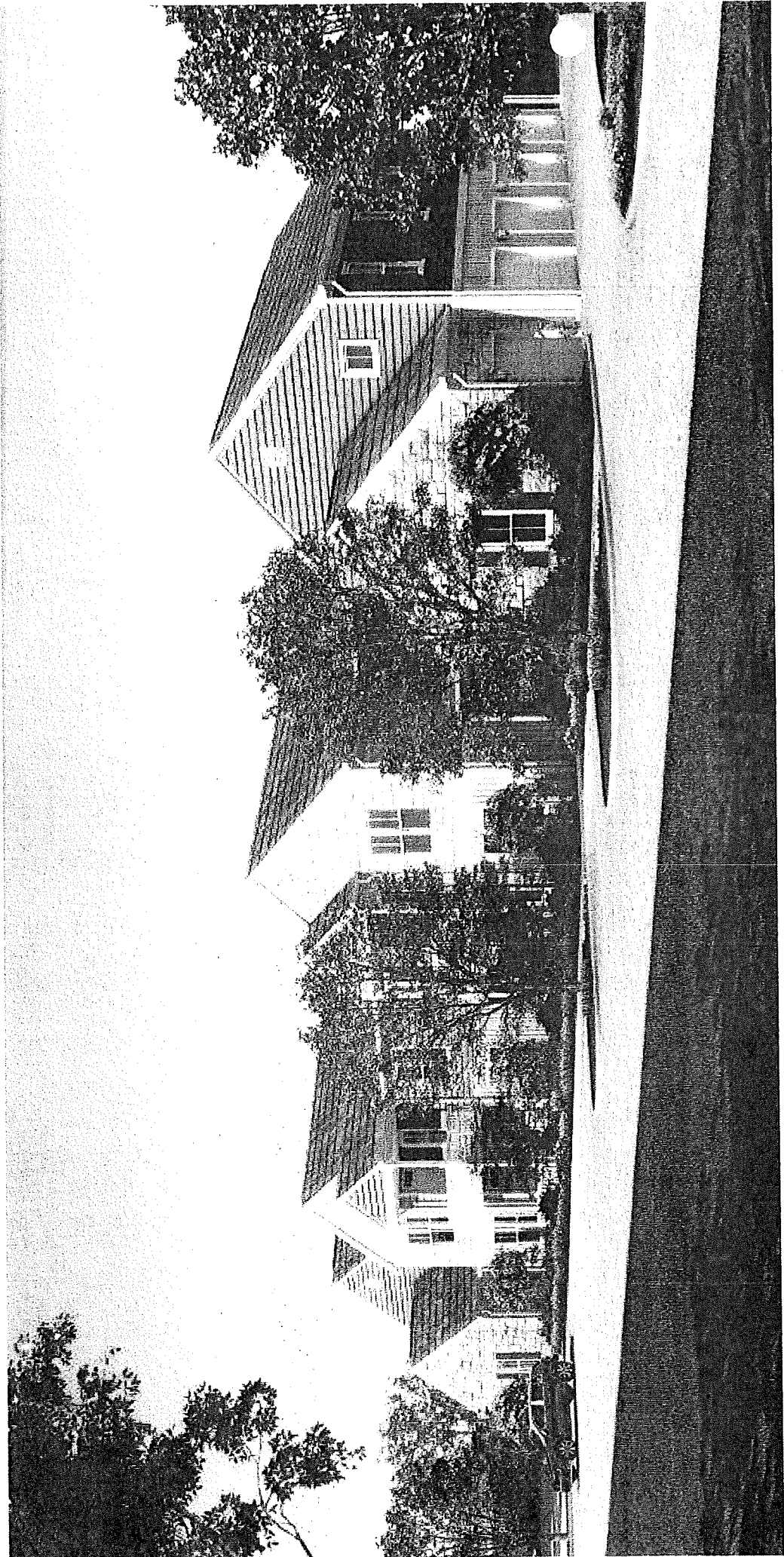
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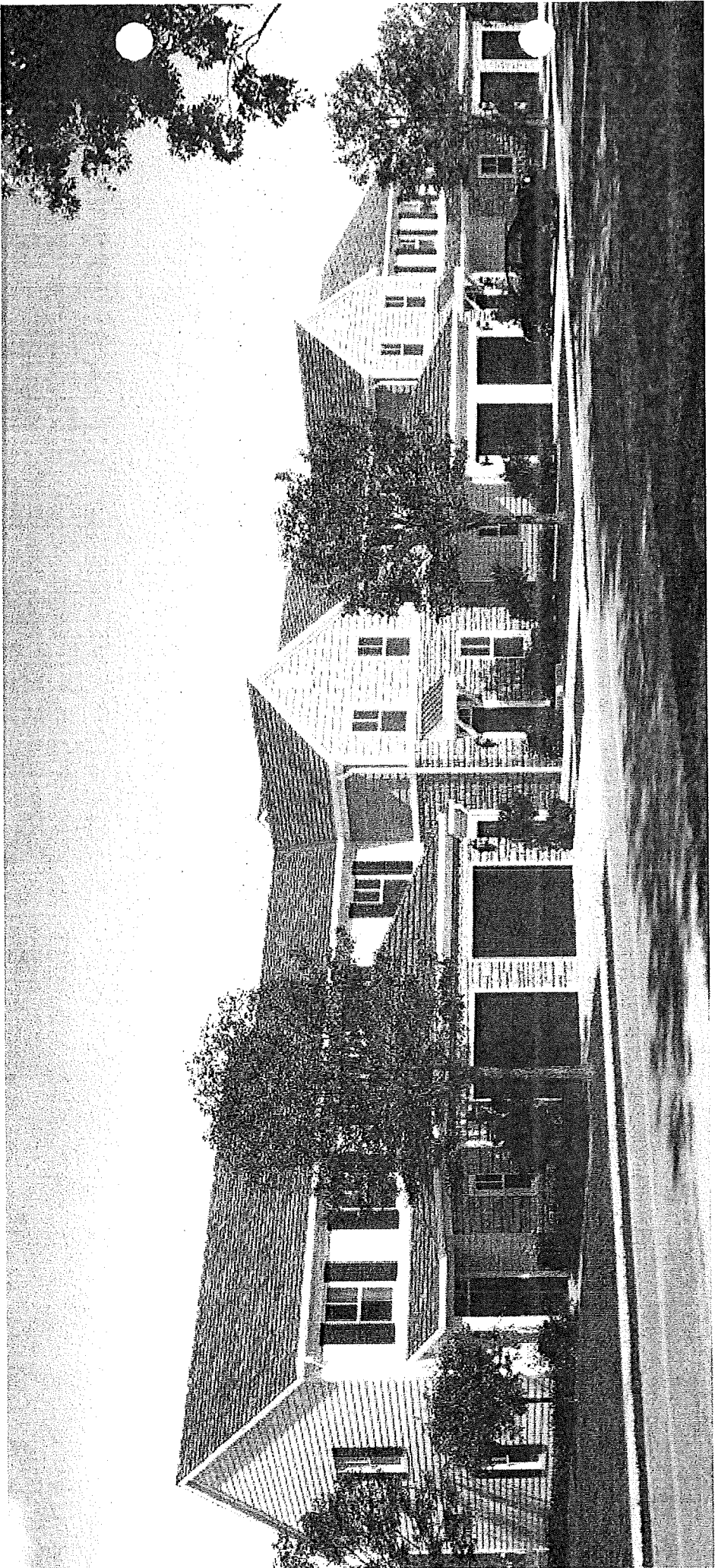
14 Unit - G Building

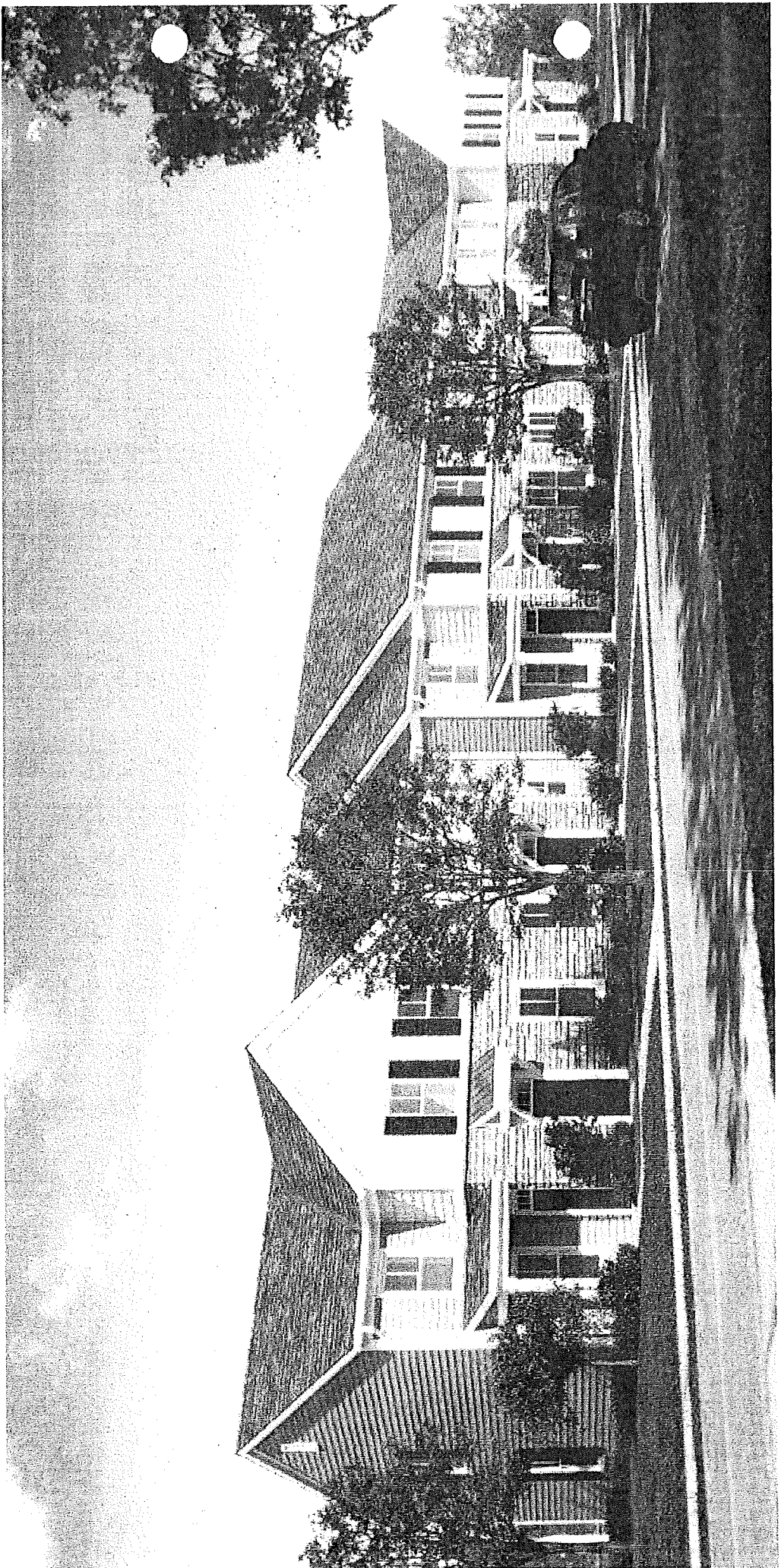
**Old State
Apartments**
Columbus, Ohio
02.05.2013

**SCHOTTENSTEIN
REAL ESTATE GROUP**

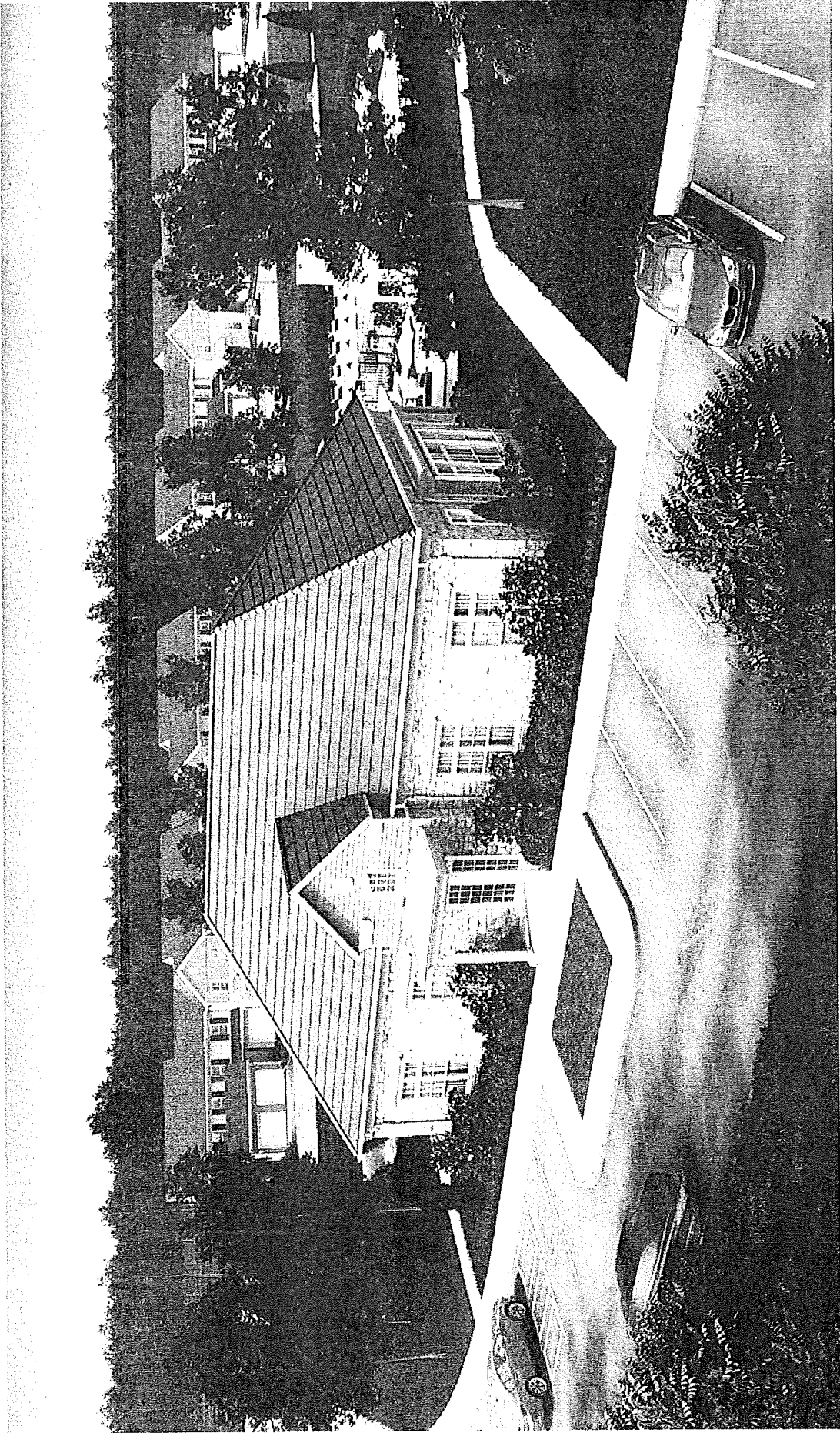
**SULLIVAN BRUCK
ARCHITECTS**

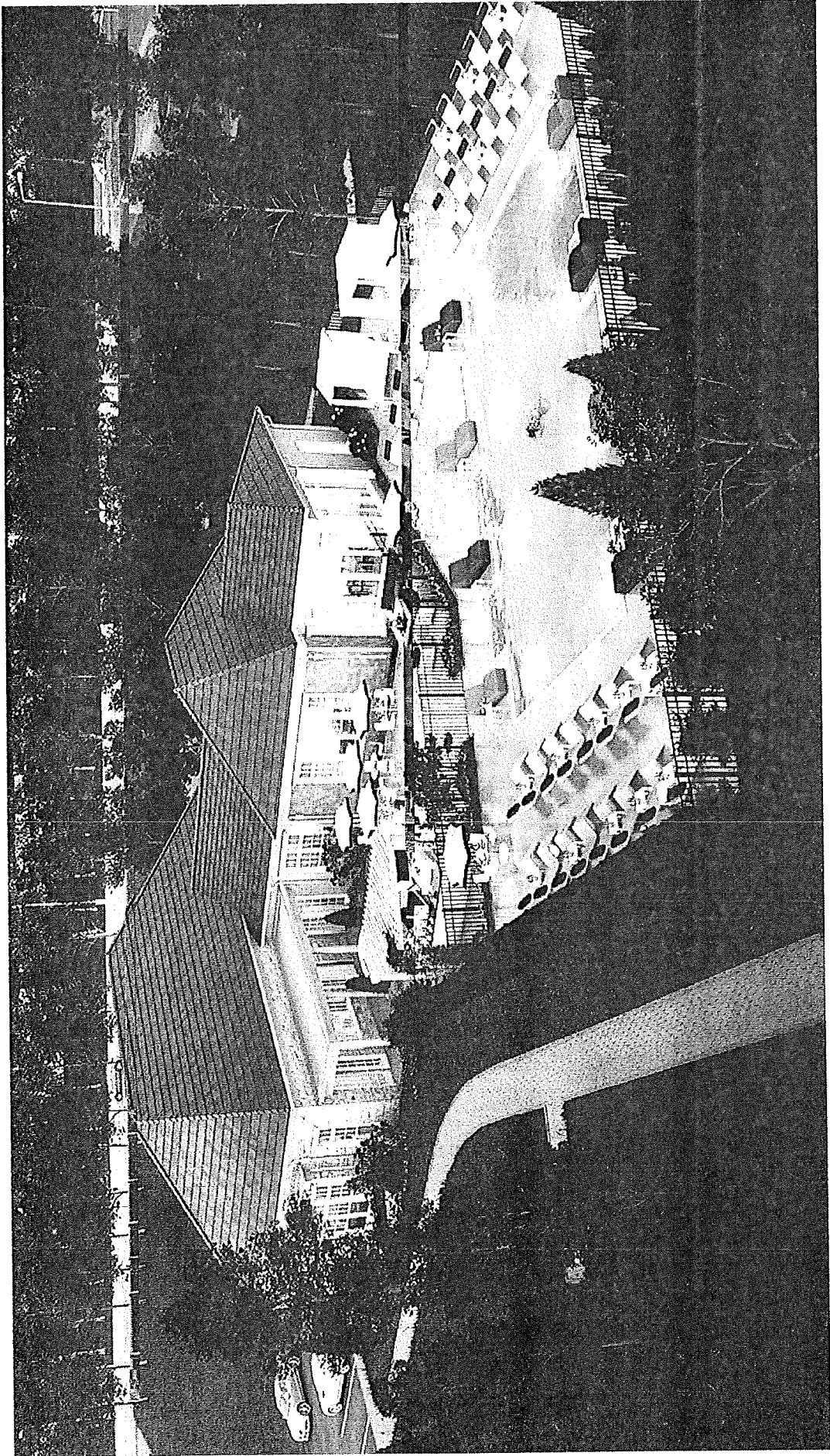
















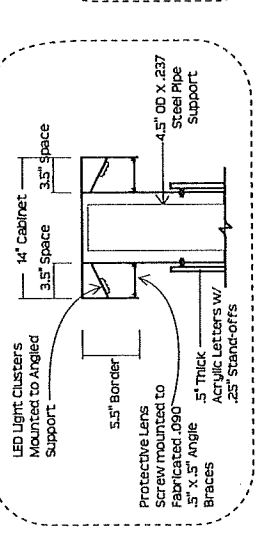
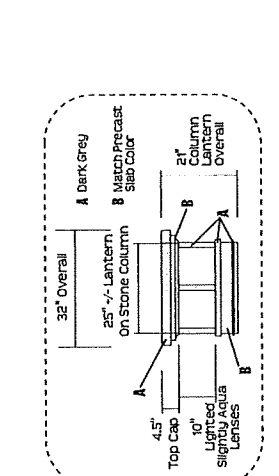
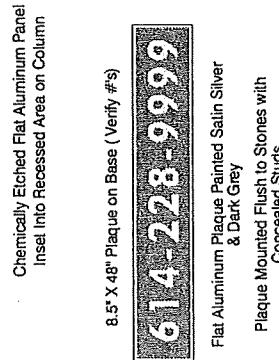
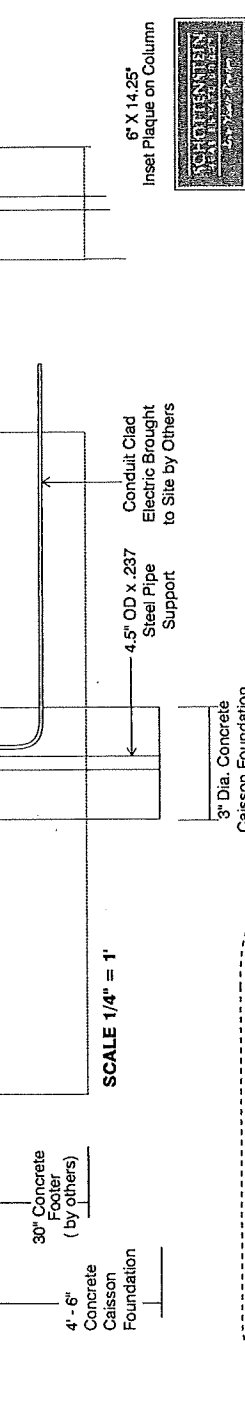
D.F. ENTRANCE SIGN

Option A 50 SQ. FT.

