

APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

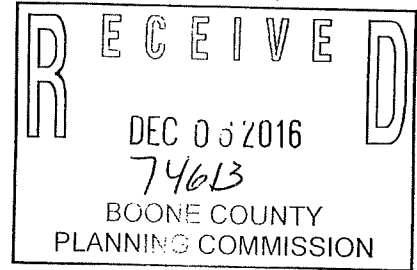
FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

- 1. Name of Project Traditions
2. Location of Project 2035 Williams Road
3. Total Acreage of Site 496.3
4. Current Zoning of Site "R" & "A-1"
5. Proposed Zoning (Classification being requested) SR-1 PD
6. Proposed Uses (please specify each use) Residential Development, Golf Course, Clubhouse, Swimming Pool & Driving Range/Teaching Facility.
7. Names of Applicant(s) Abercrombie & Associates, Inc. - Robert G. Rothert
8. Address of Applicant(s) 3377 Compton Road, Suite 120
9. Name of Property Owner(s) E-Town Developmen Company LLC & Traditions Development Company, Ltd.
10. Address of Property Owner(s) 1250 Springfield Pike
11. Proposed Building Intensities (please specify) Proposed Overall Density to be 1.04 units per acre.
12. Are there any existing buildings on the site? Yes
13. Deed Book 606 - 730 Page No. 276 - 49 Group No. 01324 C3301
14. Are you also applying for:
15. Have you submitted a Concept Development Plan? Yes
16. Have you had a pre-application meeting with BCPC Staff? Yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

- Boone County Water District
Florence Public Services Dept.
Duke Energy
Sanitation District #1
Cincinnati Bell
Owen Electric Cooperative, Inc.
Boone County Public Works Department
Kentucky Transportation Cabinet
Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)



ADDENDUM TO ZONING MAP AMENDMENT OR
CONCEPT DEVELOPMENT PLAN APPLICATION
CURRENTLY UNDER REVIEW BY THE BOONE COUNTY PLANNING COMMISSION

Waiver of 60 Day Time Requirement by Originator
for Final Planning Commission Action

1. Name of Project Traditions
2. Location of Project 2085 Williams Road
3. Names of Applicant(s) Robert G. Rothert
Phone No. 513-385-5757 Fax No. 513-385-5161 E-Mail brothert@abercrombie-associates.com
4. Address of Applicant(s) 3377 Compton Rd
Cincinnati Ohio 45251
City State Zip
5. Name of Property Owner(s) E-Town Development Company, LLC &
Traditions Development Company LTD

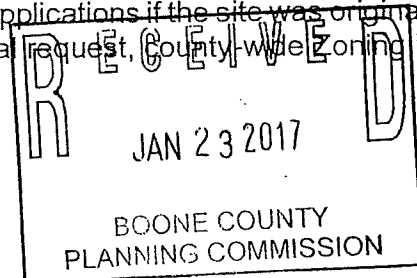
In accordance with the provisions in KRS 100.211, the applicant(s) and property owner(s) or originators above, hereby waive the 60 day time limit for the Boone County Planning Commission to take final action on my (our) Zoning Map Amendment and/or Concept Development Plan* application. This time limit waiver is considered effective immediately upon receipt by the Boone County Planning Commission and expires on 3-1-17.

6. ORIGINAL Property Owner's Signature Christopher J. Plummer
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

ORIGINAL Applicant's Signature Robert G. Rothert
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

Note:

*The 60-day time limit applies to Concept Development Plan applications if the site was originally subject to a Zoning Map Amendment request as part of an individual request, County-wide Zoning Update or a land use/zoning study or plan.



EXHIBIT

“A”

STAFF REPORT

Request of **Robert G. Rothert, Abercrombie & Associates, Inc. (applicant)** for **Traditions Development Company, Ltd. (owner)** for a Zoning Map Amendment from Agriculture (A-1) to Suburban Residential One/Planned Development (SR-1/PD) for an approximate 86.7 acre site on the north side of the terminus of Williams Road, and west of the property at 1210 Williams Road, Boone County, Kentucky; and the request of **Robert G. Rothert, Abercrombie & Associates, Inc. (applicant)** for **E-Town Development Company LLC (owner)** for a Zoning Map Amendment from Recreation (R) to Suburban Residential One/Planned Development (SR-1/PD) for an approximate 409.6 acre site at 2035 Williams Road, Boone County, Kentucky. The requests are for zone changes to allow a residential development, golf course, clubhouse, swimming pool, and driving range/teaching facility for an approximate 496.3 total acre site.

January 4, 2017

PROPOSAL

This application is for zone changes on two different tracts. The first change is from A-1 to SR-1/PD for the approximate 86.7 acre site located at the end of Williams Road and to the west of the property at 1210 Williams Road in unincorporated Boone County (the "north site"). The second change is from R to SR-1/PD for the approximate 409.6 acre tract at 2035 Williams Road, which is the Traditions golf course (the "south site"). The requests are for one overall project with a combined total of 496.3 acres. The application form states that the proposed uses include "residential development, golf course, clubhouse, swimming pool & driving range/teaching facility."

A Concept Development Plan, which includes a written narrative and a Traffic Impact Study, was submitted with this request. The basic plan is to build a main collector road from Williams Road in the southeast corner of the south site to its northern point at the dead end of Williams Road, and then extend the main collector road across the dead end of Williams Road into the north site. The access point on Williams Road is proposed to be relocated southward from its current location. Secondary streets are proposed to branch off of the main collector road and pods or clusters of home sites would be arranged around the existing golf course and open spaces.

Five housing clusters are shown on the south site and two are shown on the north site. The clusters range in size from 5.3 acres to 45.6 acres in size. The project narrative states that "the residential lots along with street right of ways will encompass approximately 136 acres of the overall 496 acre property. This leaves 360 acres of open space which also includes the 18 hole golf course, clubhouse, parking area, swimming pool, driving range and practice area." A maximum of 515 dwelling units is proposed in the project narrative. The maximum residential density based on the overall 496.3 acre project area is approximately 1.04 dwelling units per acre. The density within the individual development

phases is proposed to range between 2 and 4 units per acre.

Three basic tiers of residential lot sizes are proposed. These include "Estate Lots" (12,000 sf minimum), "Fairway Lots" (10,500 sf minimum), and "Lifestyle Lots" (9,000 sf minimum). Each tier has proposed minimum lot dimensions and setback requirements that are outlined on page 5 of the project narrative. The proposed uses for each tier are described as "single family detached residential" and "all permitted uses within the Boone County SR-1 Zone Regulations." Representative examples of the proposed housing designs are attached.

A new 37,500 square foot clubhouse, parking lot, and swimming pool are proposed in the same general location near Williams Road as the existing clubhouse and golf course parking lot. A "new teaching/driving range" and smaller golf teaching/practice areas are shown along the north part of the south site's Williams Road frontage.

The project narrative states "heavily wooded steep slope areas will be preserved. Wooded drainage ways will be undisturbed to the greatest extent possible." These areas are included in the overall 360 acre open space figure. Storm water detention is proposed to be accommodated in both the existing lakes on the golf course and new basins. All roads are proposed to meet the requirements of the Boone County Subdivision Regulations. A conceptual landscape plan for the main entry on Williams Road (south site) was included in the application materials. Entry signs which identify the main development at the Williams Road intersection, and which identify the various phases within the development, are proposed to meet the normal standards in the zoning regulations. Public water and sanitary sewer service are proposed.

ADJACENT LAND USES AND ZONING

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

- A. A detached single family residence with several barns on an agricultural tract is located immediately to the east (A-1), and detached single family residences on estate style lots are located further to the east, including along the southern section of Merrell Road (A-1 and A-2). Williams Reserve Subdivision is located further to the east immediately beyond Merrell Road (A-2).
- B. An undeveloped tract is located to the immediate south (A-1), and the Traditions golf course property (the south site) is located further to the south (R). A combination of woods and pasture are located to both the east and west of the golf course property.
- C. A combination of woods and pasture is located to the north (A-1), and generally

detached single family residences are located further to the north/northeast along Merrell Road (A-2).

- D. Woods are located to the west (A-1).

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

- A. A developing phase of Thornwilde Subdivision is located to the east across Williams Road (RPD). Detached single family residences, generally on large acreage tracts, are located to the southeast on the east side of Williams Road (SR-1).
- B. Several detached residences and a combination of woods and pasture are located to the north of the east part of the site (A-1, A-2, and RSE). The previously mentioned detached single family residences on estate style lots along Williams Road and Merrell Road are located further to the north/northeast (A-1 and A-2).
- C. A combination of woods and pasture is located to the north/northwest (including the north site) and to the west (A-1).
- D. Kingsley Chase Subdivision and a row of detached single family residences are located along the west side of Williams Road at the southeast corner of the site, and a wooded area is located to the west of Kingsley Chase Subdivision along I-275 (SR-1). I-275 is located to the south of the west part of the site.

SITE CHARACTERISTICS

The north site contains approximately 86.7 acres and has approximately 300 feet of frontage on Williams Road near the dead end. The site currently contains a combination of woods, pasture, and a few incidental structures. A driveway which serves the adjoining lot to the east crosses the eastern-most part of the site near Williams Road. The topography of the cleared areas is generally moderately sloping, and the wooded valleys are notably steeper. There are two small farm ponds on the site, and there is an intermittent stream in the west part of the site which generally runs north-south. The high point is along the north property line at approximately el 816, and the low point is at the southwest corner at approximately el 672. A public water main exists in the adjoining Williams Road right-of-way, but sanitary sewer is not in the immediate vicinity. Soil types on this site include Cynthiana flaggy silty clay loam (CyF), Jessup silt loam (JeC), and Rossmoyne silt loam (RsC).