- SIGN CABINET = CUSTOM FABRICATED .090" ALUMINUM PANEL ENCLOSURE ASSEMBLED OVER WELDED ANGLE STEEL FRAMEWORK.
- CABINET EDGE FRAME BORDER IS RAISED WITH OPEN CHANNEL SPACE FOR EVENLY SPACED LED LIGHTING.
- DIFFUSED LIGHTING EMITS FROM UNDER FRAME & SOFTLY WASHES ONTO RECESSED BACKGROUND.
- RECESSED BACKGROUND HAS SMOOTH FINISH
- GRAPHICS - DIMENSIONAL, INDIVIDUALLY CUT OUT .5" THICK ACRYLIC
- GRAPHICS ARE MOUNTED AT APPROX. 1/4" FROM RECESSED BACKGROUND FOR ADDITIONAL SHADOWING
- CABINET SECURED TO 4.5" OD X .237" STEEL POST. POST SET THRU BASE & INTO 3" DIA. X 4' - 6.0" SUBGRADE CONCRETE CAISSON FOUNDATION
- STONE CLAD MASONRY BASE TO MATCH OR COMPLIMENT BUILDING FACADES. BASE & FOOTER BY OTHERS. CONDUIT CLAD ELECTRIC BROUGHT TO SITE BY OTHERS.
- STONE BASE COLUMNS HAVE ALUMINUM FABRICATED LANTERN TOPS, WITH LIGHT DIFFUSING LENSES. CENTER CORE OF WHITE LED LIGHT CLUSTERS SHINING THRU TEXTURED ACRYLIC WITH TRANSLUCENT WHITE & LIGHT AQUA DIFFUSERS.
- LANTERNS CAP STONE COLUMNS & MOUNT TO CONCEALED ANGLE BRACKETS, INCONSPICUOUS ACCESS THRU TOP OR SIDE.
- INSET PLAQUE ON COLUMN - THIN GAUGE CHEMICALLY ETCHED FLAT ALUM. PANEL. SET IN RECESSED AREA IN STONework ON COLUMN WITH CONCEALED FASTENERS

- COLORS- TBD
- CABINET - DARK GREY
- INLINE BORDER - MAP SATIN SILVER
- LETTERS - LIGHT AQUA PMS#3242 (VERIFY)
- HALO GLOW - WHITE
- LANTERN - DARK GREY WITH LIGHT STONE COLORED ACCENTS (TO CLOSELY MATCH PRECAST SLAB COLOR. VERIFY) . LIGHT AQUA LENSES ON TEXTURED ACRYLIC
- INSET PLAQUE - DARK GREY BACKGROUND. ALUMINUM METAL BORDER & GRAPHICS

Page 1



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LOCATION GROVE CITY

CITY GROVE CITY STATE OH

SALES RMS _____ DATE 2-11-13

DESIGN KO _____ SCALE 1/4" = 1'

SIZE 14 _____ PROJECT# 13059

REVISION 2-12-13

3-25-13



**TRAFFIC IMPACT STUDY
FOR
THE GRAND AT FLORENCE
RESIDENTIAL DEVELOPMENT**

BURLINGTON PIKE (KY 18) & RIDGE ROAD

BOONE COUNTY, KENTUCKY

APRIL 2014

PREPARED FOR:

*THE SUMMIT AT FLORENCE, LLC
2 EASTON OVAL, SUITE 510
COLUMBUS, OH 43219
(614) 418-8900*

PREPARED BY:

*BAYER BECKER
6900 TYLERSVILLE ROAD, SUITE A
MASON, OHIO 45040
(513) 336-6600*

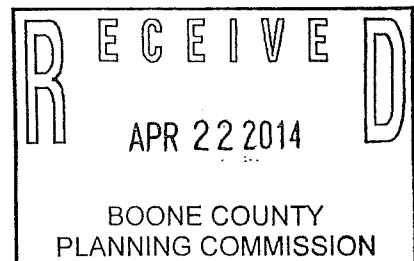


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Appendix D – Traffic Forecast
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Executive Summary

The proposed Grand at Florence Residential Development is situated on approximately 29.5 acres in Boone County, Kentucky. The development is located in the southwest quadrant of the KY-18 (Burlington Pike) and Ridge Road/Greenview Road intersection. The land use and density for the Grand at Florence Residential Development is identified as follows:

The Grand at Florence Residential Development

Land Use	Density
Multi-Family Apartments	236 Dwelling Units
Total Development	236 Dwelling Units

A full build-out year of 2015 was assumed for the proposed Grand at Florence Residential development. The Design year for the Study is 2025.

Access to the proposed Grand at Florence Residential Development is anticipated on KY-18 (Burlington Pike) approximately 605' west of Ridge Road/Greenview Road (centerline to centerline) and on Ridge Road approximately 850' south of KY-18 (Burlington Pike) (centerline to centerline). The project site is currently occupied with two single family residential units.

The following intersections comprise the study area of this report and were analyzed to determine the levels of service for the 2014 existing year, 2015 Opening Day Year - the Grand at Florence Residential Development, and 2025 (11-year) Design Year conditions:

- KY-18 (Burlington Pike) and Ridge Road/Greenview Road.
- KY-18 (Burlington Pike) and Greenview Baptist Church Driveway/Site Drive 1.
- Ridge Road and Site Drive 2.

A level of service analysis was completed and based on the **2014 existing conditions, 2015 No-Build conditions, 2015 Build conditions, 2025 No-Build conditions** and **2025 Build conditions** the traffic operations on the adjacent road network is predicted to continue to operate at an overall satisfactory LOS grade of "C" and "D" at the KY-18 (Burlington Pike) and Ridge Road/Greenview Road intersection. The intersections of KY-18 (Burlington Pike) and Greenview Baptist Church Driveway/Site Drive 1 and Ridge Road and Site Drive 2 are predicted to operate at an overall LOS grade of "A".

Improvements to Accommodate Base Traffic

Based on the analysis contained in this report, there are no improvements recommended to accommodate **2013 existing conditions**, **2014 No-Build conditions**, and **2025 No-Build conditions**. The existing and no build conditions do not include traffic generated by the proposed development.

Improvements to Accommodate Site Traffic

Based on the analysis contained in this report, the following improvements are recommended to accommodate **2015 Build conditions** and **2025 Build conditions**. The Opening Day and the Design Year conditions include traffic generated by the proposed development. Therefore, the following roadway improvements are recommended with the proposed development.

KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive

- Construct an access driveway (Site Drive 1) on KY-18 (Burlington Pike), directly opposite the Greenview Baptist Church Drive.
- Provide a lane for ingressing and egressing traffic.
- Install a stop sign traffic control device on the northbound approach to the KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive intersection.

Ridge Road and Site Drive 2

- Construct an access driveway (Site Drive 2) on Ridge Road, approximately 850' south of Ky-18 (Burlington Pike) (centerline to centerline).
- Provide a lane for ingressing and egressing traffic.
- Install a stop sign traffic control device on the eastbound approach to the Ridge Road and Site Drive 2 intersection.

Qualifications and Experience

The technical material and data contained in this document was prepared by Bayer Becker under the supervision and direction of a Professional Engineer licensed to practice in the State of Kentucky.

Introduction

Purpose of Report and Study Objectives

The purpose of this study is to determine the traffic impacts of the proposed development, located approximately 605 feet west of Ridge Road/Greenview Road in Boone County, Kentucky, and to satisfy the Kentucky Transportation Cabinet's (KYTC) requirements for traffic impact studies.

According to the Kentucky Transportation Cabinet's *Traffic Impact Study Requirements*, the purpose of a traffic impact study is to:

- Determine the appropriate location, spacing, and design of access points necessary;
- Mitigate the traffic and operational impacts on the highway;
- Determine the need for any improvements to the adjacent and nearby roadway system and
- Maintain a satisfactory level of service and safety and to protect the function of the highway system while providing appropriate and necessary access to the proposed development.

The proposed Grand at Florence Residential Development is situated on approximately 29.5 acres in Boone County, Kentucky. The development is located in the southwest quadrant of the KY-18 (Burlington Pike) and Ridge Road/Greenview Road intersection. A vicinity map is provided in Figure 1.

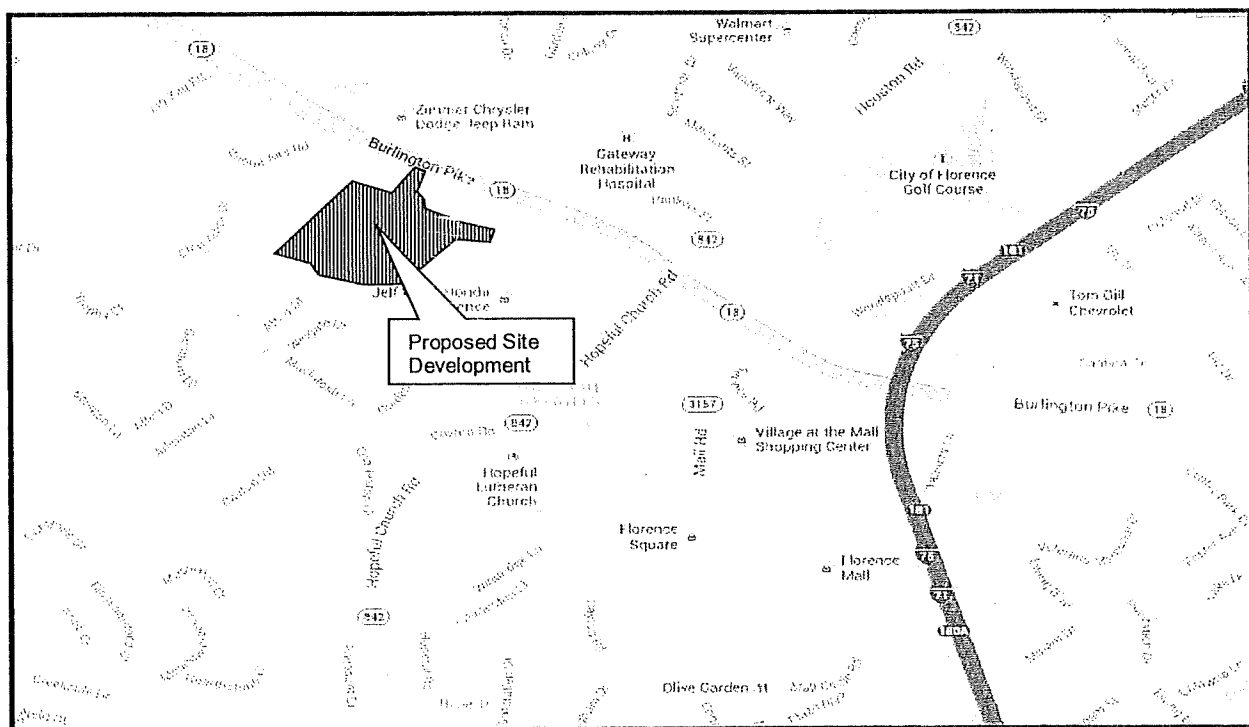


Figure 1
Vicinity Map

This study describes the existing roadway network, identifies peak conditions, forecasts and distributes future traffic volumes and predicts the impact of this proposed development on the adjacent road network. Conclusions relative to the impact of the increased traffic on the roadway system associated with the Grand at Florence Residential Development have been identified and recommendations for mitigating any impacts are provided.

The following references were used in the preparation of this study for the proposed development:

- Site reconnaissance and field observations by Bayer Becker.
- Communications with staff at the Kentucky Transportation Cabinet (KYTC) Districts 6.
- Communications with representatives of the Boone County Public Works Department.
- Peak hour turning movement traffic counts, performed by Bayer Becker, on Tuesday, February 11, 2014 and Wednesday, February 12, 2014, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM at the following intersections:
 - KY-18 (Burlington Pike) and Ridge Road/Greenview Road.
 - KY-18 (Burlington Pike) and Greenview Baptist Church Driveway.
- Institute of Transportation Engineer's (ITE), *Traffic Access and Impact Studies and Site Development – A Recommended Practice*.
- Boone County Zoning Map and Regulations revised 2013.
- *KYTC Official Highway Map*.
- *2012 - 2013 Boone County Zoning Regulations, adopted December 2013*.
- *Highway Capacity Manual (HCM), 2010*.
- Institute of Transportation Engineer's (ITE) *Trip Generation Manual 9th, Edition*.
- Highway Capacity Software (HCS), HCS2010.
- *Traffic Impact Study Requirements* provided by KYTC.
- *KYTC Highway Design Manual*, dated January 2006.
- *Manual on Uniform Traffic Control Devices for Streets and Highways*, 2009 Edition, prepared by the U.S. Department of Transportation, Federal Highway Administration.

The primary objective of this traffic impact study is to determine the traffic impacts of the proposed development, to determine what off-site improvements are required to mitigate the site's impact, and to satisfy KYTC requirements for traffic impact studies.

The following intersections define the study area of this report:

- KY-18 (Burlington Pike) and Ridge Road/Greenview Road.
- KY-18 (Burlington Pike) and Greenview Baptist Church Driveway/Site Drive 1.
- Ridge Road and Site Drive 2.

The 2014 existing year, 2015 Opening Day Year - the Grand at Florence Residential Development and 2025 (11-year) Design Year conditions were evaluated as part of the study.

Proposed Development

Off-Site Development

At this time, no developments are currently planned in the immediate area of the project site.

On-Site Development

The proposed Grand at Florence Residential Development will consist of 236 luxury apartment units, located in the southwest quadrant of the intersection of KY-18 (Burlington Pike) and Ridge Road/Greenview Road, in Boone County, Kentucky. The Opening Day Year of 2015 was assumed for the proposed Grand at Florence Residential Development. The Design year for the Study is 2025.

Access to the proposed Grand at Florence Residential Development is anticipated on KY-18 (Burlington Pike) approximately 605' west of Ridge Road/Greenview Road (centerline to centerline) and on Ridge Road approximately 850' south of KY-18 (Burlington Pike) (centerline to centerline). The project site is currently occupied with two single family residential units. The conceptual development site plan for the proposed Grand at Florence Residential Development is provided in this report as Appendix A.

According to Boone County, Kentucky, Zoning Map and Regulations, the site is currently zoned "SR-1" and "SR-2" (Subdivision Residential 1 and 2). The 2 properties are proposed to be rezoned to "SR-3" (Subdivision Residential 3), which is intended to provide a compact, high suburban density neighborhood environment that permits an intermixed variety of dwelling types.

Area Conditions

Study Area

The proposed Grand at Florence Residential Development will consist of 236 luxury apartment units, located at the southwest quadrant of the intersection of KY-18 (Burlington Pike) and Ridge Road/Greenview Road in Boone County, Kentucky. Access to the proposed Grand at Florence Residential Development is anticipated on KY-18 (Burlington Pike) approximately 605' west of Ridge Road (centerline to centerline) and on Ridge Road approximately 850' south of KY-18 (Burlington Pike) (centerline to centerline).

Within the study area, KY-18 (Burlington Pike) is an east-west, multi-lane primary state highway facility; operating 2 lanes of travel in both the eastbound and westbound directions with a center dual left turn lane. A dedicated left turn storage lane is provided at the KY-18 (Burlington Pike) and Ridge Road/Greenview Road intersection. The posted speed limit installed on KY-18 (Burlington Pike) is 45 Miles per Hour (mph). Ridge Road is a north-South, two-lane no outlet roadway, with a 20 mph speed limit sign installed.

The traffic operations at the intersection of KY-18 (Burlington Pike) and Ridge Road/Greenview Road is signalized. The intersection of KY-18 (Burlington Pike) and Greenview Baptist Church Driveway is an unsignalized, fully operational intersection.

Study Area Land Use

The project site is currently occupied with two single family residential units. According to Boone County, Kentucky, Zoning Map and Regulations, the site is currently zoned "SR-1" and "SR-2" (Subdivision Residential 1 and 2). The 2 properties are proposed to be rezoned to "SR-3" (Subdivision Residential 3).

The proposed Grand at Florence Residential Development will consist of 236 luxury apartment units, located at the southwest quadrant of the intersection of KY-18 (Burlington Pike) and Ridge Road/Greenview Road in Boone County, Kentucky.

Site Accessibility

Access to the proposed Grand at Florence Residential Development is anticipated on KY-18 (Burlington Pike) approximately 605' west of Ridge Road (centerline to centerline) and on Ridge Road approximately 850' south of KY-18 (Burlington Pike) (centerline to centerline).

The following intersections define the study area of this report:

- KY-18 (Burlington Pike) and Ridge Road/Greenview Road.
- KY-18 (Burlington Pike) and Greenview Baptist Church Driveway/Site Drive 1.
- Ridge Road and Site Drive 2.

To determine AM and PM peak hour traffic volumes at the study area intersections, Bayer Becker performed peak hour turning movement traffic counts on Tuesday, February 11, 2014 and Wednesday, February 12, 2014, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM at the following intersections:

- KY-18 (Burlington Pike) and Ridge Road/Greenview Road.
- KY-18 (Burlington Pike) and Greenview Baptist Church Driveway

Complete traffic count data is provided in Appendix B. The existing 2014 AM and PM peak hour volumes are presented in Figure 2.

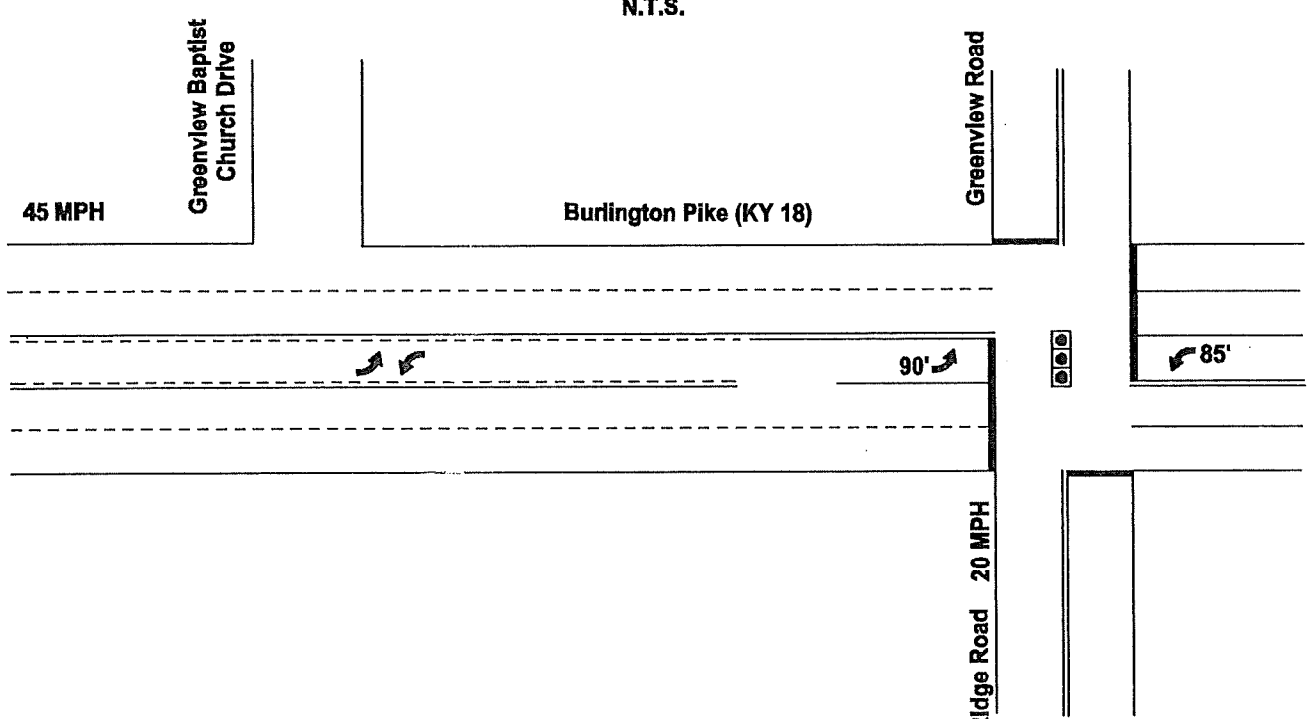
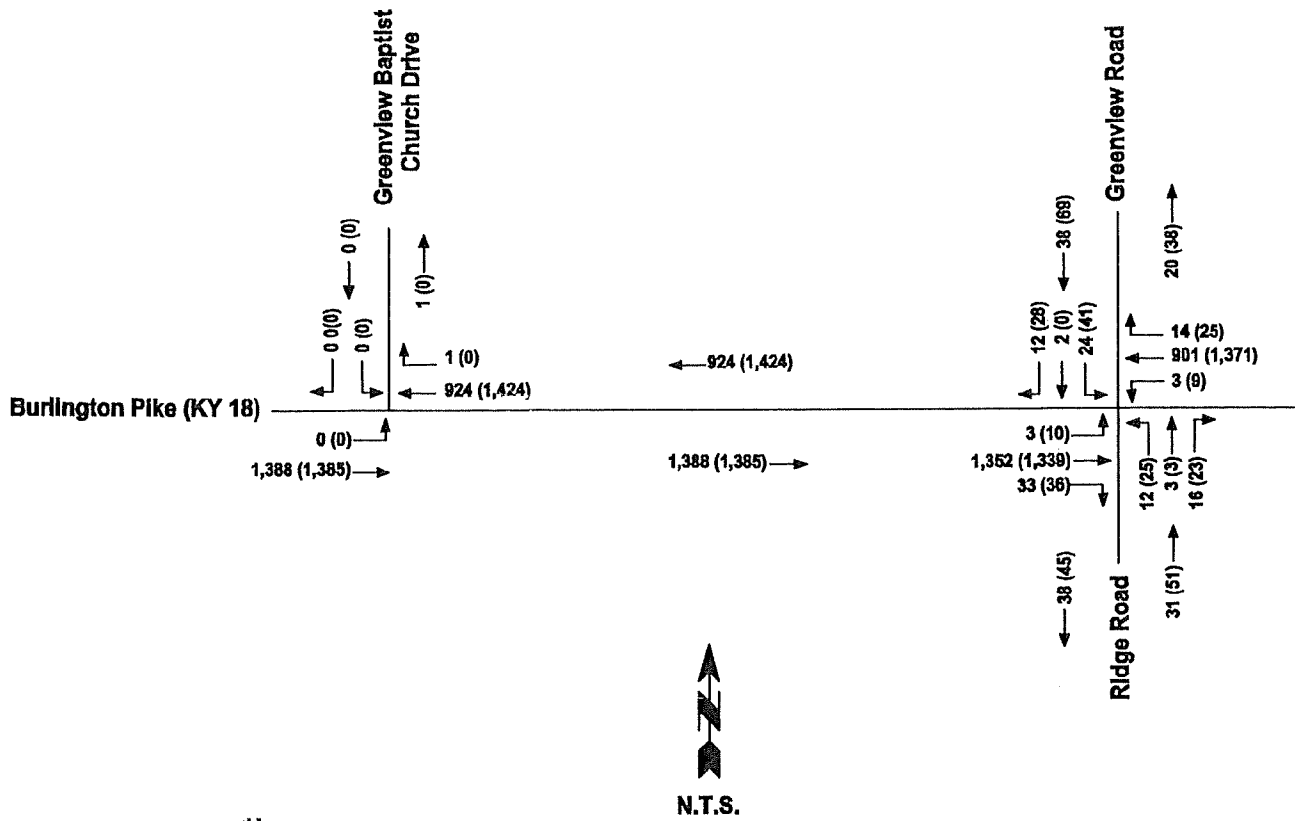


Figure 2

The Grand at Florence Residential Development
Boone County, Kentucky

Existing 2014 Traffic Volumes - Balanced Network
and Road Geometric Conditions

xx - AM Peak Hour
(xx) - PM Peak Hour



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Projected Traffic

Site Traffic

The proposed Grand at Florence Residential Development will consist of 236 luxury apartment units (Residential Condominium for purposes of this analysis), located at the southwest quadrant of the intersection of KY-18 (Burlington Pike) and Ridge Road/Greenview Road in Boone County, Kentucky.