The south site contains approximately 409.6 acres and has approximately 2,540 feet of frontage along Williams Road. The site contains an eighteen hole golf course, clubhouse, parking area, and related facilities. The existing access point on Williams Road is in a

discernible curve. There are wooded areas throughout the site, and aside from the Williams Road frontage, there is generally wood cover around the perimeter. There are four lakes and a small farm pond on the site, and a small family cemetery exists within the golf course proper. There are intermittent streams along the northeast and west boundaries which progress into perennial streams. There is also a perennial stream which runs along the north boundary, and an intermittent stream which runs from the largest on-site lake to this perennial stream. A high tension power line runs across the north part of this site and across the southwest corner of the north site. The topography of this site is fairly level in the more developed areas, generally rolling in the golf course areas, and steeper in the wooded areas. The high point of the site is at the existing access point along Williams Road at approximately el 890, and the low point is at the northwest corner at approximately el 682. A public water main exists in the adjoining Williams Road right-of-way and public sanitary sewer lines exist in Thornwilde Subdivision which is across Williams Road from the subject site. Soil types on this site include Avonburg silt loam (Av), Cynthiana flaggy silty clay loam (CyF), Eden silty clay loam (EdE2), Jessup silt loam (JeC), and Rossmoyne silt loam (RsC).

SITE HISTORY

A Conditional Use Permit for the golf course was approved by the Boone County Board of Adjustment on 1/10/90. The site was zoned A-1 at the time.

The zoning for the golf course property was changed from A-1 to R through the Countywide Zoning Update in 1991.

A Site Plan for improvements on the golf course property was approved by the Boone County Planning Commission on 5/1/91. Several site plans for secondary improvements have been approved since that time.

RELATIONSHIP TO COMPREHENSIVE PLAN

The 2010 Boone County Comprehensive Plan's Future Land Use Map provides the following designations for the north site (percentage figures are based on drawn GIS polygons):

Rural Lands (RL) for approximately 81 percent of the site. This designation is described as "wooded, agricultural, recreational, or low density residential uses of up to one dwelling unit per two acres for the 25 year land use plan. Residential construction in Rural Lands does not occur in a formal subdivision."

Developmentally Sensitive (DS) for approximately 17 percent of the site. The DS areas are the two main wooded valleys on the tract. This designation is described

as "areas that have an existing slope of twenty percent or greater for a height of 20 meters (67.6 feet), or have unique soil or flooding characteristics which limit the ability of an area to support urban development, or contain significant wooded areas, creeks, wildlife habitat, or other natural features that are important to a site's stability and visual character. In addition, developmentally sensitive areas may, in the future, be defined and protected due to historical or visual importance. Any development on land identified as Developmentally Sensitive must be carefully assessed by the developer and the Planning Commission to determine the ability of the land to support the proposed project. The land use priority for areas designated Developmentally Sensitive is preservation of the existing environment, as opposed to development of the land. This shall act as a guideline for any project proposed in Developmentally Sensitive areas; specific sites designated as Developmentally Sensitive require more detailed inventories of soil, slope, wildlife habitat, vegetation, and other possible physical constraints as part of the development plans. These inventories shall be used, along with engineering studies, to determine whether an area designated Developmentally Sensitive can be developed in a fashion which is sensitive to the existing site characteristics. The Developmentally Sensitive areas of Boone County have been identified by utilizing United States Department of Agriculture Natural Resources Conservation Service (formerly Soil Conservation Service) data and mapping, through the Boone County Geographic Information System (GIS). The degree of accuracy of these areas is intended to locate general areas of concern. Actual site assessments will determine the exact boundaries of Developmentally Sensitive areas in Boone County at the time of development."

Rural Density Residential (RD) and Suburban Residential (SR) for approximately 2 percent of the site along the Williams Road frontage. The Rural Density Residential designation is described as "low density residential uses of up to one dwelling unit per acre." The Suburban Residential designation is described as "single family housing of up to four units per acre. This classification does not preclude low density or estate residential developed as a formal subdivision."

The Future Land Use Map provides the following designations for the south site:

Recreation (R) for approximately 87 percent of the site. This designation is described as "public and commercial outdoor recreation including golf courses, parks, race tracks, private reserves, wooded areas that serve an established recreation use, etc."

Suburban Residential (SR) for approximately 11 percent of the site along part of the Williams Road frontage and in the north corner of the site.

Rural Density Residential (RD) for approximately 1 percent of the site adjoining Kingsley Chase Subdivision in the southeast corner of the site.

The Land Use Element provides the following text that relates to the proposal and/or general area.

- A. Some Suburban Residential and Rural Density Residential development should occur along the southern portion of Williams Road as a result of infrastructure improvements. Future road access to the KY 8 area from the Graves Road and KY 237 areas would be more suitable than the discussed connection of KY 8 with the I-275 Idlewild Interchange, because of topography and Developmentally Sensitive Areas. With planned public sanitary sewer improvements in the Sand Run Creek and Elijah Creek watersheds, including sewer lift stations, there will continue to be considerable growth pressures. Development should be clustered on the ridge top areas because of the limited capacity of the existing roadway network, the Developmentally Sensitive areas, and the importance of the stream valleys as greenbelts. Lower density development, such as Rural Density Residential, should provide a transition into the Developmentally Sensitive areas.

With the provision of adequate infrastructure, some Suburban Density Residential development and small amounts of attached housing may extend onto the ridge top areas. Development would need to retain the bluff line vegetation in order to minimize the visual and environmental impacts of residential development. Planned Development or clustered housing should be used to insure proper development of this area, due to environmental and site characteristics. Much of the remaining land in this section contains Developmentally Sensitive and scenic hillsides, and should stay wooded in order to create open space between future developments. The Sand Run Creek and Elijah Creek valleys should constitute such open space.

There are areas within this section of the County which are suitable for recreational uses, such as the 422 acre Traditions Golf Course on Williams Road. This section should experience considerable residential growth pressures especially around the golf course to the east. This development should not occur until adequate infrastructure is provided, including significant improvements to Graves Road. The area west of the golf course and north of I-275 should develop residentially, once adequate road access and utilities are available. As stated in previous sections, this development should not encroach on the developmentally sensitive areas.

Land in the Williams Road area, north of I-275, is suitable for some Suburban Density residential development now that Worldwide Boulevard is completed and water and sanitary sewer are available. A road connection from KY 8 to I-275 warrants further study to determine feasibility and potential impacts on

Developmentally Sensitive areas. Such a connection may be more appropriate between the Idlewild interchange and Graves Road near and parallel to I-275. Limited Rural Density residential growth should occur along other roads in this section. Suburban Residential development cannot be adequately supported by the existing road system, and significant improvements to Williams Road would be necessary.

Conventional layout subdivisions should be discouraged because of their inefficient circulation systems and excessive site grading requirements. The stream valleys and ridge bluff edges in this section should remain in their current state to provide public open space for the residential development on the ridge tops. Overall, this section should experience growth because of its proximity to I-275 and the Burlington-Hebron areas.

In general, Suburban Residential development should be concentrated on land nearest to KY 237, as indicated on the Future Land Use Map. Unlike most developing areas of Boone County, the north river area contains only one primary means of access, being North Bend Road. In the event that a bridge is proposed between Boone County and Hamilton County, a full study of the impacts should be made. These impacts could include effects on labor supply and transpositions, increased truck traffic in Boone County, and impacts on existing and planned residential areas ("17. North Hebron," p. 180).

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.

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

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

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

These recommendations are site specific and should be evaluated on a case-by-case basis. There may be other design mechanisms not identified here that may work in some instances ("Development Layout, Lot Sizes, and Setbacks," p. 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," p. 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. In subdividing property, arterials or collectors should not be used for direct access to lots, rather a system of local streets should feed into the collector and arterial system ("Access Management," p. 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," p. 164).

The Population Element outlines population estimates based on OKI transportation analysis zone "regions." The population of the "Western" region where the subject sites are located is estimated to change to 15,184 in 2020, and to 20,468 in 2030 (p. 21).

The Business Activity Element makes the following statements regarding the surrounding areas.

- A. The Hebron area will experience additional commercial development along KY 237 and KY 20 as the northern area increases in population. The existing commercial center along KY 20, just east of KY 237, will probably not expand significantly because the new highways, I-275 and KY 237, have bypassed it. Commercial development in Hebron will center around the intersection of new KY 237 and KY 20 with a limited amount of convenience and neighborhood commercial uses north of the I-275 interchange to serve the SouthPark Industrial Park, Park West Industrial Park, and the growing number of residential subdivisions along North Bend Road. Park West is also the home of a Foreign Trade Zone (FTZ No. 47) which is an area exempt from Customs payment, taxes, and duties normally associated with international trade. Such FTZ's are designed to stimulate economic growth while encouraging companies to keep their operations in the United States ("Recommended Areas of Commercial Activity," p. 68).
- B. The KY 237 and Mineola Pike I-275 Interchanges will experience continued industrial development in addition to the previously outlined commercial/office development. The mixture of uses should be carefully designed and planned to minimize negative impacts. The existing and future residential uses must be adequately buffered from the new development in these two interchange areas. Future office development is recommended for the Marydale area ("Recommended Areas of Industrial and Office Activity," p. 71).
- C. Several future interstate highway interchanges have been discussed for Boone County including one on I-275 west of Hebron, one on I-75 south of Walton (possibly just across the county line), and another on I-71 between Walton and

Verona. The implementation of any of the interchanges must be accompanied with a land use study that evaluates and protects future industrial and business park land. Service and highway commercial development should be minimal in order to preserve prime industrial or business park land ("Recommended Areas of Industrial and Office Activity," p. 71).