The trips generated by the proposed development were calculated using the procedures outlined in the Institute of Transportation Engineers (ITE) Manual, 9th Edition; based on the peak hour of adjacent street traffic.

Site trips generated during the weekday AM and PM peak hour are presented in Table 1.

Table 1
Trip Generation

Land Use	ITE Code*	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Residential Condominiums	230	236	TSF	24	95	119	96	51	147
Total Trips Generated	230	236	TSF	24	95	119	96	51	147

* *Trip Generation Manual*, Institute of Transportation Engineers, 9th Edition. See Appendix C.

Trips generated by the proposed development were distributed based upon existing travel patterns documented during the turning movement counts performed by Bayer Becker, and in accordance with the KYTC *Traffic Impact Study Requirements*.

Site traffic distribution for entering and exiting traffic is presented in Figures 3 and 4. Site traffic volumes are presented in Figures 5 and 6.

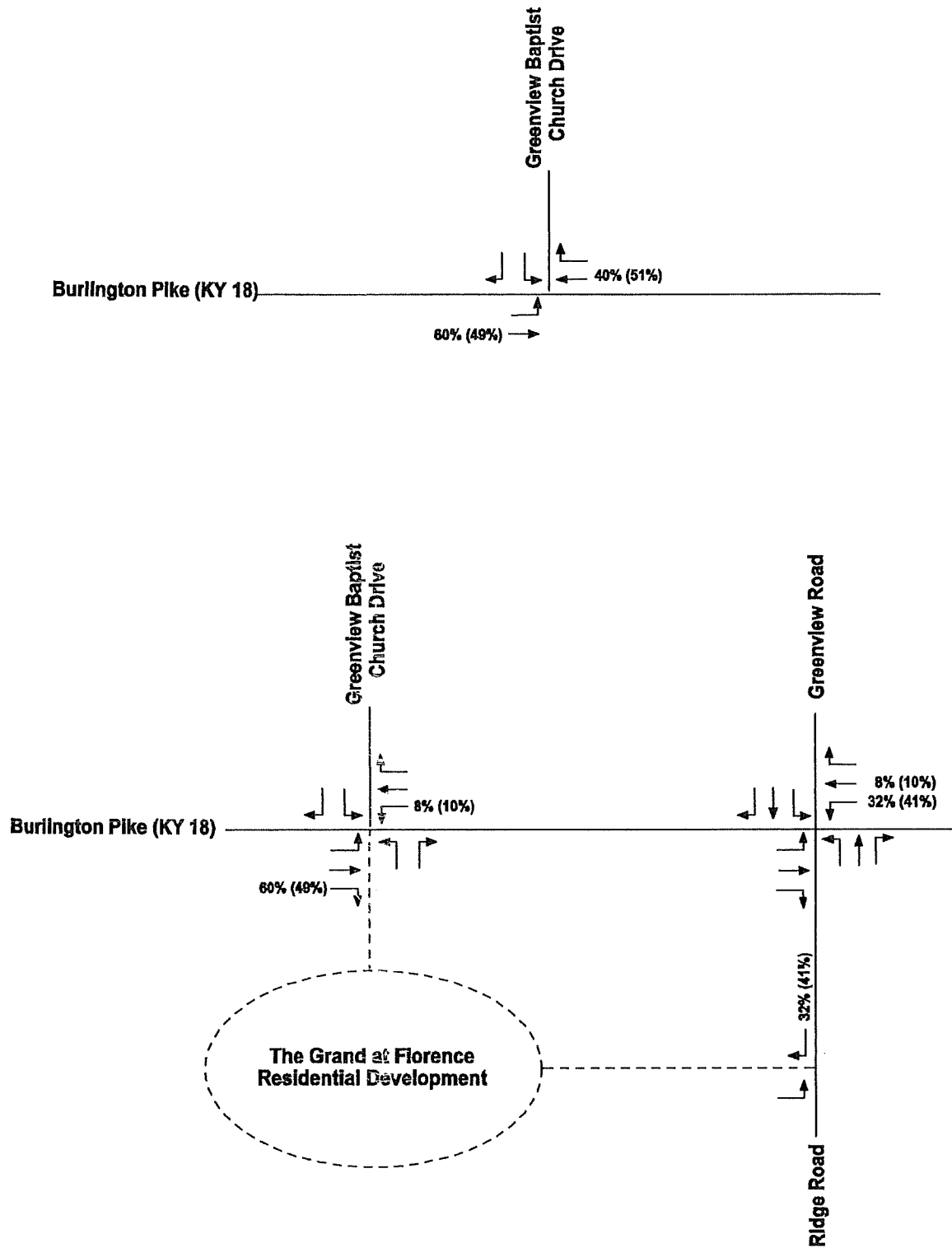


Figure 3

The Grand at Florence Residential Development
Boone County, Kentucky

Entering Trip Percent Distribution

xx% - AM Peak Hour Percent Distribution
(xx%) - PM Peak Hour Percent Distribution



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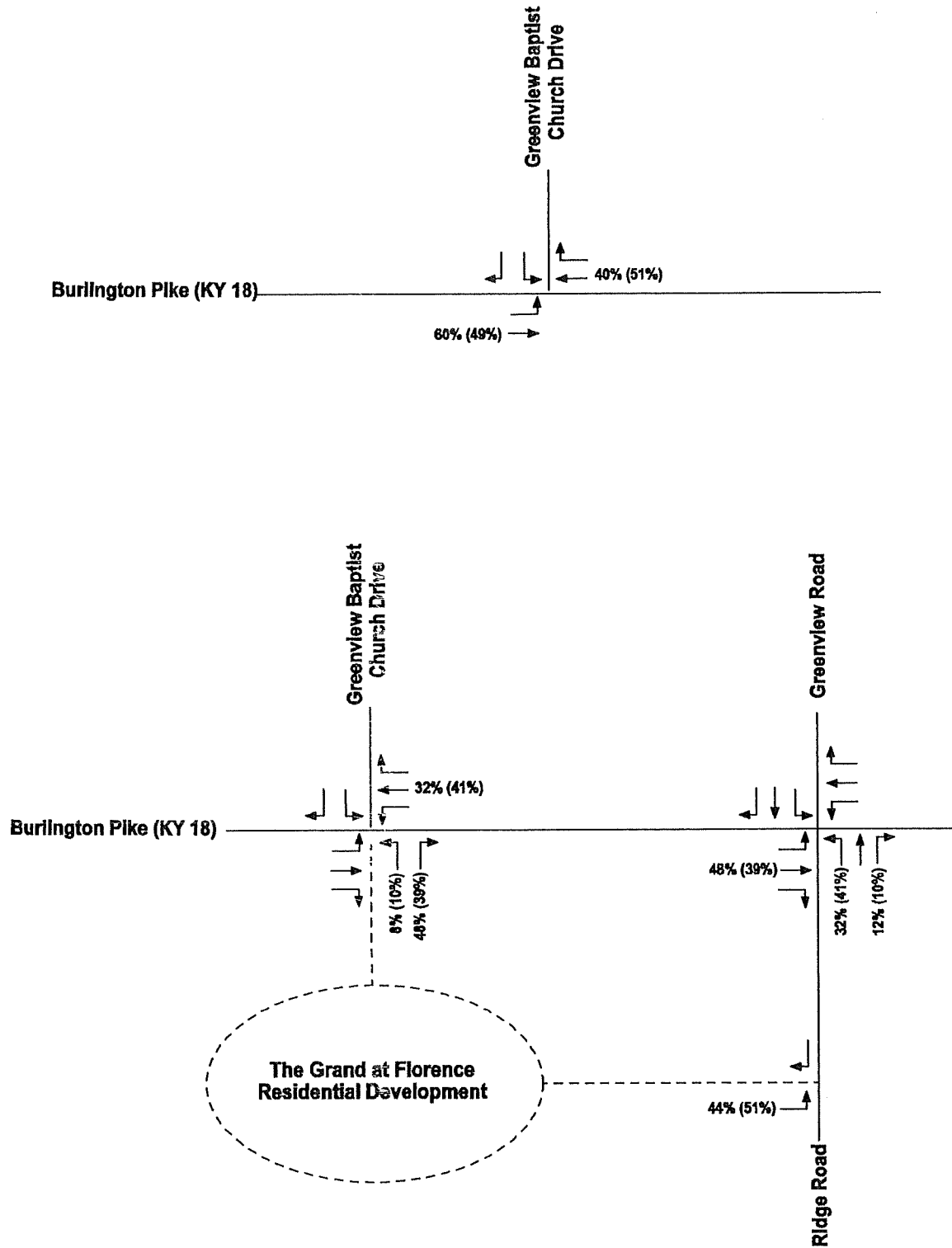


Figure 4

The Grand at Florence Residential Development
Boone County, Kentucky

Exiting Trip Percent Distribution

xx% - AM Peak Hour Percent Distribution
(xx%) - PM Peak Hour Percent Distribution



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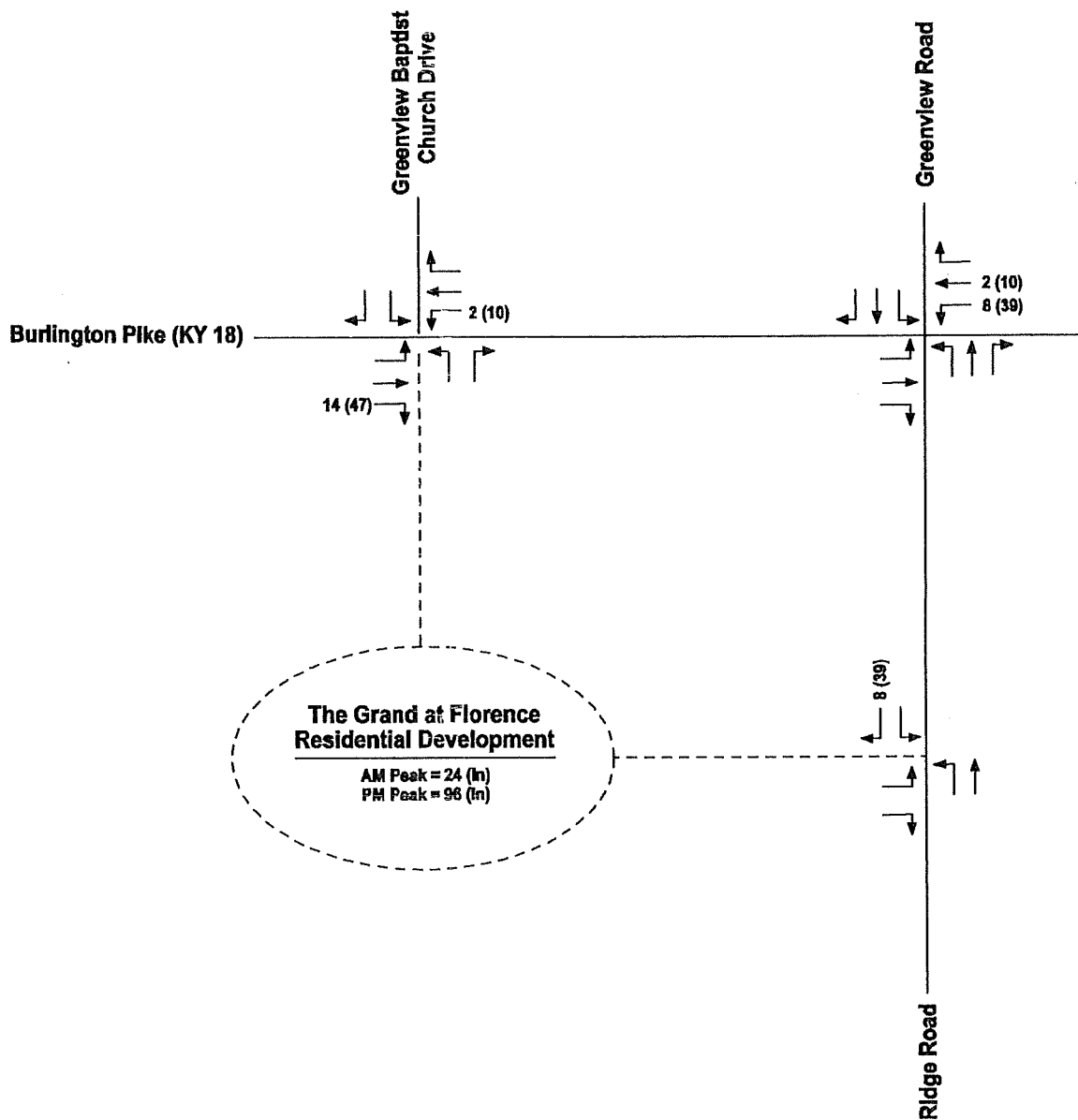


Figure 5

The Grand at Florence Residential Development
 Boone County, Kentucky

Site Generated Trips - Entering

xx - AM Peak Hour
 (xx) - PM Peak Hour



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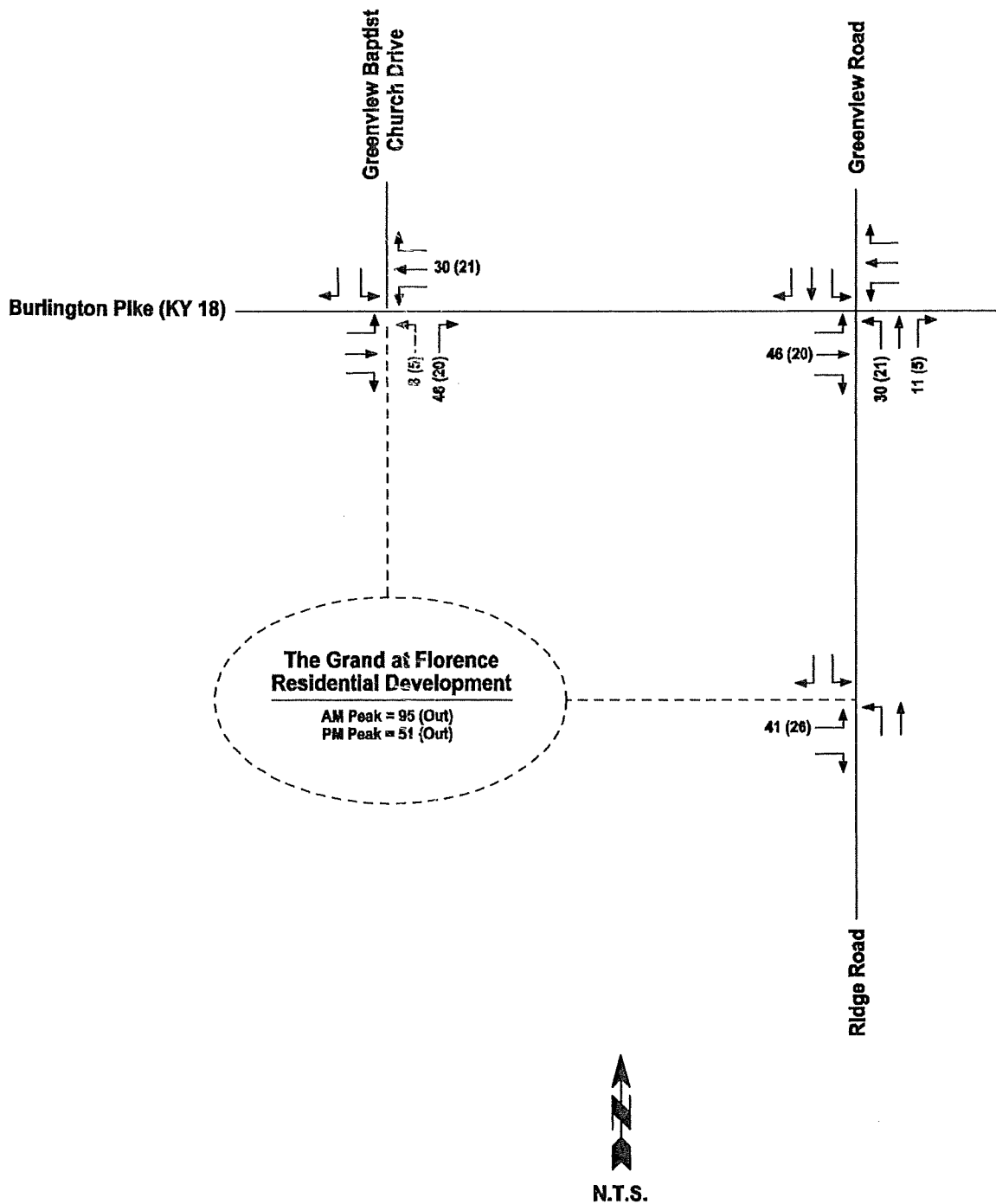


Figure 6

The Grand at Florence Residential Development
 Boone County, Kentucky

Site Generated Trips - Exiting

xx - AM Peak Hour
 (xx) - PM Peak Hour



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No-Build Traffic

To assess the impact of site traffic on the adjacent roadway network, the opening day year of 2015 and design year of 2025 were evaluated. According to the KYTC *Traffic Impact Study Requirements*, the growth rate used to forecast background traffic volumes should be based on historical growth patterns and should be determined by using the forecast spreadsheet provided by KYTC. The spreadsheet requires a minimum of four (4) annual average daily traffic (ADT) records over the previous 15 year period. The KYTC computation process identified a growth rate of 0.71%, which equals a compounded growth factor of 1.0071 and 1.0809, Opening Day 2015 and Design Year 2025 respectively.

The spreadsheet calculations to grow the existing 2014 traffic volumes to the design year 2015 and 2025 is contained in Appendix D. The 2015 and 2025 No-Build traffic volumes are presented in Figures 7 and 8.

Build Traffic

The 2015 No-Build and the site generated traffic volumes were combined to determine 2015 Build traffic volumes for the Opening Day conditions - full build-out of the Grand at Florence Residential Development. Similarly, the 2025 No-Build and the site generated traffic volumes were combined to determine the 2025 Build traffic volumes.

The 2015 Build traffic volumes are presented in Figure 9 and the 2025 Build traffic volumes are presented in Figure 10.