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

- A. The major reason for Boone County's rapid population growth is in-migration. Often the higher income families (or new population) locate in the developing rural areas of the county. While this is practical because they can afford the estate lifestyle and cost of transportation over greater distances, this spatial phenomenon separates people of different income levels. 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 ("Population Needs," p. 79).
- B. A progression of densities of residential uses from high (multifamily) 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 Densities," p. 81).
- C. The design of true open space housing development should be encouraged as an alternative to the conventional subdivision divided entirely into ownership lots. To accomplish this, densities within portions of a site can be increased while the overall intensity on the site can remain basically the same. Topography, vegetation, and public improvement costs reduction should be incentives for open space design. Provision is made in the zoning and subdivision regulations for true open space design to occur under existing zoning. By increasing densities and clustering on portions of a site, these planned developments will preserve green space and/or provide space for public facility or recreation opportunities. The overall intensity of units per acre on the whole site becomes the issue to consider when evaluating public services and relationship to the Future Land Use Map. All residential developments should be designed to preserve and utilize natural site features

wherever possible ("Open Space Subdivision Design," p. 82).

- D. North Bend Road has been upgraded to better serve development in that corridor, including the continuation of Thornwilde and the new Rivers Pointe Estates. The flat North Bend Bottom area and other river bottoms should be reserved primarily for their present agriculture, or for appropriate residential, recreational, or employment uses that further enhance the riverfront resource without placing development in flood prone areas. Hillside development guidelines should be followed in this area to properly locate structures and avoid complete clearing of natural vegetation along the tops of hillsides so that development does not overwhelm the public view. The Williams Road area should be evaluated in the Land Use Element for future residential growth, if infrastructure can be provided ("North River/I-275 Corridor Area," pp. 83 and 84).

The "Summary of the 2006 Boone County Transportation Plan Recommendations" section in the Transportation Element lists the following Recommended Capacity Projects that are in the general area (p. 147).

- I-275 Interchange at Graves/Williams Rd
- Graves Rd improvements

The "Street Connections" section in the Transportation Element lists the following recommended connections that are in the general area (p. 148).

- Litton Lane to Graves Road
- parallel road system on the north side of I-275 between Graves Road and the Petersburg Interchange and connection to Williams Rd

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. Clustering (increasing net density while not altering overall gross usable density) shall be promoted by appropriate incentives. Clustered housing or Open Space Subdivisions shall be permitted not only in planned developments, but in appropriately designed subdivisions under conventional zoning ("Housing," Objective 11).
- 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. Adequate recreation facilities and programs are provided, significant natural features and historic sites are preserved, and open space is preserved ("Recreation and Open Space," Goal).
- Q. Safe, efficient and environmentally sound public services and facilities shall exist for all development ("Public Services and Facilities," Goal).
- R. Existing infrastructure and services (e.g. systems and facilities for: water treatment and distribution, wastewater collection and treatment, natural gas distribution, electric power distribution, communication lines, police and fire services and associated municipal buildings, schools, public roads and storm water management) shall be utilized efficiently. The phasing of proposed development shall demonstrate a means of addressing significant impacts on existing infrastructure and services ("Public Services and Facilities," Objective 1).
- S. New infrastructure systems shall be built to definite planned and balanced capacities and for definite urban and rural forms ("Public Services and Facilities," Objective 2).
- T. 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).
- U. New connector streets shall be developed where needed and feasible thus

lessening the total dependence on arterial, collector, and local streets. Existing connector streets shall be improved where needed ("Transportation," 2nd Goal, Objective 2).

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

BOONE COUNTY TRANSPORTATION PLAN 2030

- A. North Bend Road is illustrated as a "Six Year Highway Plan Project" on the "Operational Improvement Plan Project Locations Map" (Exhibit 5-2, p. 5-4).
- B. Exhibit 6-1 "Recommended Long-Range Highway Projects (p. 6-2) lists the following "Recommended Projects" that are in the general area.

Map ID 6 - New I-275 Interchange: New I-275 interchange in vicinity of Graves Road/Williams Road/Watts Road. This is listed as a high priority project (less than 10 years) in Exhibit 6-13 "Recommended Transportation Plan Project Prioritization" (p. 6-20).

Map ID 7 - Graves Road: Realign with Bullittsville Road and widen/improve from KY 20 Petersburg Road to KY 237 North Bend Road. This is listed as a medium priority project (11 - 20 years) in Exhibit 6-13 "Recommended Transportation Plan Project Prioritization" (p. 6-20).

Explanatory text for both of these projects is provided on page 6-5.

- C. Exhibit 6-7 "Year 2030 Traffic Volumes and Levels of Service - Recommended Transportation Plan Network" (p. 6-10) illustrates the level of service for Williams Road as LOS B, Graves Road north of I-275 as LOS C, Graves Road south of I-275 as LOS D, Worldwide Boulevard as LOS E, and North Bend Road between the I-275 interchange and Worldwide Boulevard as LOS E.
- D. Exhibit 6-14 "Connector Streets and Roads" (p. 6-22) illustrates a "intermediate connector" (Worldwide Boulevard extension) extending westward across Graves Road and to Williams Road. This exhibit also illustrates a "controlled access connector" extending westward from Williams Road, through the proximity of the south site, and to the Petersburg interchange. A "controlled access connector" is also shown running from the current terminus of Williams Road southward and across I-275.

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 north site as Rural Lands (approximately 81 percent), Developmentally Sensitive (approximately 17 percent), and Rural Density Residential and Suburban Residential (approximately 2 percent combined). The Developmentally Sensitive designation does not prohibit development, nor like the other designations does it outline specific contemplated land uses. Rather, the somewhat lengthy description (outlined previously) includes the key phrase "any development on land identified as Developmentally Sensitive must be carefully assessed by the developer and the Planning Commission to determine the ability of the land to support the proposed project," meaning that each site and proposal needs to be evaluated on its own merits. It also states that the "land use priority for areas designated Developmentally Sensitive is preservation of the existing environment, as opposed to development of the land." Note that the "Hillside Development Guidelines" in Section 3162 of the zoning regulations will need to be followed when applicable. The Future Land Use Map designates the south site as Recreation (approximately 87 percent), Suburban Residential (approximately 11 percent), and Rural Density Residential (approximately 1 percent).

The Land Use Element ("17. North Hebron," p. 180) states "some Suburban Residential and Rural Density Residential development should occur along the southern portion of Williams Road as a result of infrastructure improvements. Future road access to the KY 8 area from the Graves Road and KY 237 areas would be more suitable than the discussed connection of KY 8 with the I-275 Idlewild Interchange, because of topography and Developmentally Sensitive Areas. With planned public sanitary sewer improvements in the Sand Run Creek and Elijah Creek watersheds, including sewer lift stations, there will continue to be considerable growth pressures." Sanitary sewer service for this site is addressed in the 12/21/16 e-mail from Greg Haggard of Sanitation District #1 that is discussed below.

The North Hebron section in the Land Use Element also makes the following key points.

1. There are areas within this section of the County which are suitable for recreational uses, such as the 422 acre Traditions Golf Course on Williams Road. This section should experience considerable residential growth pressures especially around the golf course to the east. This development

should not occur until adequate infrastructure is provided, including significant improvements to Graves Road.

2. Land in the Williams Road area, north of I-275, is suitable for some Suburban Density residential development now that Worldwide Boulevard is completed and water and sanitary sewer are available.
3. Conventional layout subdivisions should be discouraged because of their inefficient circulation systems and excessive site grading requirements.
4. In general, Suburban Residential development should be concentrated on land nearest to KY 237, as indicated on the Future Land Use Map. Unlike most developing areas of Boone County, the north river area contains only one primary means of access, being North Bend Road.

The Housing Element ("North River/I-275 Corridor Area," p. 84) states "the Williams Road area should be evaluated in the Land Use Element for future residential growth, if infrastructure can be provided." Additionally, the Land Use Element, Housing Element, and the Goals and Objectives encourage the use of cluster or open space subdivision designs.

The issue of adequate infrastructure, particularly roadways and sanitary sewer service, is discussed in both the Comprehensive Plan and the Boone County Transportation Plan 2030. Notable roadway issues include the need for Graves Road improvements and a potential I-275 interchange at Graves Road/Williams Road (an Interchange Justification Study is in process). Exhibit 6-14 "Connector Streets and Roads" (p. 6-22) in the Transportation Plan illustrates a "intermediate connector" (Worldwide Boulevard extension) extending westward across Graves Road and to Williams Road. This exhibit also illustrates a "controlled access connector" extending westward from Williams Road, through the proximity of the south site, and to the Petersburg interchange. A "controlled access connector" is also shown running from the current terminus of Williams Road southward and across I-275. Street connections between adjoining development sites are advocated by both the Future Land Use Development Guidelines and the Goals and Objectives.

The governing bodies will also need to consider the alternate statutory findings for the requested zone changes 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. PD OVERLAY ZONE STANDARDS

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

1. Mixed Use Development and Pedestrian Orientation: This criterion states "planned developments shall generally have a mixed use orientation (combination of differing types of residential, commercial, public or civic, and/or industrial uses) both within the development itself and relative to the relationship between the proposed planned development and adjacent sites." The proposal conceptually uses a cluster design, although the application materials do not claim that the project is designed to meet the specific Open Space or Cluster Residential Subdivision requirements in Section 3111 of the zoning regulations and Article 3 of the subdivision regulations.