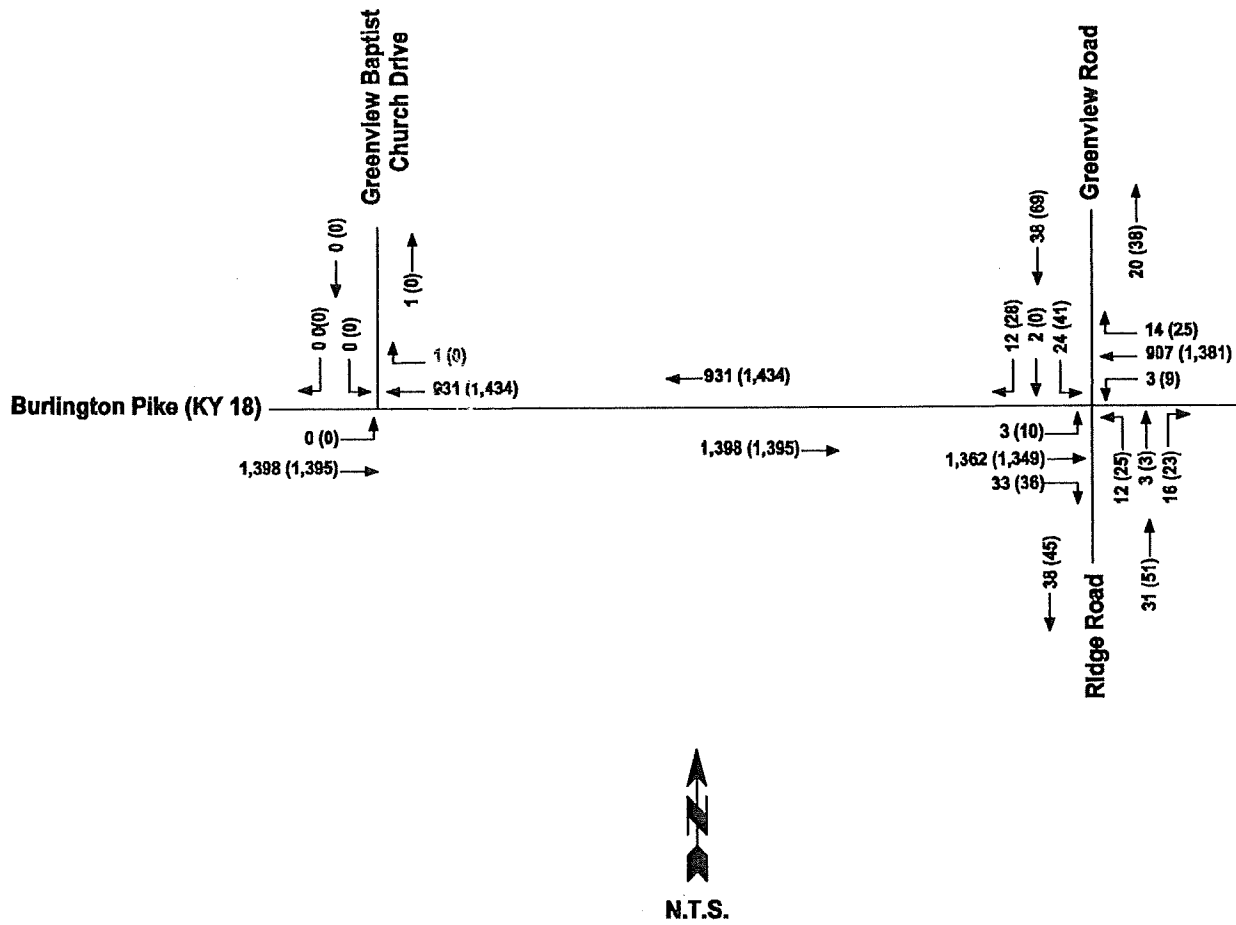


Figure 7

The Grand at Florence Residential Development
Boone County, Kentucky

2015 No-Build Traffic Volumes
Includes 1.0071 Growth Factor

xx - AM Peak Hour
(xx) - PM Peak Hour



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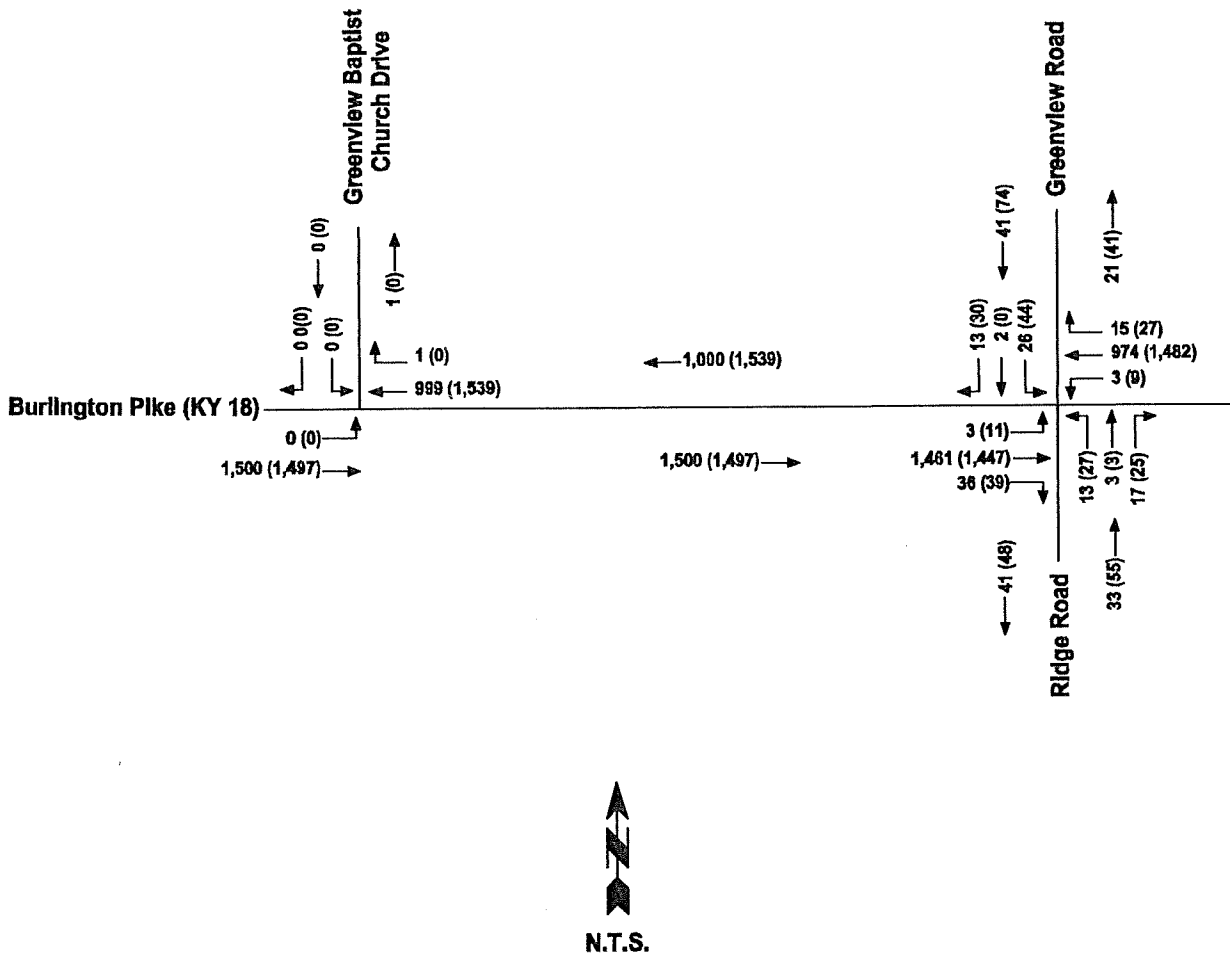


Figure 8

The Grand at Florence Residential Development
Boone County, Kentucky

2025 No-Build Traffic Volumes
Includes 1.0809 Growth Factor

xx - AM Peak Hour
(xx) - PM Peak Hour



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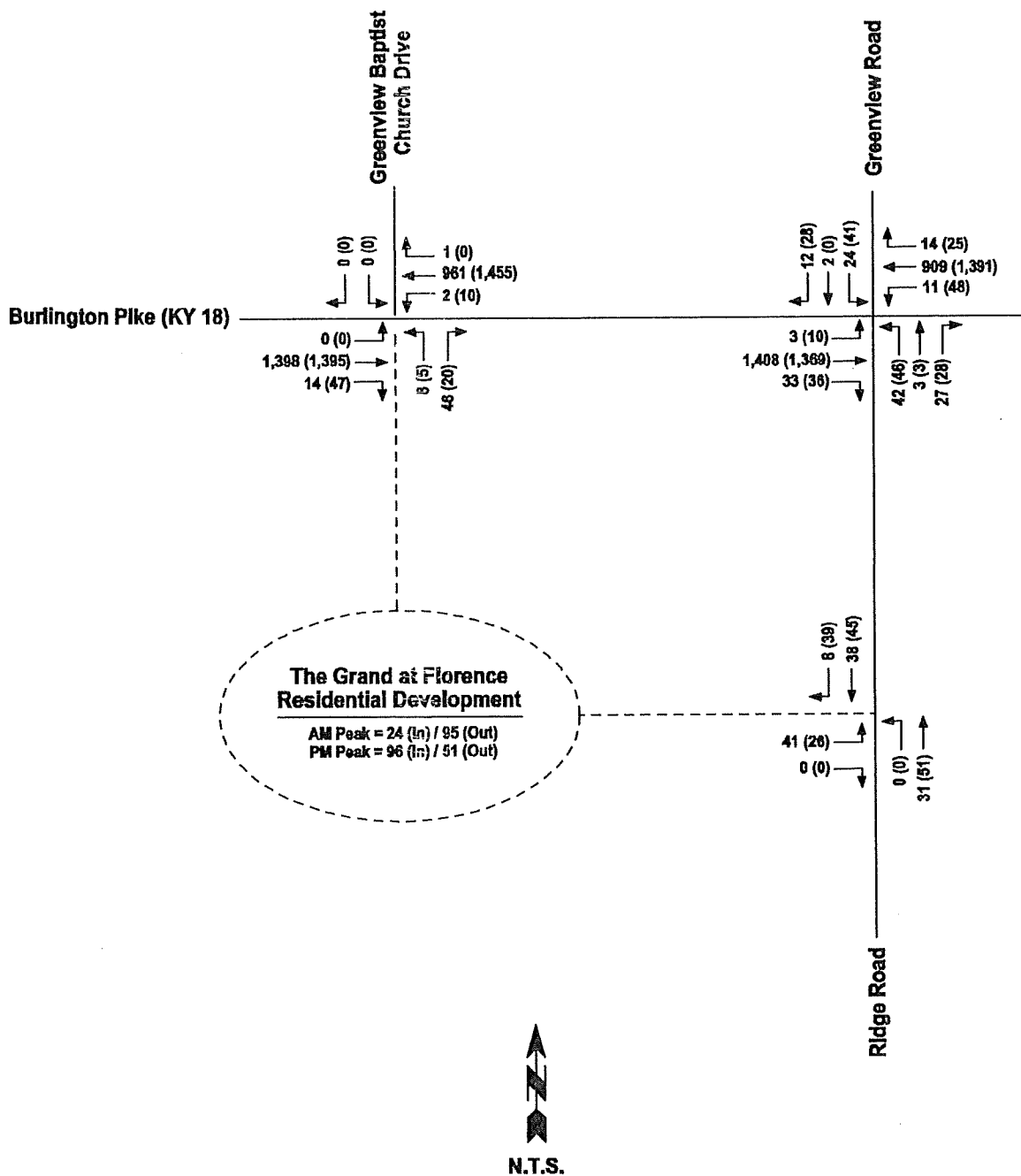


Figure 9

The Grand at Florence Residential Development
 Boone County, Kentucky

2015 Build Traffic

xx - AM Peak Hour
 (xx) - PM Peak Hour



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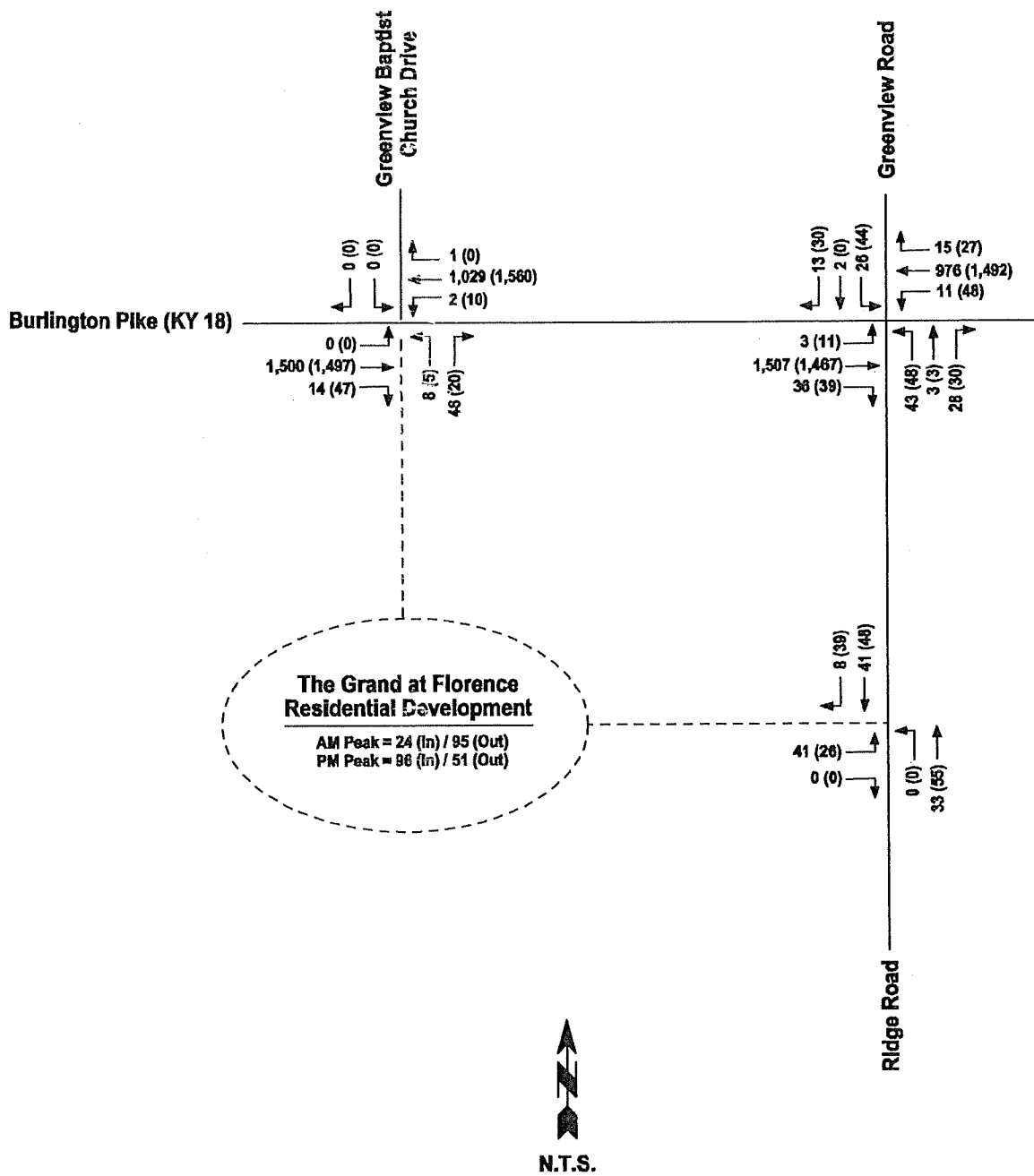


Figure 10

The Grand at Florence Residential Development
 Boone County, Kentucky

2025 Build Traffic

xx - AM Peak Hour
 (xx) - PM Peak Hour



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Traffic Analysis

Site Access

Access to the proposed Grand at Florence Residential Development is anticipated on KY-18 (Burlington Pike) approximately 605' west of Ridge Road (centerline to centerline) and on Ridge Road approximately 850' south of KY-18 (Burlington Pike) (centerline to centerline).

Critical Lane Analysis

The following turn lanes are currently provided at the study area intersections (including the approximate storage length but not including the associated tapers):

- An eastbound left turn lane (90') and a westbound left turn lane (85') at the intersection of KY-18 (Burlington Pike) and Ridge Road/Greenview Road.

The existing turn lanes identified above were not evaluated as part of the critical lane analyses. However, the need for left and right turn lanes at the key intersections was checked using the *Auxiliary Turn Lane Warrants and Turn Lane Lengths* spreadsheet provided by KYTC.

Based on the analysis contained in this report, no additional turn lanes are recommended to accommodate **2014 existing conditions**, **2015 No-Build conditions**, and **2025 No-Build conditions** to achieve a satisfactory level of service.

Turn Lane Warrant Analysis

The need for turn lanes at the intersections of KY-18 (Burlington Pike) and Ridge Road/Greenview Road, KY-18 (Burlington Pike) and Site Drive 1 and Ridge Road and Site Drive 2 was determined using the KYTC *Auxiliary Turn Lane Warrants and Turn Lane Lengths* spreadsheet. A dedicated eastbound left turn and a westbound left turn storage lanes are currently provided at the intersection of KY-18 (Burlington Pike) and Ridge Road/Greenview Road. The need for additional turn lanes at the critical intersections was evaluated.

Based on prior discussions, in the Critical Lane Analysis section of this report, no roadway improvements are recommended for **2015 No-Build Conditions** and **2025 No-Build Conditions** (excluding site traffic).

Based on the analysis contained in this report, no additional turn lanes are recommended at this time to accommodate **2015 Build conditions** and **2025 Build conditions**.

It should be noted that an eastbound right turn lane is warranted for installation at the KY-18 (Burlington Pike) and Site Drive 1 intersection, during the PM peak period, in both design years **2015 Build** and **2025 Build**. The installation of the eastbound right turn lane is not recommended for construction based on the following reasons:

- The low percentage of eastbound right turns equal 3% in the PM peak hour and 0.9% in the AM peak hour for the 2025 Build Condition of the total eastbound approach volume.
- The close proximity of the Bank of Kentucky driveway, to the west, of the proposed Site Drive 1 is approximately 175' (centerline to centerline).
- The construction of a turn lane is not possible due to the minimal intersection clearance distance of 80 feet (radius return to radius return) between the Bank of Kentucky driveway and proposed Site Drive 1.
- The safety of the motoring public is compromised due to the inability to design and construct the taper and turn lane at the posted 45 MPH speed limit (turn length of 220' desired or 190' minimum plus taper of 8:1 to 15:1).

The results of turn lane warrant analysis is provided in Appendix E.

Level of Service Analysis

Level of service (LOS), as defined in the *Highway Capacity Manual 2000* (HCM) is a function of average delay encountered by the motorist. It is the standard used to evaluate traffic flow and delay on a segment of roadway. LOS takes into account such factors as speed, traffic volumes and geometric features.

According to KYTC guidelines, the average intersection delay at an existing intersection shall not exceed 80 seconds and shall not increase more than 30 percent over the no build condition. In such cases where intersection delay or individual turning movements are shown to operate with delays greater than 80 seconds under the no build condition, delay shall not increase. Proposed intersections shall operate at an intersection LOS C or better. Delay for individual turning movements and lane groups shall not exceed 80 seconds.

The criteria used by HCM is provided in Tables 2.

**Table 2
 Level of Service Criteria for Signalized Intersections**

Signalized Intersection		
Level of Service	Delay Range (sec/veh)	Expected Delay
A	<10	Extremely Favorable Progression
B	>10 and < 20	Good Progression
C	>20 and < 35	Fair Progression
D	>35 and < 55	Unfavorable Progression
E	>55 and < 80	Poor Progression
F	>80	Excessive Traffic Delay

Level of Service Criteria for Unsignalized Intersections

Unsignalized Intersection		
Level of Service	Delay Range (sec/veh)	Expected Delay
A	<10	Little or No Delay
B	>10 and < 15	Short Traffic Delay
C	>15 and < 25	Average Traffic Delay
D	>25 and < 35	Long Traffic Delay
E	>35 and < 50	Very long Traffic Delay
F	>50	Excessive Traffic Delay

Intersection LOS analysis was performed for 2014 existing conditions, 2015 No-Build and 2015 Build conditions and 2025 No-Build and 2025 Build conditions using Highway Capacity Software (HCS2010). The existing signal timing and phasing, provided by KYTC, at the intersection of KY-18 (Burlington Pike) and Ridge Road/Greenview Road was utilized in the analysis with the SYNCHRO software program.

The existing roadway geometry was used for the 2014 existing conditions, 2015 No-Build conditions, 2015 Build conditions, 2025 No-Build conditions, and 2025 Build conditions.

The resulting levels of service are provided on the following page in Table 3. Complete LOS analysis is provided in Appendix F.

**Table 3
Levels of Service**

		2014 Existing Conditions		2015 No-Build Conditions		2015 Build Conditions (Opening Day)		2025 No-Build Conditions		2025 Build Conditions (Design Year)	
		LOS (Delay, Sec.)									
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
KY-18 (Burlington Pike) and Ridge Road/Greenview Road - Signalized											
EB	L	B (14.3)	B (14.7)	B (14.3)	B (14.5)	B (11.7)	B (12.8)	B (13.3)	B (13.4)	B (10.7)	B (11.4)
	TR	D (41.9)	D (40.2)	D (42.0)	D (39.9)	D (40.1)	D (41.2)	D (41.5)	D (37.3)	C (34.5)	D (35.8)
	Approach	D (41.8)	D (40.0)	D (41.9)	D (39.8)	D (40.0)	D (41.0)	D (41.4)	D (37.1)	C (34.4)	D (35.7)
WB	L	B (14.7)	B (14.4)	B (14.7)	B (14.3)	B (14.2)	C (23.5)	B (13.7)	B (12.9)	B (12.8)	C (21.4)
	TR	C (29.0)	D (41.2)	C (28.9)	D (41.0)	C (25.1)	C (33.5)	C (27.2)	D (38.4)	C (21.2)	C (29.4)
	Approach	C (29.0)	D (41.1)	C (28.9)	D (40.9)	C (25.0)	C (33.1)	C (27.2)	D (38.2)	C (21.1)	C (29.2)
NB	LTR	B (19.8)	C (21.9)	B (19.9)	C (22.0)	C (27.8)	C (30.3)	C (20.5)	C (23.2)	C (29.9)	C (33.6)
	Approach	B (19.8)	C (21.9)	B (19.9)	C (22.0)	C (27.8)	C (30.3)	C (20.5)	C (23.2)	C (29.9)	C (33.6)
SB	LTR	C (24.0)	A (9.2)	C (24.1)	A (9.3)	C (27.2)	A (9.6)	C (25.0)	B (11.2)	C (28.8)	B (11.8)
	Approach	C (24.0)	A (9.2)	C (24.1)	A (9.3)	C (27.2)	A (9.6)	C (25.0)	B (11.2)	C (28.8)	B (11.8)
Overall Intersection		D (36.3)	D (38.5)	D (36.3)	D (39.3)	C (33.8)	D (36.2)	D (35.4)	D (36.8)	C (29.2)	C (31.9)
KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive - Unsignalized											
EB	LT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
WB	LT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.2)	A (0.9)	A (0.0)	A (0.0)	A (0.2)	A (1.0)
	TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.1)	A (0.4)	A (0.0)	A (0.0)	A (0.1)	A (0.5)
NB	L	N/A	N/A	N/A	N/A	E (37.6)	E (37.7)	N/A	N/A	E (43.8)	E (43.7)
	TR	N/A	N/A	N/A	N/A	C (17.2)	C (16.4)	N/A	N/A	C (18.5)	C (17.5)
	Approach	N/A	N/A	N/A	N/A	C (20.2)	C (20.7)	N/A	N/A	C (22.2)	C (22.8)
SB	LTR	-	-	-	-	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)
	Approach	-	-	-	-	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)
Overall Intersection		A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.5)	A (0.4)	A (0.0)	A (0.0)	A (0.5)	A (0.4)
Ridge Road and Site Drive 2 - Unsignalized											
EB	LR	-	-	-	-	A (9.1)	A (9.3)	-	-	A (9.1)	A (9.3)
NB	LT	-	-	-	-	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)
SB	LR	-	-	-	-	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)
Overall Intersection		-	-	-	-	A (3.2)	A (1.5)	-	-	A (3.0)	A (1.4)

As previously stated, the existing and no build conditions do not include traffic generated by the proposed development. Therefore, the levels of service and associated delays presented in the above table, for **2014 existing conditions**, **2015 No-Build conditions**, and **2025 No-Build conditions**, exclude the proposed development.