A combination of several types of detached single family residential products, recreational uses (golf course and related functions), and open space areas are proposed. The residential and recreational uses are largely arranged in "pods," and the open space areas are substantially in the perimeter areas, valleys, and where existing wood cover exists. While the overall layout is more reflective of a multi-use versus mixed use development, it does use a basic cluster configuration as recommended by the Comprehensive Plan.

This criterion also states "in general, planned developments shall have a pedestrian orientation, where it is possible to live, work, shop, and play in the same immediate vicinity without a required dependence on the automobile. This maybe accomplished through the use of comprehensive pedestrian circulation networks including multipurpose paths and walks along main routes and open spaces such as stream corridors, between major destinations within the development and adjoining areas, secondary walk connections to the multi-purpose paths, the creation of a designed pedestrian environment including street trees in addition to other required landscaping, decorative street lights and other street furniture, and seating areas, and the use of integral curb walks where appropriate along streets." Pedestrian circulation is not mentioned in the application materials and one path is noted on the graphic Concept Development Plan by the main golf course lake. The project narrative states that "all roads within the development will be public and designed to Boone County Standards," which presumably includes sidewalks which meet the standards of the subdivision regulations. The size and nature of the project presents several opportunities for an interconnected pedestrian system, including the provision of a multi-use trail/path along the main collector road and a

path system which connects the residential pods, recreational amenities, and the open space.

2. Compatibility of Uses: This criterion states that “measures shall be taken to assure compatibility of land uses within a planned development itself and adjacent sites.” Staff has identified the following issues related to this criterion.

- A. Golf Course: The golf course use is existing, but several new golf course related facilities are proposed, including a new clubhouse and teaching/practice facilities that are in proximity to Williams Road. When considering these facts, Staff requests that the applicant explain how safety from mis-shot golf balls would be maintained for adjoining properties and roadways, including those which would be within the Traditions development itself.
- B. Cluster Design: The basic cluster design maintains the existing golf course and much of the wooded areas on both sites. While the overall development is proposed to include as many as 515 detached single family residences, the units are dispersed in “pods” that are separated by different parts of the golf course and open space.
- C. Buffer Areas: Open spaces which function as buffer areas are proposed around the entire perimeter of the south site and portions of the north site’s boundary. For reference purposes, the buffer area along Williams Road in the southeast part of the south site is approximately 60 feet wide at the narrowest point, the buffer area along Williams Road in the northern part of the south site is approximately 110 feet wide at the narrowest point, and the buffer area adjoining Kingsley Chase Subdivision is approximately 40 feet wide at the narrowest point. Where existing tree cover does not exist or will not be retained in buffer areas adjoining roadways and residential properties, the applicant should explain what type of buffer improvements (landscaping, berming, fencing, etc.) would be provided. Specific areas where little or no buffering is overtly indicated on the Concept Development Plan include the southeast corner of the south site which adjoins residential properties near Williams Road, and the east boundary of the north site, which adjoins or faces properties with an estate lot character.

For residential lots that will be in proximity to Williams Road, Section 308.B “Landscaping Along Collector and Arterial Roads” of the subdivision regulations will apply. This section requires berming, certain types of fencing, and/or certain types of landscaping at the rear and corner side yard property lines for residential subdivisions which adjoin arterial or collector

roads. For the applicant's information, there are several areas around the site's perimeter where Section 308.A "Required Fencing Between Residential Development and Agricultural Uses" of the subdivision regulations will need to be met.

- D. Dimensional Standards and Uses: Proposed dimensional standards (lot size, lot depth and width, and building setbacks) are outlined on page 5 of the project narrative. The proposed standards are fairly reflective of the suburban style residential subdivisions existing in the North Bend Road area. Staff's only comment on the dimensional standards is that the minimum requirements proposed for the "Lifestyle Lots," which are similar to "patio homes" and other compact forms of detached single family residences, are fairly large for the intended product. Staff is not opposed to a reduction in the minimum lot size, lot width and depth, and front and rear setbacks for this specific product.

The proposed uses for all three tiers of lots ("Estate Lots," "Fairway Lots," and "Lifestyle Lots") include "single family detached residential" and "all permitted uses within the Boone County SR-1 Zone Regulations." The applicant needs to clarify exactly what is intended by the phrase "all permitted uses" because the overall tone of the project narrative infers that the housing "pods" would contain just detached single family residences and customary accessory uses.