The Opening Day and the Design Year conditions do include traffic generated by the proposed Grand at Florence Residential Development. Therefore, the **2015 Build conditions** and **2025 Build conditions** levels of service and delays identified in the Table 3 includes the proposed development.

Based on the level of service analysis completed and summarized in Table 3, with the existing roadway geometry and signal timing, the proposed development will not have an adverse effect to the traffic operations on the adjacent road network.

Turn Lane Storage Length

The storage length for the existing turn lanes at the KY-18 (Burlington Pike) and Ridge Road/Greenview Road intersection were not calculated due to the limits created by the properties on KY-18 (Burlington Road) that utilize the two-way left turn lane for access to their property and businesses.

Queue Length

The 95th percentile back of queue was calculated for the existing, 2015 No-Build and Build and 2025 No-Build and Build Conditions. The calculated queue lengths are summarized below in Table 4.

**Table 4
 Queue Lengths**

		Existing Available	2014	No-Build 2015	Build 2015	No-Build 2025	Build 2025
KY-18 (Burlington Pike) and Ridge Road/Greenview Road							
EB	L	90 Feet	11 Feet	11 Feet	11 Feet	12 Feet	12 Feet
	T	605 Feet to Site Drive 1	671 Feet	676 Feet	720 Feet	766 Feet	816 Feet
WB	L	85 Feet	11 Feet	11 Feet	42 Feet	11 Feet	43 Feet
	T	-	681 Feet	689 Feet	697 Feet	782 Feet	792 Feet
NB	T	-	60 Feet	60 Feet	96 Feet	62 Feet	102 Feet
SB	T	-	53 Feet	54 Feet	54 Feet	55 Feet	55 Feet

As shown in Table 4, the 95th percentile back of queue storage requirements are satisfied for all movements, except the KY-18 (Burlington Pike) eastbound through movement. The KY-18 (Burlington Pike) eastbound through movement extends pass the proposed Site Drive 1 for the Grand at Florence Residential Development. Due to the property limit on KY-18 (Burlington Pike) and the proper alignment with the Greenview Baptist Church Driveway, the proposed Site Drive cannot be shifted further to the west to avoid the back of queue. The potential blockage will only occur for short periods in the day; additionally, a secondary access is available on Ridge Road for the residents of the Grand at Florence Residential Development.

For the complete back of queue results, see Appendix G.

Traffic Safety

KY-18 (Burlington Pike) is a wide, high speed state highway facility along the site frontage. During times of the day, traffic congestion can be experienced on approach to the I-75 interstate. The dual two-way left turn lane will continue to assist in promoting safe access to the unsignalized driveways on the KY-18 (Burlington Pike) corridor. Secondary access to the Grand at Florence Residential Development is located on Ridge Road, which will provide an alternative to the primary or direct access drive on KY-18 (Burlington Pike). No additional decrease in safety is anticipated as a result of the proposed development.

Access Control Regulations

According to the KYTC access control policy contained within the *Highway Design Manual* dated January 2006, the centerlines of two adjacent access points must not be closer than 1,200' in rural areas and 600' in urban areas.

Access to the proposed Grand at Florence Residential Development is anticipated on KY-18 (Burlington Pike) approximately 605' west of Ridge Road (centerline to centerline) and on Ridge Road approximately 850' south of KY-18 (Burlington Pike) (centerline to centerline).

The proposed intersection spacing on KY-18 (Burlington Pike) does meet the intersection spacing required by KYTC (600') at the proposed distance of 605'.

According to the *2012 - 2013 Boone County Zoning Regulations* adopted December 2013, the minimum spacing of adjacent driveways must not be closer than 275' for arterial roadways. The minimum corner clearances of driveways from intersecting streets must be 230' for an arterial.

The proposed intersection spacing on Ridge Road does meet the intersection spacing required by Boone County (230') at the proposed distance of 850'.

Site Access, Circulation, and Parking

The internal site access, circulation, and parking are sufficient to handle the anticipated site traffic volumes.

Improvement Analysis and Findings

Improvements to Accommodate Base Traffic

Based on the analysis contained in this report, there are no improvements recommended to accommodate **2014 existing conditions**, **2015 No-Build conditions**, and **2025 No-Build conditions**. The existing and no build conditions do not include traffic generated by the proposed development.

Improvements to Accommodate Site Traffic

Based on the analysis contained in this report, the following improvements are recommended to accommodate **2015 Build conditions** and **2025 Build conditions**. The Opening Day and the Design Year conditions include traffic generated by the proposed development. Therefore, the following roadway improvements are recommended with the proposed development.

KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive

- Construct an access driveway (Site Drive 1) on KY-18 (Burlington Pike), directly opposite the Greenview Baptist Church Drive.
- Provide a lane for ingressing and egressing traffic.
- Install a stop sign traffic control device on the northbound approach to the KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive intersection.

Ridge Road and Site Drive 2

- Construct an access driveway (Site Drive 2) on Ridge Road, approximately 850' south of Ky-18 (Burlington Pike) (centerline to centerline).
- Provide a lane for ingressing and egressing traffic.
- Install a stop sign traffic control device on the eastbound approach to the Ridge Road and Site Drive 2 intersection.

Alternative Improvements

No alternative roadway improvements are recommended.

Status of Improvements Already Funded, Programmed, or Planned

There are no known funded, programmed or planned projects.

Recommendations

Improvements to Accommodate Base Traffic

Based on the analysis contained in this report, there are no improvements recommended to accommodate **2013 existing conditions**, **2014 No-Build conditions**, and **2025 No-Build conditions**. The existing and no build conditions do not include traffic generated by the proposed development.

Improvements to Accommodate Site Traffic

Based on the analysis contained in this report, the following improvements are recommended to accommodate **2015 Build conditions** and **2025 Build conditions**. The Opening Day and the Design Year conditions include traffic generated by the proposed development. Therefore, the following roadway improvements are recommended with the proposed development.

KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive

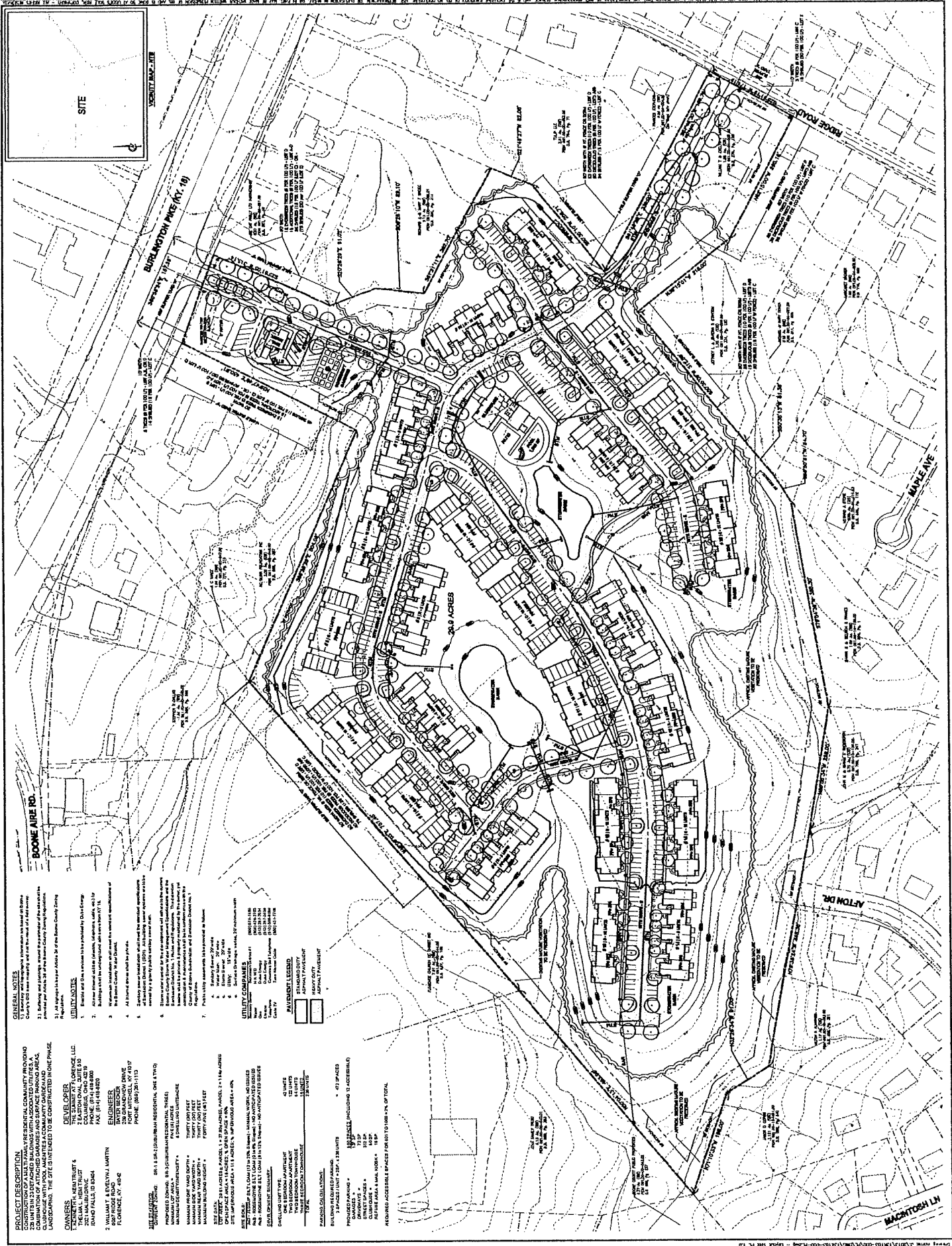
- Construct an access driveway (Site Drive 1) on KY-18 (Burlington Pike), directly opposite the Greenview Baptist Church Drive.
- Provide a lane for ingressing and egressing traffic.
- Install a stop sign traffic control device on the northbound approach to the KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive intersection.

Ridge Road and Site Drive 2

- Construct an access driveway (Site Drive 2) on Ridge Road, approximately 850' south of Ky-18 (Burlington Pike) (centerline to centerline).
- Provide a lane for ingressing and egressing traffic.
- Install a stop sign traffic control device on the eastbound approach to the Ridge Road and Site Drive 2 intersection.



SITE



PROJECT DESCRIPTION
 230 UNITS OF APARTMENTS WITH ASSOCIATED UTILITIES, A COMMUNITY CENTER, AND LANDSCAPING. THE SITE IS INTENDED TO BE CONSTRUCTED IN ONE PHASE.

OWNERS
 THE SUMMIT AT FLORENCE, LLC
 10000 BUCKINGHAM DRIVE
 COLUMBIANA, OHIO 43085
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 WILLIAM T. & EVELYN J. MARTIN
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 COLUMBIANA, OHIO 43085
 PHONE: (614) 444-8800

ENGINEER
 SAUER REEDER ASSOCIATES
 10000 BUCKINGHAM DRIVE
 COLUMBIANA, OHIO 43085
 PHONE: (614) 444-8800

GENERAL NOTES
 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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 7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

UTILITY COMPANIES
 Electric: American Electric Power
 Gas: The Energy Transfer Partners
 Water: The Energy Transfer Partners
 Sewer: The Energy Transfer Partners

AVAILABILITY LEGEND
 STANDARD DUTY
 APPROXIMATE DUTY
 APPROXIMATE DUTY

PAVING CALCULATIONS
 1. ASPHALT PAVING: 100,000 SQ. YD.
 2. CONCRETE PAVING: 50,000 SQ. YD.
 3. TOTAL PAVING: 150,000 SQ. YD.

PERMITTED PARKING
 1. 100 SPACES (INCLUDING 12 ACCESSIBLE)
 2. 50 SPACES (INCLUDING 6 ACCESSIBLE)
 3. 25 SPACES (INCLUDING 3 ACCESSIBLE)

PERMITTED ACCESSIBLE SPACES
 1. 12 SPACES
 2. 6 SPACES
 3. 3 SPACES

PERMITTED ACCESSIBLE SPACES
 1. 12 SPACES
 2. 6 SPACES
 3. 3 SPACES

PERMITTED ACCESSIBLE SPACES
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PERMITTED ACCESSIBLE SPACES
 1. 12 SPACES
 2. 6 SPACES
 3. 3 SPACES

THE SUMMIT AT FLORENCE
 MULTIFAMILY RESIDENTIAL
 10000 BUCKINGHAM DRIVE
 COLUMBIANA, OHIO 43085
 AT PLAN
 ZONING CONCEPT DEVELOPMENT

boyer
 ARCHITECTS
 10000 BUCKINGHAM DRIVE
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1/1



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Memorandum

Date: May 28, 2014
To: Laura Mitchell, PE, KYTC District 6
From: Wardell Wilcox, PTP, Bayer Becker
Etta Reed, PE, Bayer Becker
Subject: Grand at Florence Residential Development – Revised Traffic Impact Study

The purpose of this memorandum is to present the revised technical results for the proposed Grand at Florence Residential Development, located on KY 18 (Burlington Pike), west of the intersection with Ridge Road, in Boone County, Kentucky. This traffic report was revised to evaluate the impact of a modified site access driveway on KY 18 (Burlington Pike) to include a $\frac{3}{4}$ intersection operating as right turn in, right turn out and left turn in and optimized signal timing at the KY 18 (Burlington Pike)/Ridge Road intersection. It should be noted that land use and density plans for the proposed Grand at Florence Residential Development will remain as outlined in our traffic report dated May 2014.

Considering the $\frac{3}{4}$ intersection access and optimized signal timing operations, Bayer Becker (BB) accomplished and concluded the following:

1. The exiting westbound left turn percent distribution established for the proposed Grand at Florence Residential Development was reassigned from the Site Drive/Greenview Baptist Church Drive and KY 18 (Burlington Pike) intersection to the Site Drive/Ridge Road and KY 18 (Burlington Pike)/Ridge Road intersections.

Figure 4 show the revised exiting trip distribution percentages on the adjacent roadway.

2. The exiting westbound left turn trips generated by the proposed Grand at Florence Residential Development were reassigned from the Site Drive/Greenview Baptist Church Drive and KY 18 (Burlington Pike) intersection to the Site Drive/Ridge Road and KY 18 (Burlington Pike)/Ridge Road intersections.

Figure 6 shows the revised exiting site traffic volumes on the adjacent road network.

3. The 2015 Opening Day and 2025 Build design year traffic volumes were established, respectively, by adding separately the 2015 No-Build and 2025 No-Build traffic volumes to the revised trips assignment for the proposed Grand at Florence Residential Development.

Figures 9 and 10 provides the design year 2015 Build and 2025 Build traffic volumes.

4. Based on the revised trip distribution and assignment, the northbound (NB) left turn lane warrants at the KY 18 (Burlington Road) and Ridge Road intersection was recalculated for the 2015

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513-336-6600

318 South College Avenue
Oxford, OH 45056
513-523-4270

1404 Race Street, Suite 204
Cincinnati, OH 45202
513-336-6600

209 Grandview Drive
Fort Mitchell, KY 41017
859-261-1113

<http://www.bayerbecker.com>

Opening Day and 2025 Build design years. The northbound right turn and eastbound right turn lane warrants were not recalculated. The results of the KYTC Auxiliary Turn Lane Warrant analysis process are as follows:

- 2015 Opening Day and 2025 Build - NB left turn lane on Ridge Road, at the KY 18 (Burlington Road) intersection, is not warranted.
- 2015 Opening Day and 2025 Build - NB right turn lane on Ridge Road, at the KY 18 (Burlington Road) intersection, is not warranted.
- 2015 Opening Day and 2025 Build - EB right turn on KY 18 (Burlington Road), at the Ridge Road intersection, is not warranted.
- 2015 Opening Day and 2025 Build - EB right turn lane on KY 18 (Burlington Road), at the Proposed Site Drive, is warranted.

It should be noted that an eastbound right turn lane is warranted for installation at the KY-18 (Burlington Pike) and Site Drive 1 intersection, during the PM peak period, in both design years **2015 Build** and **2025 Build**. The installation of the eastbound right turn lane is not recommended for construction based on the following reasons:

- The low percentage of eastbound right turns equal 0.9% in the AM peak hour and 3% in the PM peak hour for the 2025 Build Condition of the total eastbound approach volume.
- The close proximity of the Bank of Kentucky driveway, to the west of the proposed Site Drive 1, is approximately 175' (centerline to centerline).
- The construction of a turn lane is not possible due to the minimal intersection clearance distance of 80 feet (radius return to radius return) between the Bank of Kentucky driveway and proposed Site Drive 1.
- The safety of the motoring public is compromised due to the inability to design and construct the taper and turn lane at the posted 45 MPH speed limit (turn length of 220' desired or 190' minimum plus taper of 8:1 to 15:1).

Appendix A contains the results of the left turn lane warrants.

5. Intersection LOS analysis was recalculated for the 2015 Build Condition and 2025 Build Condition using the SYNCHRO Software program. The signal timing at the KY 18 (Burlington Pike)/Ridge Road intersection was optimized to maximize performance and to establish to best timing and phase plans for future traffic conditions. The optimum signal cycle for the 2015 Design year was established as 90 and 100 seconds, AM and PM peak respectively. Similarly, the optimum signal cycle for the 2025 Design year was established as 100 and 110 seconds, AM and PM peak, respectively.

The 2014 Existing, 2015 No-Build and 2025 No-Build Conditions were not recalculated but are included in this revised traffic analysis for information purposes. The resulting levels of service are provided on the following page in Table 3. The actual LOS summary calculations are provided in Appendix B.

Table 3
Levels of Service

		2014 Existing Condition		2015 No-Build Condition		2015 Build Condition (Opening Day)		2025 No-Build Condition		2025 Build Condition (Horizon Year)	
		LOS (Delay, Sec.)									
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
KY 18 (Burlington Pike) and Ridge Road/Greenview Road - Signalized											
EB	L	B (14.3)	B (14.7)	B (14.3)	B (14.5)	D (39.7)	D (45.6)	B (13.3)	B (13.4)	D (44.7)	D (51.2)
	TR	D (41.9)	D (40.2)	D (42.0)	D (39.9)	C (25.4)	C (23.8)	D (41.5)	D (37.3)	C (24.6)	C (27.3)
	Approach	D (41.8)	D (40.0)	D (41.9)	D (39.8)	C (25.4)	C (24.0)	D (41.4)	D (37.1)	C (24.7)	C (27.4)
WB	L	B (14.7)	B (14.4)	B (14.7)	B (14.3)	D (40.5)	D (49.0)	B (13.7)	B (12.9)	D (45.7)	D (54.9)
	TR	C (29.0)	D (41.2)	C (28.9)	D (41.0)	B (16.0)	B (14.7)	C (27.2)	D (38.4)	B (15.3)	B (16.5)
	Approach	C (29.0)	D (41.1)	C (28.9)	D (40.9)	B (16.3)	B (15.8)	C (27.2)	D (38.2)	B (15.6)	B (17.6)
NB	LTR	B (19.8)	C (21.9)	B (19.9)	C (22.0)	C (21.1)	C (31.2)	C (20.5)	C (23.2)	C (25.1)	D (35.8)
	Approach	B (19.8)	C (21.9)	B (19.9)	C (22.0)	C (21.1)	C (31.2)	C (20.5)	C (23.2)	C (25.1)	D (35.8)
SB	LTR	C (24.0)	A (9.2)	C (24.1)	A (9.3)	C (20.7)	A (4.6)	C (25.0)	B (11.2)	C (24.1)	A (0.9)
	Approach	C (24.0)	A (9.2)	C (24.1)	A (9.3)	C (20.7)	A (4.6)	C (25.0)	B (11.2)	C (24.1)	A (0.9)
Overall Intersection		D (36.3)	D (39.5)	D (36.3)	D (39.3)	C (21.8)	B (19.8)	D (35.4)	D (36.8)	C (21.3)	C (22.3)
KY 18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive - Unsignalized											
EB	LT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
WB	L	-	-	-	-	B (13.4)	B (13.9)	-	-	B (14.3)	B (14.8)
	LT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)	-	-
	TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.1)	A (0.0)	A (0.0)	A (0.0)	A (0.1)
NB	R	N/A	N/A	N/A	N/A	C (17.2)	C (16.4)	N/A	N/A	C (18.5)	C (17.5)
	Approach	N/A	N/A	N/A	N/A	C (17.2)	C (16.4)	N/A	N/A	C (18.5)	C (17.5)
SB	LTR	-	-	-	-	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)
	Approach	-	-	-	-	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)
Overall Intersection		A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.3)	A (0.2)	A (0.0)	A (0.0)	A (0.3)	A (0.2)
Ridge Road and Site Drive 2 - Unsignalized											
EB	LT	-	-	-	-	A (9.1)	A (9.3)	-	-	A (9.2)	A (9.4)
NB	LTR	-	-	-	-	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)
SB	LR	-	-	-	-	A (0.0)	A (0.0)	-	-	A (0.0)	A (0.0)
Overall Intersection		-	-	-	-	A (3.6)	A (1.7)	-	-	A (3.0)	A (1.7)

Based on the level of service analysis completed and summarized in Table 3, the intersection of KY 18 (Burlington Road) and Ridge Road, KY 18 (Burlington Road) and Site Drive 1/Greenview Baptist Church Driveway and Ridge Road and Site Drive 2 will operate at acceptable levels through **2025 Build Conditions** (including site traffic).

- The 95th percentile back of queue was recalculated for the 2015 Build Condition and 2025 Build Condition. The 2014 Existing, 2015 No-Build and 2025 No-Build Conditions were **not** recalculated

but are included in this revised traffic analysis for information purposes. The calculated queue lengths are summarized below in Table 4.

Table 4
Queue Lengths

		Existing Available	2014	No-Build 2015	Build 2015	No-Build 2025	Build 2025
KY-18 (Burlington Pike) and Ridge Road/Greenview Road							
EB	L	90 Feet	11 Feet	11 Feet	25 Feet	12 Feet	28 Feet
	T	605 Feet to Site Drive 1	671 Feet	676 Feet	468 Feet	766 Feet	503 Feet
WB	L	85 Feet	11 Feet	11 Feet	68 Feet	11 Feet	74 Feet
	T	-	681 Feet	689 Feet	427 Feet	782 Feet	424 Feet
NB	T	-	60 Feet	60 Feet	88 Feet	62 Feet	131 Feet
SB	T	-	53 Feet	54 Feet	43 Feet	55 Feet	50 Feet

As shown in Table 4, the 95th percentile back of queue storage requirements are satisfied for all movements in the 2015 Build and 2025 Build conditions. For the complete back of queue results, see Appendix C.

Based on the analysis contained in this report, the following improvements are recommended to accommodate **2015 Opening Day** and **2025 Horizon Year** conditions. The Opening Day and the Horizon Year conditions include traffic generated by the proposed development. Therefore, the following roadway improvements are recommended with the proposed development:

KY-18 (Burlington Pike) and Ridge Road/Greenview Road

- Optimize the signal cycle for the 2015 Design year to 90 and 100 seconds, AM and PM peak periods respectively.
- Optimize the signal cycle for the 2025 Design year to 100 and 110 seconds, AM and PM peak periods, respectively.

KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive

- Construct a ¾ intersection access driveway (Site Drive 1) on KY-18 (Burlington Pike), directly opposite the Greenview Baptist Church Drive.
- The ¾ intersection should provide for the following movements for ingressing and egressing traffic:
 - Right turn in.
 - Right turn out.
 - Left turn in.
- Install a stop sign traffic control device on the northbound approach to the KY-18 (Burlington Pike) and Site Drive 1/Greenview Baptist Church Drive intersection.

Ridge Road and Site Drive 2

- Construct an access driveway (Site Drive 2) on Ridge Road, approximately 850' south of Ky-18 (Burlington Pike) (centerline to centerline).
- Provide a lane for ingressing and egressing traffic.

May 28, 2014

Memorandum

Grand at Florence Residential Development – Revised Traffic Impact Study

- Install a stop sign traffic control device on the eastbound approach to the Ridge Road and Site Drive 2 intersection.

As previously stated, the **2015 Build conditions** and **2025 Build conditions** include traffic generated by the proposed development, and therefore, the above roadway improvements are recommended with the proposed development to mitigate its impact.

On behalf of our client, Grand at Florence Residential Development, LLC, we respectfully submit this revised traffic impact study for review and approval. Should you have any questions or comments, please do not hesitate to contact Etta Reed at 513.336.6600.

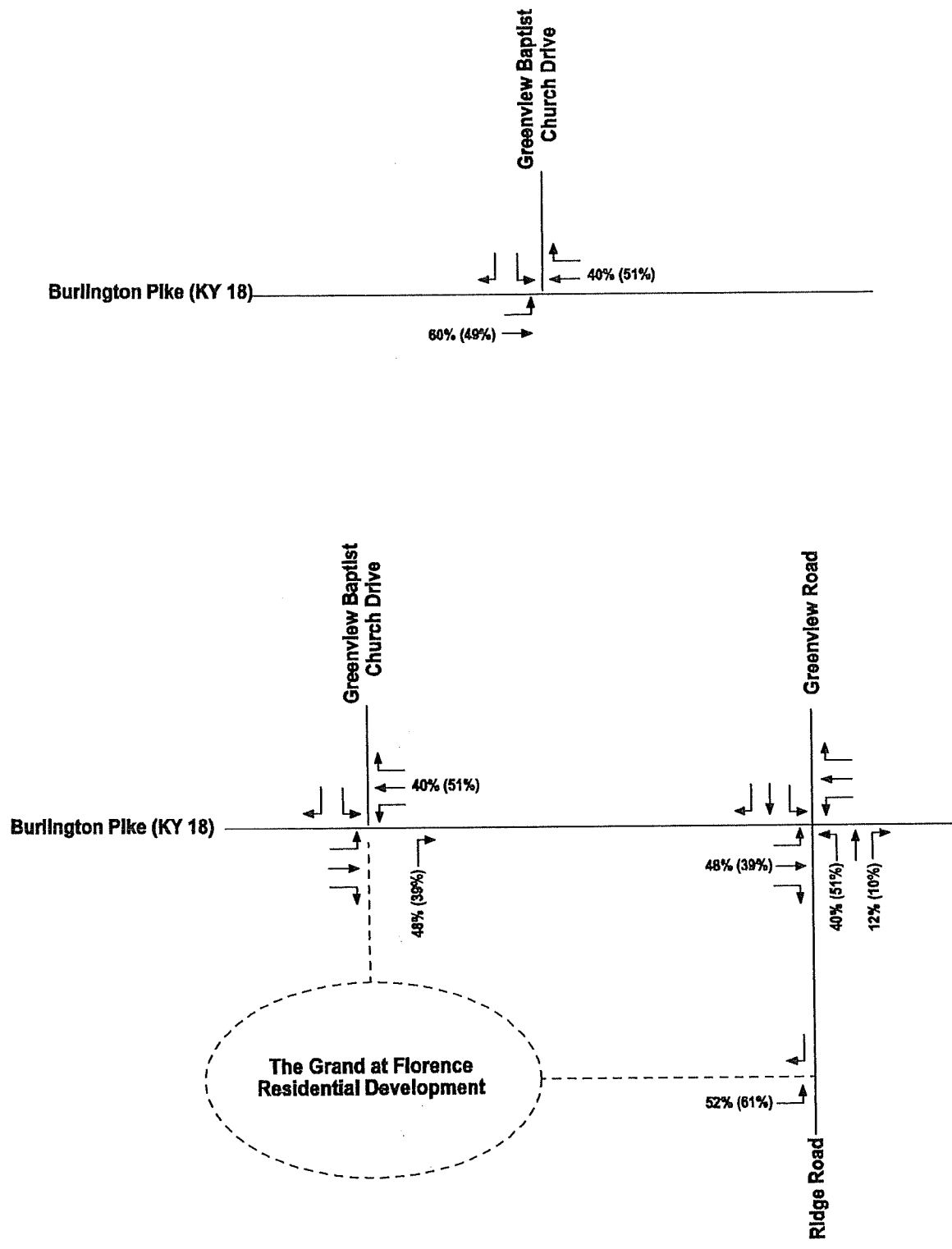


Figure 4

The Grand at Florence Residential Development
Boone County, Kentucky

Exiting Trip Percent Distribution

xx% - AM Peak Hour Percent Distribution
(xx%) - PM Peak Hour Percent Distribution



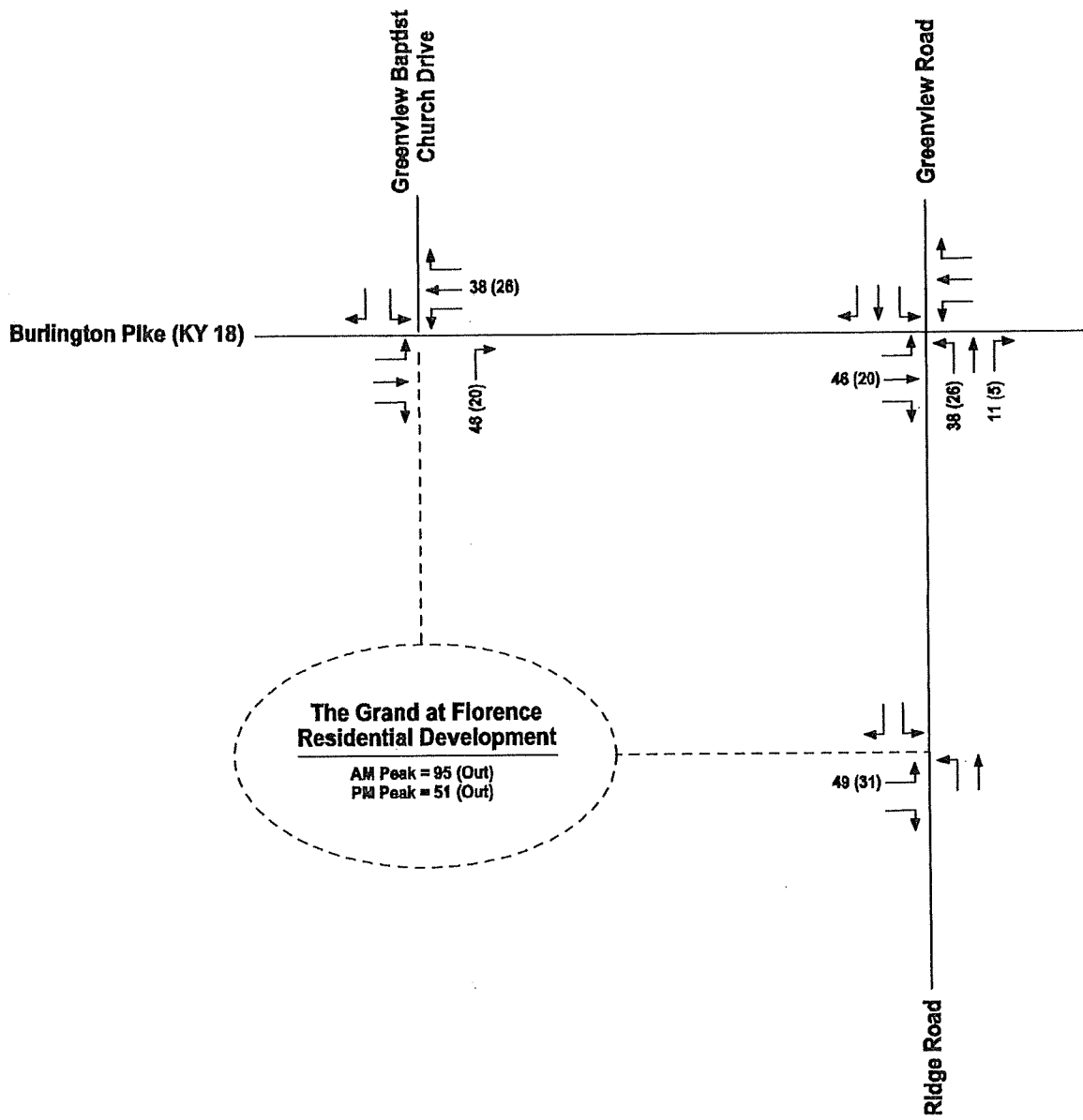


Figure 6

The Grand at Florence Residential Development
 Boone County, Kentucky

Site Generated Trips - Exiting

xx - AM Peak Hour
 (xx) - PM Peak Hour

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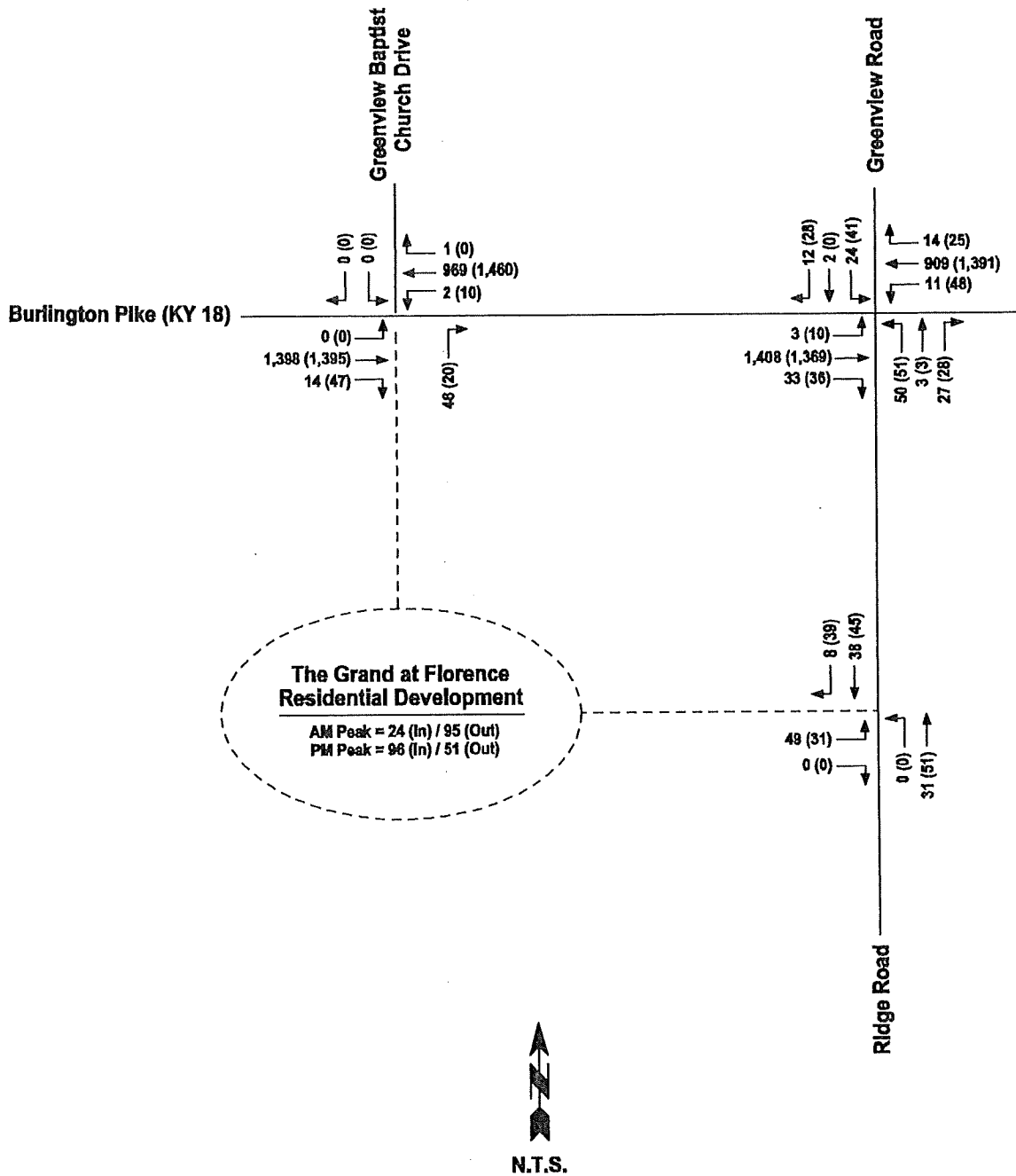


Figure 9

The Grand at Florence Residential Development
 Boone County, Kentucky

2015 Build Traffic

xx - AM Peak Hour
 (xx) - PM Peak Hour



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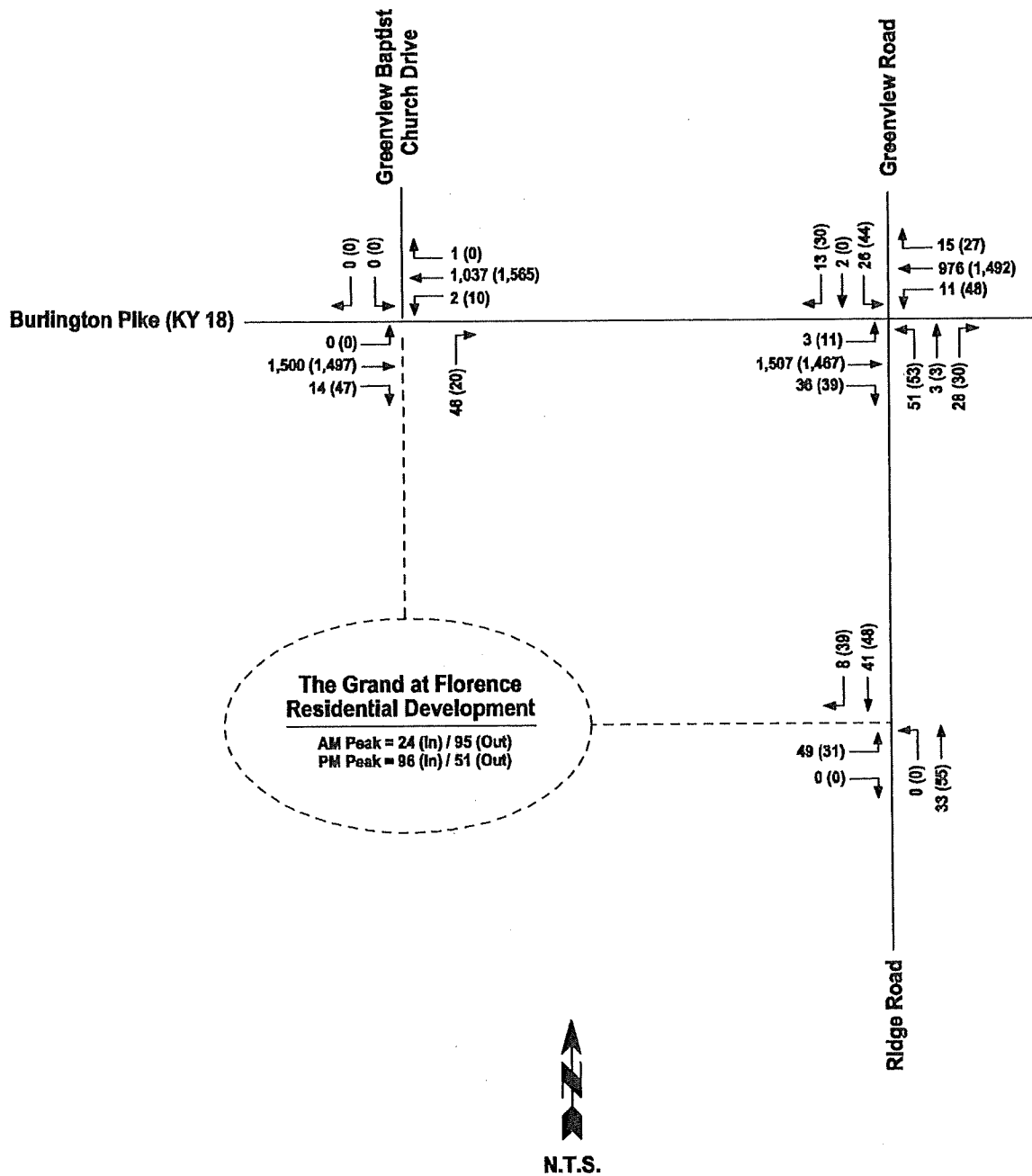


Figure 10

The Grand at Florence Residential Development
 Boone County, Kentucky

2025 Build Traffic

xx - AM Peak Hour
 (xx) - PM Peak Hour

Persimmon Grove Homeowners Association

A Kentucky Corporation

1026 Golden Grove Lane Florence, Kentucky 41042

Board Members

Teresa Dietz

Dennis Wheeler

Larry Knaley

August 5, 2014

Mr. Kevin T. Wall
Director, Zoning Services
Boon County Planning Commission
Boone County Administration Building
2950 Washington Street Room 317
Burlington, Kentucky 41005

Dear Director Wall,

On behalf of the homeowners and the Board of Trustees of the Persimmon Grove Homeowners Association which represents 51 homeowners, we oppose this request by The Summit at Florence, LLC (applicant) for the following reason:

The connection of the planned development by improving Afton Drive, as it will put up to possibly 30% of their traffic through the Persimmon Grove Subdivision as their residents attempt to access Cayton Road, Hopeful Church Road and the Mall District of Florence.

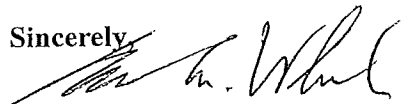
The Afton Drive connection would be in our opinion costly as it requires land clearing, grading to accommodate the property incline toward KY 18, and the traversing of a small creek from its current termination point.

Macintosh Lane is currently falling into disrepair, more traffic up to 60 cars a day would just in our opinion add insult to injury.

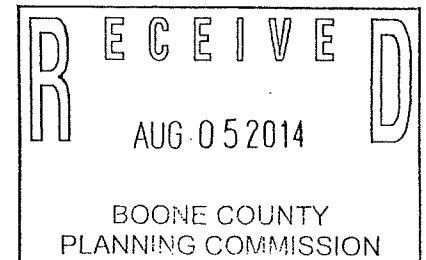
As you are aware, the intersections of Cayton Road and Macintosh Lane along with Cayton Road and Hopeful Church Road are becoming increasingly congested due to the access to these intersections by the residents of subdivisions that access Cayton Road at Fox Run. Traffic build ups during peak times are commonplace, from the light to well past the entrance to the Hampton Ridge Subdivision. Delays occur even in off peak hours on certain days.

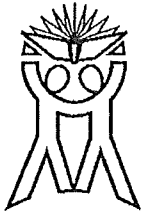
Thank you for your consideration to the concerns of the residents of the Persimmon Grove Homeowners Association.

Sincerely,



Dennis M. Wheeler
Board Member
Persimmon Grove Homeowners Association





Boone County Schools

8330 U.S. Highway 42
Florence, KY 41042
Phone: 859.283.1003
Fax: 859.282.2376
www.boone.kyschools.us

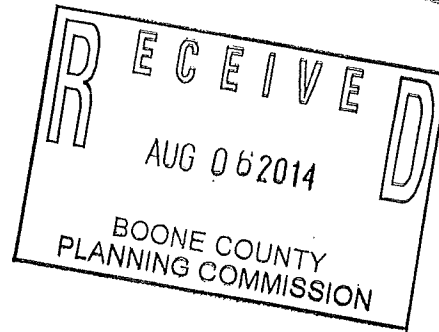
Randy J. Poe, Ed.D.
Superintendent of
Schools

**Boone County
Board of Education:**
Maria Brown, Ph.D.
Karen Byrd
C. Ed Massey
Bonnie Rickert
Steve Templeton

*The Boone County
Board of Education
provides equal
employment and
educational
opportunities.*

August 6, 2014

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



Dear Mr. Costello:

I would like to express my sincere appreciation to your office and the Planning Commission staff for all of the assistance that you have provided to Boone County Schools. We are extremely proud of the high level of collaboration that has existed between your office and the school district, and we look forward to the continuance of this relationship for many years.

As you are aware, Boone County Schools recognizes and supports continued growth across Boone County and while I do not believe that the school district needs to communicate with the Planning Commission on every housing or zoning plan that is proposed, there are some concerns addressed in the Comprehensive Plan. First, the development of large subdivisions places an increased strain on the infrastructure of the school district. We believe that the Planning Commission needs to communicate to developers the necessity to phase development resulting in the slow build out of projects. This delineation from immediate massive development would allow the school district to phase in increased costs incurred from the development of large subdivisions. Also, this would allow for a more natural growth pattern across the county. We recommend that the Planning Commission incorporate into conditions relative to zoning change that developers provide land for use by Boone County Schools. This would provide for the development. Second, the approval of individual development that begins as small tracts but later aggregated into larger development leaves the school district uninformed and ill prepared to take necessary action in regards to growth. We are recommending that the Planning Commission apply the same criteria for these plans as we recommend for larger developmental projects.

Again, let me thank you and the Planning Commission for the support that you provide to Boone County Schools. With your help, new multi-tract zone changes will be structured so that the school district can respond proactively. If you have any questions, please feel free to contact me.

Sincerely,

Randy Poe, Ed.D.
Superintendent of Schools

cc: Kevin Wall, Director of Zoning Services

EXHIBIT

“B”

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Kim Bunger, Chairman

DATE: September 3, 2014

RE: Request of **The Summit at Florence, LLC (applicant)** for **Kenneth H. Keim Trust, Thelma L. Keim Trust, William T. Martin, and Evelyn J. Martin (owners)** for a Zoning Map Amendment from Suburban Residential One (SR-1) and Suburban Residential Two (SR-2) to Suburban Residential Three (SR-3) for an approximate 29.9 acre tract located at 1043 and 1045 Burlington Pike, and 6087 Ridge Road, Boone County, Kentucky. The request is for a zone change to allow attached and multi-family dwelling units.

REMARKS:

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

FINDINGS OF FACT

1. The Committee has concluded that the proposed Zoning Map Amendment and accompanying Concept Development Plan are in agreement with the 2010 Boone County Comprehensive Plan due to the following reasons.
 - A. The Comprehensive Plan's Future Land Use Map designates the majority of the site as "High Suburban Density Residential" (HSD). This designation is described as "single-family and/or attached housing of up to 8 dwelling units per acre. This classification is typified by townhouse, condominium, and zero-lot line development, and also pertains to existing mobile home parks." A small part of the site (an approximate 200 foot wide band along the west side of Ridge Road) is designated 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 proposal is for a rental townhouse and apartment project (attached units) which has a density of 7.89 units per acre. The portion of the site where structures are proposed is within the larger part of the site which is designated as HSD. Only a driveway connection, with no dwelling units, is proposed for the incidental part of the site which is designated as SR.

- B. The Land Use Element ("3. Pleasant Valley/Oakbrook," pg. 169) states "the large area between Hopeful Church Road and Oakbrook Road, south of KY 18 to Pleasant Valley Road, should continue to develop in a Suburban Residential fashion. The area must develop with local access and limited access collector road connections as a high priority. These should include the connection of Cayton Road to Pleasant Valley Road; and, an east-west connector between Pleasant Valley Road and Hopeful Church Road, south of Stonegate Meadows. These collector road extensions should not allow parking or driveway access in order to facilitate the movement of traffic through the area, and should include multi-modal elements such as pedestrian paths and bike lanes, and bus stop areas."

It is important to note that this text, which recommends that the area "continue to develop in a Suburban Residential fashion" (single family housing of up to four units per acre), is for the area at large and is mentioned in context of a much broader discussion on land use. The specific site in question is substantially designated as HSD on the Future Land Use Map as discussed above.

- C. Several parts of the Comprehensive Plan discuss access issues and how commercial and residential development should occur in this area. The Business Activity Element ("Recommended Areas of Commercial Activity," pg. 68) states "a mix of commercial, office, and residential uses, along with limited access, should be encouraged along KY 18" and "the commercial development in this area should coordinate closely with the projected high and medium density residential development to form a more coherent community and create neighborhood centers rather than just a strip extending out of Florence. An example of this type of design is the Oakbrook Marketplace, which ties into the subdivision while serving a larger trade area."

Similarly, the Housing Element ("Florence/Burlington Area," pg. 84) states "new subdivisions throughout the west Florence and Burlington areas should provide interconnections between their developments and adjacent developments to promote safe and easy transportation access. Overall, the KY 18 Corridor represents a prime opportunity to promote high density residential uses in a transit corridor." The Housing Element ("Population Needs," pg. 79) also states "large, left-over parcels in urban service areas are well suited for planned residential development that includes high density housing. However, established single-family housing areas in urban settings should not experience an influx of multi-family or duplex construction unless adequate buffering or proper development design can be provided."

The Committee has concluded that the proposal meets the text quoted above. The proposal is for a medium density residential project on an infill site which coordinates with the adjoining commercial and office uses along the KY 18 frontage. The access point on KY 18 is proposed to be a 3/4 intersection which prohibits left turn and straight movements out of the development (i.e., egress is right turn only). All necessary utilities are available at the site. Landscape buffering is provided between both the adjoining commercial/office uses and residential uses. A significant part of this buffering is a substantial wooded area which is proposed to be retained with additional plantings added as required and shown on the Concept Development Plan. Additionally, the proposed building designs have a high level of detailing and finish which will coordinate with the adjoining uses, particularly the adjoining residences.

- D. Appropriate transitional uses are advocated by the Housing Element ("Housing Densities," pg. 81) and the Future Land Use Development Guidelines ("Buffering," pp. 162 and 163). The transitional use concept is also described in the "Development Layout, Lot Sizes, and Setbacks" section of the Future Land Use Development Guidelines (pg. 162), although the context of this discussion is somewhat different than the current proposal. Additionally, the intent of the requested SR-3 zone stated in Section 950 of the zoning regulations is "to provide a compact, high suburban density neighborhood environment which permits an intermixed variety of dwelling types. Such districts will be located on suitable lands within established or proposed urban entities where adequate infrastructure facilities and services are available or proposed, and where the SR-3 zone may act as an appropriate transition between other districts." Because the subject site is a large, essentially vacant tract between several detached single family residential neighborhoods and the commercial strip along KY 18, the Committee has concluded that the proposal is an appropriate transitional use in context of these documents.
 - E. The Committee has concluded that the proposal, with the agreed conditions, is in agreement with the applicable Future Land Use Development Guidelines as described in the Comprehensive Plan, and the Goals and Objectives. The Land Use Element's "Future Land Use Development Guidelines" include several provisions that pertain to this proposal which are quoted in the Staff Report. These pertain to landscaping and buffering, signage, architectural design, minimizing disturbance and retaining existing vegetation, access management and impacts on roadways, and storm water management. These basic tenets are also discussed in the Goals and Objectives.
2. The Committee understands that a second means of access for the site is critical for safety and convenience purposes. A driveway connection to Ridge Road is proposed as the second access point for this development. The applicant has agreed to widen Ridge Road and construct an exclusive right turn lane from Ridge Road onto KY 18 as outlined in Condition # 4. The applicant has also stated that their traffic engineer

has evaluated the timing of the KY 18/Ridge Road signal, and that the Kentucky Transportation Cabinet is receptive to shortening the cycles to provide optimal function of the intersection for Ridge Road and KY 18. The Committee recommends that this change be implemented.

The Committee also evaluated a potential connection to Afton Drive, which is an existing dead end at the south property line in Belle Meadows Subdivision, and a potential connection across intervening real estate to Boone Aire Road. The Committee concluded that a connection to Afton Drive was not desired due to the level of disturbance which would be required to facilitate the driveway construction, and due to land use compatibility issues. The Committee also concluded that Boone County authorities will need to determine whether or not a vehicular connection or a permanent turn-around needs to be constructed at the end of Afton Drive.

Owner representatives of two properties along Boone Aire Road expressed interest in selling real estate and/or otherwise participating in the project to facilitate an access connection at the 8/6/14 Public Hearing. The applicant explained to the Committee that the owner of the first property (Florence Church of Christ at 1141 Boone Aire Road) was no longer interested. The applicant explained that a connection through the second property (Atha property at 1185 Boone Aire Road) was not viable from construction and cost standpoints. The applicant also noted that a previous request to install a signal at the KY 18/Boone Aire Road intersection was denied. Based on these reasons, the Committee has concluded that a connection to Ridge Road is the best available option for providing a second means of access to the property.

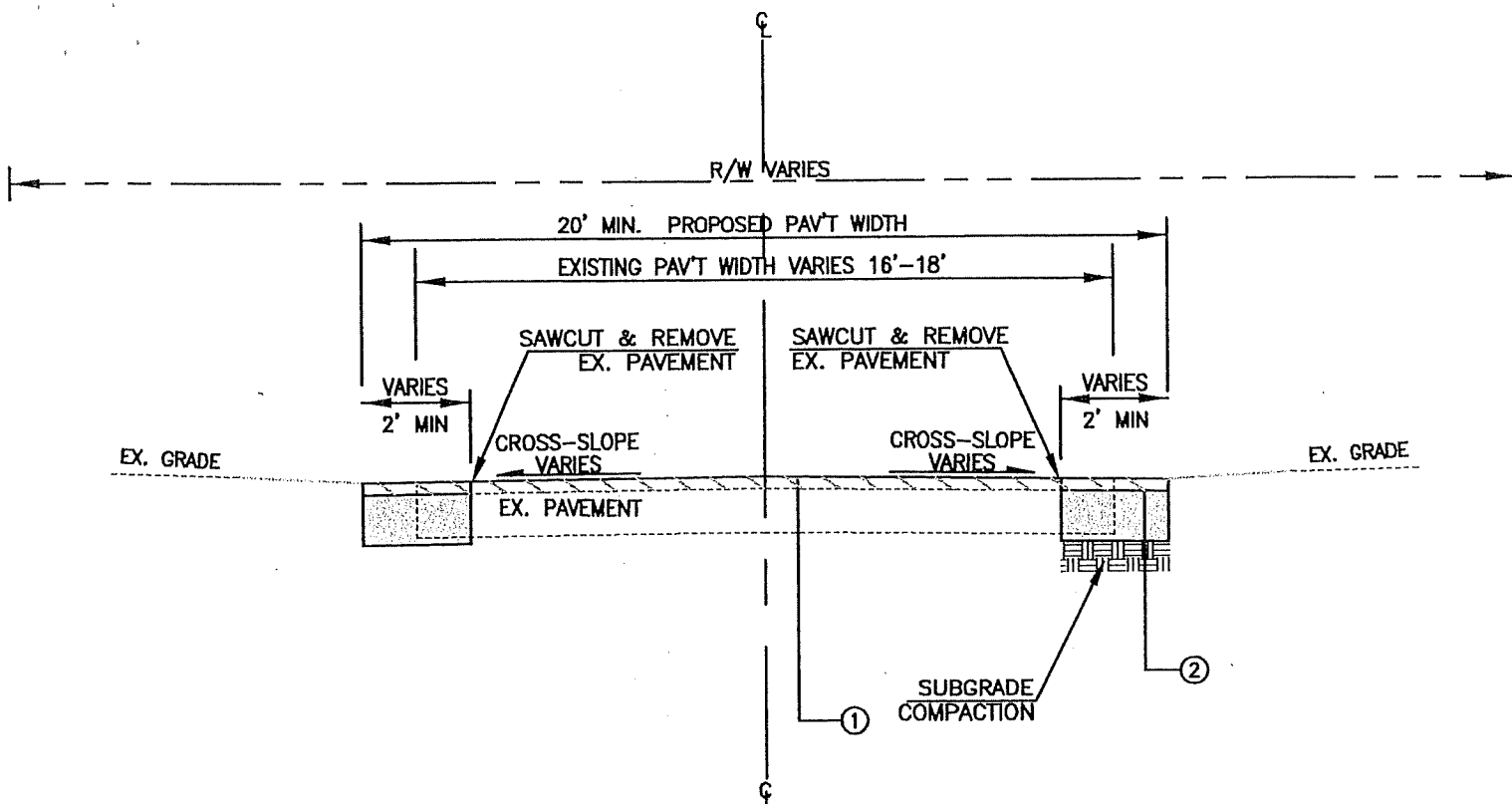
3. The Committee has concluded that the attached conditions are necessary to achieve consistency with the specific goals, objectives, and policies of the 2010 Boone County Comprehensive Plan. The Committee has also concluded that the attached conditions are necessary to mitigate any foreseeable community impacts that may be created by the development. The property owner has signed a letter demonstrating agreement with these conditions.

CONDITIONS

1. The design of the buildings on the site shall follow the submitted architectural concepts. A consistent level of design treatment and detailing shall be used on all facades of each structure, with the understanding that each material type will not necessarily be distributed evenly on all facades.
2. Site lighting shall conform to the following requirements.
 - A. Fixtures on freestanding masts shall be limited to vehicular areas, common amenities, and open spaces in the interior of the site.

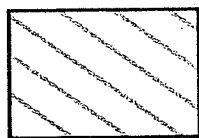
- B. Aside from any fixtures that would be placed at the main intersections with public streets, freestanding light masts shall be limited to 15 feet in height.
 - C. Any wall packs (versus incidental patio/porch lights) on facades facing the outer perimeter of the site shall be triggered by motion detectors.
3. Sidewalks shall be provided along the full length of at least one side of each driveway within the development. A sidewalk shall be provided along the KY 18 frontage in accordance with Section 3208 of the Boone County Zoning Regulations.
4. A. The developer shall widen Ridge Road to 20 feet in width as indicated on the attached three (3) page exhibit before construction of a building starts for the development. A new overlay surface will be constructed for the entire width of the road section which is widened to 20 feet. For purposes of this paragraph 4.A., it is understood and agreed that (i) construction of a building shall commence with the construction of any building slab or footing for a building, (ii) the developer is not restricted from performing any site or any other construction work including but not limited to site clearing, excavation, earthwork, construction of utilities, etc., and (iii) the Ridge Road widening work will not include the right turn lane work on Ridge Road or any road tapering associated with the Ridge Road right turn lane. Once the widening of Ridge Road is complete, the developer may construct all buildings without restriction.
- B. The developer shall also construct an exclusive right turn lane on Ridge Road at the intersection with KY 18 as indicated on the attached three (3) page exhibit. The turn lane shall be completed before access is connected to Ridge Road and before an occupancy permit is issued.
5. The developer shall instruct contractors not to use Ridge Road for construction traffic access, and shall install directional signs which instruct construction traffic to use the KY 18 access point and not Ridge Road.

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

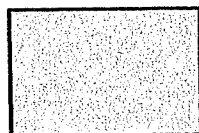


DESIGN PAVEMENT SECTION

- ① SAWCUT & WEDGE MILL 2" OF EX. SURFACE, TACK COAT AT 0.10 GAL/SY & PAVE WITH 2" ASPHALT SURFACE MIXTURE, SEAL EDGES.
- ② SAWCUT & REMOVE EX. PAVEMENT & SUBBASE, COMPACT SUBGRADE, REPLACE WITH FULL DEPTH ROADWAY PAVEMENT.



WEDGE MILL AND OVERLAY WITH A MINIMUM OF 2.00" ASPHALT PER TYPICAL SECTION - 1410 SY



SAWCUT & REMOVE EXISTING SURFACE, REPLACE WITH FULL DEPTH PAVEMENT REPLACEMENT SECTION - 230 SY

BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARING
AUGUST 6, 2014
7:30 P.M.

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Ben Brandstetter
Mr. Kim Bunger
Mr. Mark Hicks
Mr. Jim Longano
Mr. Don McMillian
Ms. Lisa Reeves
Mr. Charlie Reynolds
Mr. Charlie Rolfsen, Chairman
Ms. Susan Schultz
Mr. Bob Schwenke
Mr. Steve Turner

COMMISSION MEMBERS NOT PRESENT:

Mr. Greg Breetz
Mr. Mike Ford, Vice Chairman
Mrs. Janet Kegley

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Kevin T. Wall, AICP, Director, Zoning Services

Chairman Rolfsen called the Public Hearing to order at 7:30 P.M. and introduced the first item on the Agenda:

ZONING MAP AMENDMENT - Kevin Wall, Staff

1. Request of **The Summit at Florence, LLC (applicant)** for **Kenneth H. Keim Trust, Thelma L. Keim Trust, William T. Martin, and Evelyn J. Martin (owners)** for a Zoning Map Amendment from Suburban Residential One (SR-1) and Suburban Residential Two (SR-2) to Suburban Residential Three (SR-3) for an approximate 29.9 acre tract located at 1043 and 1045 Burlington Pike, and 6087 Ridge Road, Boone County, Kentucky. The request is for a zone change to allow attached and multi-family dwelling units.

Staff member, Kevin T. Wall, AICP, presented the Staff Report, which included a Powerpoint presentation (see Staff Report). Mr. Wall stated that the Zone Change request is from SR-1 and SR-2 to SR-3 for a 29.9 acre site. The site is located off Burlington Pike and Ridge Road. The site is mostly wooded. The Future Land Use Map from the Comprehensive Plan suggests that the site develop as High Suburban Density Residential, which allows up to 8 dwelling units per acre. There is a small portion of Suburban Residential of up to 4 dwelling units per acre. There is a flatter plateau at the center of the site and wooded hillsides located along the southern perimeter.

The applicant has submitted a Concept Development Plan showing 236 multi-family units for a density of 7.89 dwelling units per acre. There are 10 buildings with 8 unit townhouses and 13 buildings with 12 apartment units. There are 2 types of apartment buildings. All of the residential structures are 2 stories. There are common facilities - pool, clubhouse, and a mail building. There are gardens and open space. A buffer is proposed around the perimeter of the site. A lot of it will be retained. Two access points are proposed. One will be off Burlington Pike. It is a three quarter access. There is no left turning movements leaving the site going towards Burlington. There is a planned connection to Ridge Road. It will be a driveway connection where the existing residence will be removed. Mr. Wall showed architectural drawings/elevations of the proposed buildings. Mr. Wall also noted that the applicant provided a traffic study and an addendum to the traffic study. He also showed photographs of the site and neighboring properties. There is planned street connection to the site from Belle Meadows Subdivision. It is Afton Drive. The applicant is not proposing to make the connection to the subdivision as part of this project.

In terms of Staff Comments, Mr. Wall referred to pages 12-15 of the Staff Report that highlighted the Land Use Element and the Business Activity Element. The Housing Element discusses multi-family and attached housing in a general sense including progressions and transitions of uses. Mr. Wall also referred to the alternate findings for a Zoning Map Amendment as stated in KRS 100. Mr. Wall requested that the applicant verify whether the same design presented will be used in the actual construction. The aesthetics of the design is comparable to what already exists in the surrounding area. Further, would the proposed design be consistent on all four sides of each building? In terms of the landscape buffer, the applicant is proposing to retain the existing tree cover or the wooded perimeter. This will have to be marked in the field. In addition, the applicant is showing Buffer Yard B and C in areas where the existing trees can't be retained. There are recommendations about lighting in the Staff Report. Traffic is the major issue for the project. Mr. Wall referred to the traffic study. First, Mr. Wall questioned the applicability of categorizing all of the units as residential condominiums/townhouse as identified

in the ITE manual. It is appropriate to use the "Apartment" category for the multi-family apartments. It is slightly higher for this category. The traffic study does not make any conclusion about the Afton Drive

connection. Because of the anticipated increase in traffic off of Ridge Road, the existing traffic signal at the intersection will have to be adjusted. Ridge Road is proposed to be widened to 20 feet. The Boone County Engineer recommends this width as a condition. The County Engineer has submitted information pertaining to this issue. It is further recommended that the road upgrades be done first before the development is completed. The pavement width of Ridge Road varies from 15.5 to 18.5 feet. There is only a 30 foot right-of-way and no storm sewer or sidewalk. Twenty feet of pavement with no parking allows for 2 travel lanes only. The proposed improvements would occur from the access point on Ridge Road to the area where Ridge Road was widened as a result of the Jeff Wyler dealership. Staff is not recommending the connection to Afton Drive due to the steep topography and the substantial removal of the existing buffer of trees. Mr. Wall asked the applicant to provide an analysis of the connection so that a final informed determination can be made by the legislative unit. Mr. Wall also noted the potential change in residential character of the neighborhood if the connection to Ridge Road from the proposed project was made. Mr. Wall also mentioned that he received comments about the project from SD1 to reserve sanitary sewer capacity. There were also responses from Boone County Schools, Boone County Water District and Florence Fire/EMS regarding the impact of the project.

At this time, Chairman Rolfsen asked if the applicant was present and ready to make a presentation?

Mr. Gerry Dusing, Attorney for the Schottenstein Real Estate Group, introduced Mr. Brian Schottenstein, Mr. Jay Bayer and Mr. Don Hunter. Mr. Dusing stated that the Staff Report is very comprehensive and well done. He doesn't have any issues with it. He also stated that the project is exactly what the Planning Commission wants for the site as recommended in the Land Use Element of the Comprehensive Plan. It calls for a residential land use of up to 8 dwelling units per acre. It is slightly less than that and it is in agreement with the Housing Element, Transportation Element and the Goals and Objectives. This is addressed in the Staff Report.

Mr. Brian Schottenstein, stated that his company has been in business for over 40 years in Columbus, Ohio. They are one of the largest builders of multi-family housing in the Midwest. His company was recently approved in Mason, Ohio. It is a 294 unit development. Mason hadn't approved apartment zoning in over 15 years. They knew that Schottenstein would commit to quality and top amenities. It is not a typical product. It is an attached home. They are 2 stories and have attached garages. The interiors are what you would see in a custom condominium development. It is a great location.

Mr. Jay Bayer, Bayer-Becker Engineers stated that his firm will be providing the civil engineering, landscape architecture and traffic engineering for the project. Mr. Bayer noted that he met with the Staff early on to obtain insights and feedback about the site. One of the initial concerns is to provide a secondary access to the site. The original parcel is 28 acres in size. Primary access to the site is a three quarter curb cut off KY 18. It allows right in and right out movements along with a left turning movement entering the site off KY 18. It will not allow a left out movement. The proposed curb cut will have a raised island to restrict the movement. The State Highway Department has given them an okay on the design pending a construction

encroachment permit. Mr. Bayer referred to the existing access to Afton Drive. If a connection were to occur, the existing vegetation would have to be removed. It would eliminate a nice natural buffer. There is also a stream that is located in the buffer area along with a 40 foot vertical change. It would require a massive fill and storm pipe. The site falls to the south and west. There is an existing sanitary sewer on the southwest portion of the site. It has adequate capacity for the site. Storm water will be collected in 3 different basins on the site. Water service will be provided from an existing line along KY 18.

Mr. Don Hunter, Schottenstein Real Estate Group, stated that he wanted to go over the building plans and share the goals of the project. The project will include 23 rental home buildings. They are apartments and their market is a renter by choice. It is a professional who wants a good commute and a empty nester. The project will include a clubhouse and a mail and utility building. It will consist of 236 rental units with 51 one bedroom units, 165 two bedroom units and 20 three bedroom units. The first goal of the project was to meet the recommendations of the Comprehensive Plan. The second goal is to deliver high quality amenities. The clubhouse is a 5,000 square foot building with a resort style pool, a juice bar/café, a movie theater and a business center. The project will include walking paths and a community garden full of plants and vegetables. The third goal is to attract renters that are professionals and empty nesters. A two-story building makes it very attractive to these markets. It is a condominium style unit but is for rent. There are renters by choice in the market place these days. It consists of empty nesters - 55 and older. Do you really want to own a home anymore? They want to stay in the community and travel elsewhere. They want flexibility. Young professionals want flexibility and renting allows this to happen. New housing options need to occur to match job growth in the area. Lastly, every project is a balancing act. The final goal is to be high quality but low impact. In terms of school impact, Mr. Hunter stated that 3 projects in the Columbus area only generated 5% students. Mr. Hunter submitted information about the impact of their rental communities on schools (see exhibit A).

Mr. Brian Schottenstein, emphasized the Mason project. He invited everyone to talk to the Mayor and the neighborhood that abuts the project. He showed photographs of the mail center and utility buildings. They use stone materials. The utility building looks like a house. The neighboring residences will not see the project because of the tree cover along the border. The 12 unit building has 10 garages and the garages are side loaded. The buildings are made out of stone siding and shake materials. The rents for the buildings will be from \$800 to \$1,700/month. Maintenance is very important particularly landscaping. It is all done at the same time. The 8 unit townhouses is a 2 story building with 2 and 3 bedroom units. Each unit has their own entrance.

Mr. Gerry Dusing referred to the Staff Report. The proposed density of 7.89 units per acre is within the maximum amount allowed in the Comprehensive Plan. Mr. Dusing stated that the empirical evidence not to connect to Afton Drive is a 40 foot difference in grade, the existence of a stream and large mature trees. It makes no sense for the residents and for the applicant. Mr. Dusing stated that KY 18 represents a prime opportunity to provide High Density Residential uses in a transit corridor. There is no housing proposed on the Ridge Road parcel, just access. Mr. Dusing stated that the site is an example of infill housing development. It is a good transition and has access to commercial districts. The need for this housing type increases due to the aging of the baby boomers. This type of housing is conveniently located close to shopping areas. Mr. Dusing stated they worked backwards on this project first looking at the

Comprehensive Plan and then making sure it fits in with the community in terms of access and buffer.

At this time, Chairman Rolfsen asked if there was anyone in the audience who wanted to speak in favor or against the request?

Mr. Art Green, 1141 Boone Aire Road, stated that he was one of the elders at Florence Church of Christ. He stated that the church was in favor of the project since they anticipate getting new members from the development. Mr. Green stated that he was approached by the applicant to purchase property from them to provide access to Boone Aire Road. The property was surveyed but there has been no follow-up with them. It would be easier to come into and out of the site off Boone Aire Road rather than Ridge Road because you can go in either direction. A traffic sign may have to be installed opposite of the old Square D plant. There are a lot of Coyotes in the parking lot. He contacted the Field and Stream officials in Frankfort and they wanted to charge \$250.00 per coyote to capture them. Where will they go once the project begins? It would be an injustice to the residents on Ridge Road to widen the road.

Dr. Dick Broeg, 1029 Burlington Pike, stated that his business is located next to Lipps Pool & Spa and adjacent to the project. Traffic is the biggest issue with this request. It is a growing area. There will be development. It should be smart development. There is a concern about safety for the residents and businesses. He stated that he has been in practice for 30 years on Burlington Pike. The number of complaints from his customers of how difficult it is to get in and out of his parking lot. He transferred the records of 10 of his patients because it was a hassle to visit his office. Dr. Broeg also noted that he has spoken with others businesses in the area. Zimmer Motors, Bank of Kentucky, Lipps Pools & Spa, State Farm and Speedway. The consensus is that it is a bad situation. There are left turns into the businesses located along KY 18 and drivers turning left out from those same businesses. All of the people have to use the center lane. The speed limit is 45 mph but people are driving 55 mph. With the proposed development, there will be more traffic using the center lane. Dr. Broeg stated that when he leaves his office between 6:30-7:30 p.m., he turns left and merges into traffic at or just past the Bank of Kentucky. The traffic presents a problem. The Ridge Road / KY 18 traffic signal stays red for about 2-3 minutes. The traffic signal stays green facing Ridge Road for about 20 seconds. This allows for only 4-5 cars. It is unrealistic to expect the amount of traffic to use Ridge Road efficiently. According to State transportation officials, there is more traffic on the section of KY 18 in front of his business versus I-75 south of Walton. The traffic often backs up past his business and blocks his entrance. It sometimes backs up to the Bank of Kentucky. It will be a high accident area because of the number of businesses located along KY 18 and customers pulling in and out. It is a problematic area. Ridge Road is only 17 feet in width. It is still a very narrow road even though you can barely pass a car. Since there are no planned improvements at the KY 18 intersection, there will be a lot of traffic backed up. You are unable to make a right turn on red. Most people will want to turn right to head towards Florence and will cut through the Speedway station to avoid the back-up from the traffic signal. Changing the timing on the traffic signal on Ridge Road will cause additional back-ups on KY 18, resulting in more back-ups in front of his business. The proposed development will have a negative impact causing more traffic and continued safety concerns for the residents and businesses in the area. The proposed traffic and access makes a bad situation even worse. Dr. Broeg strongly urged the Planning Commission not to approve the proposed plan and require the developer to plan or remedy these issues before they proceed with the project.

Mr. Barry Foreman, Maple Avenue, stated there are already 4 businesses on Ridge Road - 2 car dealerships, the Shell station and the Hebron Animal Hospital. The car dealers sometimes use Ridge Road to test drive cars.

Ms. Stephanie Beutel, 1379 Afton Drive, asked when would it be decided if Afton Drive would be extended? Ms. Beutel inquired whether the development would have government assistance? She has asked what is the distance and width of the buffer? Will there be enough of a buffer to sustain the wildlife?

Ms. Constance Calvert, 1380 Afton Drive, asked where the coyotes will be located if the property is cleared?

Mr. Dave Lipps, owner of Lipps Pool and Spa, stated that he shares the same driveway with Dr. Broeg. He opposes the project mainly because of the traffic flow and the danger of getting in and out.

Mr. Jason Corns, 1150 Macintosh Lane, expressed a concern about the existing creek. What studies have been conducted on the effect of the watershed? Has the golf course been contacted about the project because the creek drains into the golf course. The proposed buffer is near his property or theirs? It will affect his property values.

Ms. Rhonda Hendron, speaking on behalf of her Aunt and Uncle, who live at 6090 Ridge Road. Most of the people who live on Ridge Road have lived there 25 plus years. Most people are 60 years of age and older. Everyone feels safe living on the street. The proposed project is beautiful. It is absolutely in the wrong county. The growth is crazy. She challenged the Planning Commission to visit Ridge Road. She stated that her Aunt and Uncle don't have 20 feet from the road to their living room window. They are located across the proposed project.

Mr. Edgar Haines, 6098 Ridge Road, stated that he lives directly across from the proposed access to the project. If the developer widens the road, they will have to do it on his side of the road since the utility poles are located on the other side. By the time the developer widens the road, will the residents still meet the required building setback? At 11:00 a.m. on Saturdays, you can't make a right turn onto KY 18 because of the back-up. The only solution to use Boone Aire Road. All senior citizens on Ridge Road need access to ambulances. They can't be in a traffic jam. He is opposed to the project.

Ms. Susan Hamel, 6110 Ridge Road, stated that her parents bought the house at 6110 Ridge Road in the '60's. Burlington Pike was a 2 lane road with a one lane bridge. There has been a lot of change since then - many positive. The needs of the existing residents must be a priority. She noted that her mother is 94 years old and she needs access to services. The emergency equipment has to get through the area. Burlington Pike is overcrowded and an additional 260 families will be too much. It won't work.

Mr. Paul Lane, 1059 Maple Avenue, stated that he has lived in the area for 45 years. Maple Lane hasn't changed. Ridge Road is a very narrow street. It was built to serve about 25 families. People are happy to live in the area. There is no property for sale in the neighborhood with one exception that the developer wants to buy. The traffic signal at KY 18 and Zig Zag Road is not used. One may consider moving the access and the traffic to Boone Aire Road and installing a light at that intersection. On July 26, 2014 at 10:30 a.m., he counted the number of vehicles that

used the Speedway station at Ridge Road and KY 18. There were 42 cars using the station. It is stupid to build apartments when you can't get in and out of Ridge Road. What is an LLC? If the Summit project crashes and someone gets hurt, they are only obligated to pay the damages that are limited to what they have in the corporation.

Mr. William Atha, 1185 Boone Aire Road, stated that he owns property next to the church property. He stated that he would be interested in talking with the developer about selling his property so that access could be provided via Boone Aire Road. It would be easier to come out of KY 18.

Mr. Dennis Wheeler, 1057 Macintosh Lane, stated that he has lived in his house for 24 years. There is technology that could time all of the traffic signals. What about a metered plan that took the traffic all the way to the interstate? There is a lot of conflicting signals. The State is responsible but we have to take the lead because it is wearing us out. If the developer wants to proceed, then let them buy the metered system to the move the traffic. The Afton Drive connection will only cause back door traffic to Persimmon Grove and Cayton Road. Cayton Road and Hopeful Church Road is a nightmare. Is there a master transportation plan to provide any relief from the neighborhoods in the area? Chairman Rolfsen acknowledged Mr. Wheeler's letter.

At this time, Chairman Rolfsen asked if the Board Members has any questions or comments?

Chairman Rolfsen asked Mr. Bayer if he wanted to respond to some of the questions? Mr. Schoettenstein stated that they don't want a traffic problem. Most people will be using the main access off KY 18 to leave the site in the morning. Chairman Rolfsen asked if it was possible to use Boone Aire versus Ridge Road as a secondary access? Mr. Wall responded that it is an option but it would require a new Public Hearing since it would involve additional real estate. Mr. Bayer stated that there is no traffic signal at Boone Aire Road. The buffer width varies on the plan from about 100 feet near Afton Drive and 200 feet in the middle. In areas where the buffer will be removed, they will install a new one - primarily buffer yard C and B. Mr. Wall stated that the existing buffer varies from 90 to 280 feet in width. Mr. Bayer explained that the storm water will be directed to the proposed basins. The peak flow will be no greater than the current conditions. There will be water quality features. Mr. Schottenstein stated that his company has never built government assisted units and the proposed plan will have none.

Mr. Hicks inquired about the width of Ridge Road right-of-way. Mr. Wall noted that there was an exhibit in the Staff Report. It is an additional 3-4 feet widening within the existing 30 foot right-of-way.

Mr. Bunger asked if this detailed information could be made available at the Committee Meeting? Mr. Bayer referred to the submitted drawing that he provided to Staff and the County Engineer. Mr. Bunger also requested information of the location of the existing homes and the proposed improvements to Ridge Road.

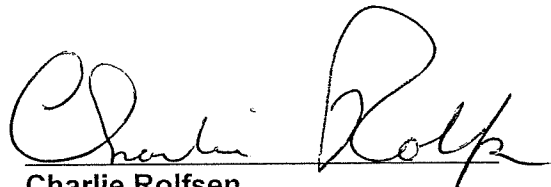
Mr. Reynolds asked if the applicant would consider access to Boone Aire Road? Mr. Dusing responded that they have not considered it because Ridge Road has a light and with the road improvements it works according to the traffic study. Mr. Reynolds noted that the applicant

initially contacted the church about property acquisition. It is not unusual for a traffic signal to be added at sometime in the future.

Mr. Brandstetter asked the Staff to provide the county road standards at the Committee Meeting. Mr. Wall replied that he would and there is some information in the Staff Report. Mr. Wall stated that sanitary sewer is around the entire site. He indicated that SD1 didn't think it was an issue.

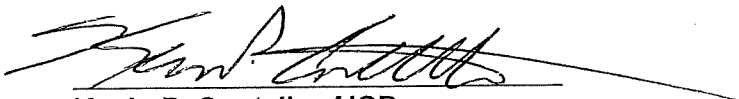
There being no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on August 20, 2014 at 5:00 P.M. in this room. This item will be on the Agenda for the Business Meeting on September 3, 2014 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 9:01 P.M.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

Exhibit A:

- Number of school aged children from 3 Schottenstein developments - (Hilliard Grand, Lancaster Midtown and Parkway Village)

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Kim Bunger, Chairman

DATE: August 20, 2014

RE: ZONING MAP AMENDMENT - Kim Bunger, Chairman, Kevin Wall, Staff

1. Request of The Summit at Florence, LLC (applicant) for Kenneth H. Keim Trust, Thelma L. Keim Trust, William T. Martin, and Evelyn J. Martin (owners) for a Zoning Map Amendment from Suburban Residential One (SR-1) and Suburban Residential Two (SR-2) to Suburban Residential Three (SR-3) for an approximate 29.9 acre tract located at 1043 and 1045 Burlington Pike, and 6087 Ridge Road, Boone County, Kentucky. The request is for a zone change to allow attached and multi-family dwelling units.

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.

SUPPORTING INFORMATION



Where Creativity
Meets Functionality

Civil Engineers | Transportation Engineers | Landscape Architects | Planners | Land Surveyors

DESCRIPTION: 29.9 Acres to be Rezoned
LOCATION: Boone County, Kentucky
DATE: March 25, 2014

Situated in the County of Boone, Commonwealth of Kentucky, and being all of a 25.9 acre tract conveyed to Thelma L. and Kenneth H. Keim, Trustees of the Kenneth H. Keim trust, and the Thelma L. Keim trust, in Deed Book 492, Page 197, and also being all of the 0.78 acre and 0.62 acre tracts conveyed to William T. and Evelyn J. Martin in Deed Book 276, Page 186 of the Boone County Clerk's Records at Burlington, Kentucky, also, part of the rights-of-way of Burlington Pike (Kentucky Highway 18) and Ridge Road, and being more particularly described as follows:

Begin at the centerline intersection of Burlington Pike (Kentucky Highway #18) and Ridge Road; thence, with the centerline of Burlington Pike, North 66°56'24" West, 581.92 feet to the TRUE POINT OF BEGINNING;

thence, from the TRUE POINT OF BEGINNING, departing the centerline of Burlington Pike, South 23° 51' 05" West, 315.14 feet to a point on the West line of a tract conveyed to Richard A. and Mary F. Broeg in Deed Book 320, Page 314;

thence, with the West and South lines of the above mentioned Broeg tract, the following three courses:
South 20° 26' 29" East, 91.02 feet;

thence, South 06° 26' 10" West, 89.10 feet;

thence, South 61° 21' 11" East, 262.70 feet to a point on the West line of a tract conveyed to Tulip, LLC in Deed Book 794, Page 71;

thence, departing the above mentioned Boerg tract, and with the West and South lines of the above mentioned Tulip, LLC tract, the following four courses: South 21° 49' 27" West, 82.06 feet;

thence, South 50° 35' 10" West, 208.71 feet;

thence, South 61° 46' 28" East, 239.90 feet to the Southwest corner of a tract conveyed to Frances Stephens;

thence, departing the above mentioned Tulip, LLC tract, and with the South line of the above mentioned Stephens tract, South 61° 46' 30" East, 189.78 feet to the centerline of Ridge Road;

thence, with the centerline of Ridge Road, South 28° 41' 19" West, 174.19 feet;

thence, departing the centerline of Ridge road, North 62° 15' 00" West, 265.16 feet to a point on the North line of a tract conveyed to Jeffrey L. and Sandra D. Stanton in Deed Book 334, Page 120;

thence, with the North line of the above mentioned Stanton tract, North 38° 15' 01" West, 218.00 feet;

thence, South 50° 35' 09" West, 312.88 feet to a point on the West line of a tract conveyed to Margaret Wagner in Deed Book 775, Page 582;

thence, with the above mentioned Wagner tract. South 50° 35' 13" West, 81.36 feet to a point on the West line of a tract conveyed to Howard A. Stone in Deed Book 869, Page 112;

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318 South College Avenue
Oxford, OH 45056
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513-834-6151

209 Grandview Drive
Fort Mitchell, KY 41017
859-261-1113

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thence, departing the above mentioned Wagner tract and with the Stone tract, South 56° 50' 51" West, 54.70 feet to a point on the North line of a tract conveyed to Shawn M. and Belinda S. Frakes in Deed Book 806, Page 1;

thence, departing the above mentioned Stone tract and with the above mentioned Frakes tract, South 79° 54' 39" West, 385.30 feet to a point on the North line of a tract conveyed to John M. and Miriam S. Wadsworth in Deed Book 799, Page 241;

thence, with the North line of the above mentioned Wadsworth tract, North 80° 55' 34" West, 228.00 feet;

thence, departing the above mentioned Wadsworth tract, North 79° 35' 24" West, 445.36 feet to a point on the East line of a tract conveyed to Jason D. Corns in Deed Book 986, Page 840;

thence, with the East line of the above mentioned Corns tract, the following two courses: North 32° 26' 34" West, 91.00 feet;

thence, North 71° 10' 33" West, 198.00 feet to a common line of a tract conveyed to Boone County Public Properties in Deed Book 698, Page 237 and a tract conveyed to the Atha Family Trust in Deed Book 666, Page 253 ;

thence, departing the above mentioned Corns tract and with the East line of the above mentioned Atha Family Trust tract, North 50° 04' 13" East, 493.96 feet to a point on the East line of a tract conveyed to Florence Church of Christ, Inc. in Deed Book 637, Page 102;

thence, departing the above mentioned Atha Family Trust tract, and with the East line of the above mentioned Florence Church of Christ, Inc., North 49° 06' 03" East, 757.45 feet to a point on the South line of a tract conveyed to RC Vance in Deed Book 777, Page 215;

thence, South 66° 28' 29" East, 504.08 feet to a point on the East line of a tract conveyed to the RC Durr Foundation, Inc. in Deed Book 965, Page 287;

thence, with the East line of the above mentioned RC Durr Foundation Inc. tract, North 26° 47' 48" East, 450.81 feet to a point on the centerline of the above mentioned Burlington Pike;

thence, with the centerline of Burlington Pike, South 66° 56' 24" East, 167.26 feet to the to the TRUE POINT OF BEGINNING;

Containing 29.9 acres of land and subject to all easements and rights-of-way of record. The reference meridian is NAD83 Kentucky State Plane Coordinates, North Zone (1601).

The above description was prepared on March 25, 2014 for zoning purposes only from GIS mapping products and does not represent a boundary survey per 201 KAR 18:150 and is not intended for land transfer. Monuments will not be set.

Prior Instrument Reference: Deed Book 492, Page 197,
Deed Book 276, Page 186

ORDINANCE 14-17

AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT APPROVING, WITH CONDITIONS, A REQUEST OF THE SUMMIT AT FLORENCE, LLC (APPLICANT) FOR KENNETH H. KEIM TRUST, HELMA L. KEIM TRUST, WILLIAM T. MARTIN AND EVELYN J. MARTIN (OWNERS) FOR A ZONING MAP AMENDMENT, SUCH ZONING MAP AMENDMENT BEING A ZONE CHANGE FROM SUBURBAN RESIDENTIAL ONE (SR-1) AND SUBURBAN RESIDENTIAL TWO (SR-2) TO SUBURBAN RESIDENTIAL THREE (SR-3) FOR AN APPROXIMATE 29.9 ACRE TRACT LOCATED AT 1043 AND 1045 BURLINGTON PIKE, AND 6087 RIDGE ROAD, 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 Suburban Residential One (SR-1) and Suburban Residential Two (SR-2) to Suburban Residential Three (SR-3) for an approximate 29.9 acre tract located at 1043 and 1045 Burlington Pike, and 6087 Ridge Road, 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 RESOLVED BY THE FISCAL COURT OF COUNTY OF BOONE, COMMONWEALTH OF KENTUCKY:

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 approved, with conditions, this Zoning Map Amendment being a zone change from Suburban Residential One (SR-1) and Suburban Residential Two (SR-2) to Suburban Residential Three (SR-3) for an approximate 29.9 acre tract located at 1043 and 1045 Burlington Pike, and 6087 Ridge Road, Boone County, Kentucky. The real estate which is the subject of this request for a Zoning Map Amendment in both a Suburban Residential One (SR-1) and a Suburban Residential Two (SR-2) zone is more particularly described in DEED BOOKS 492 & 197, PAGE NOS. 276 & 186, respectively (as supplied by the applicant) as recorded in the Boone County Clerk's office.

SECTION II

That as a basis for 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 and same shall be and are hereby incorporated by reference as if fully set out in this Ordinance and are marked as "Exhibit A."

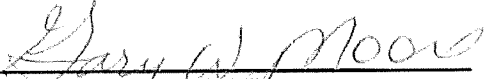
The Committee recommended approval for this request based on the findings of fact and conditions as set forth in the Committee Report and same are marked as "Exhibit B."

SECTION III

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

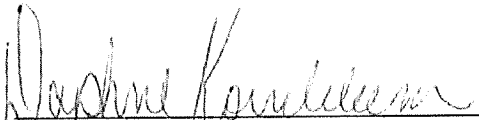
Introduced and given First Reading on the 7th day of October, 2014.

Adopted by the Fiscal Court of Boone County after Second Reading at a regular meeting on the 4th day of **November, 2014** and signed 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:



DAPHNE KORNBLUM
FISCAL COURT CLERK