3. Open Space: This criterion states "useable open space(s), in an amount over and above setback and buffer yard areas and open areas required by the underlying zone, shall be provided." The project narrative states that "the residential lots along with street right of ways will encompass approximately 136 acres of the overall 496 acre property. This leaves 360 acres of open space which also includes the 18 hole golf course, clubhouse, parking area, swimming pool, driving range and practice area." Staff roughly estimated the size of the "commercial" core of the golf course (clubhouse, pool, and parking lot combination) at approximately 12 acres, which leaves approximately 348 acres as "green" areas, including the golf course itself. As mentioned above, open space areas are proposed substantially for the perimeter areas, valleys, and where there is existing wood cover. The project narrative states that the "golf course and open space areas are preliminary and subject to final refinement" and "all efforts will be made to preserve existing trees." It is understood that the plan is intended to be flexible, but these two statements need to be further explained or qualified so that these issues are not left open ended. Staff recommends that the applicant prepare an exhibit which illustrates conceptual disturb limits and corresponding wood cover to be retained for the Zone Change Committee to consider.

4. Multi-Modal Transportation System: Sidewalks and paths are discussed under #1 above. A bike rack is required for the clubhouse under Section 3327 of the zoning regulations.

5. Preservation of Existing Site Features: The steeper slopes and valleys are largely proposed to be left undisturbed - to what degree of "flexibility" there should be in the Concept Development Plan to allow variations in the boundaries of the open space and disturbance of existing wood cover is discussed under #3 above. The four lakes on the south site are proposed to be retained, and the existing streams are outside of active development areas aside from a stream crossing where the main collector road would extend from the south site to the north site at the terminus of Williams Road. Two small farm ponds on the north site, and a small farm pond near the existing Traditions entrance on the south site, would apparently be drained (the ponds on the north site are in an area proposed for active development). The applicant should explain whether or not the existing family cemetery on the south site is planned to be left intact.

6. Landscaping: Buffer areas are discussed under #2 above. The recreational facilities are subject to the Major Site Plan process and the landscaping requirements in Article 36 of the zoning regulations. Healthy, existing vegetation which is retained can be credited towards the landscaping requirements. A conceptual landscape plan for the main entry on Williams Road was included with the application materials.

7. Architecture: This criterion states "sites which are subject to architectural requirements through adopted overlay districts or land use studies shall follow said requirements. For all other sites, a consistent architectural theme shall be provided in planned developments. The theme shall largely use traditional, regionally influenced architectural forms and elements and shall allow variations within it." A large sampling of representative/prototype designs for the individual dwelling units was included in the application materials. Staff recommends that a condition be included in any approval of this request which would require the designs of the individual dwelling units to be commensurate with the prototypes from both qualitative and thematic standpoints. Such a condition would not require the individual units to follow the specific designs outlined in the prototype documents, but to achieve the character represented by them.

The design(s) of the clubhouse and any other "public" structures was not provided or explained in the application materials. Staff recommends that the applicant provide either a schematic design, representative pictures of comparable buildings from other projects, or a written program which explains the intended design characteristics (materials, colors, roof forms, stylistic features, etc.) for the Zone

Change Committee to consider. Any materials provided would be evaluated against the detailed requirements of this criterion. The proposed building design also pertains to #2 "Compatibility of Uses" above.

8. Historic and Prehistoric Features: Aside from the cemetery discussed previously, staff is not aware of any historic or prehistoric features on the site.

9. Signage: This criterion states "a consistent signage theme shall be provided within a planned development. Building mounted signs shall be the predominate signage on the project site. Freestanding signs shall be monument style and of a limited size and height. Signage shall visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors. The use of signage design guidelines is required for multi-phased projects."

The project narrative states "entry signs on both sides of the entry drive off Williams Road along with monuments identifying the various residential neighborhoods will be constructed to meet Boone County Zoning Standards." It also states "proposed signage will meet Boone County requirements with entry walls at the Williams Road entrance and monument signs identifying the housing groups. A consistent theme will be used on all signage."

Section 3410 "Entrance Signs Requiring a Permit" of the zoning regulations permits one monument sign with a maximum area of 100 square feet, or two monument signs with a maximum area of 50 square feet each "for each entrance into the residential development from an arterial or collector street." Section 3411 "Other Signs Permitted in Residential, Agricultural and Conservation Districts Requiring a Permit" allows one monument sign that is 32 square feet maximum for the golf course. The maximum permitted height under both sections is 8 feet.

The size, height, and style of signs permitted under these sections is customary for residential developments and zones in the surrounding area. Staff is not opposed to placing monument type markers at the entrances to the individual phases provided they are modestly sized, such as by using the 32 square foot standard found in Section 3411. The stylistic elements of the proposed signs is not addressed in the project narrative other than with the statement that there will be a "consistent theme." Staff recommends that this issue be addressed in the architectural program discussed above so that the project signs will "visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors" as sought by this criterion.

10. Transportation Connections and Entry Points: The main collector road is proposed to connect Williams Road from the southeast corner of the south site to

the terminus of Williams Road at the north end of the south site. This would enable residents in the north site to bypass a large extent of Williams Road. Street connections to adjoining properties are proposed along the north and east boundaries of the north site. A street connection is apparently proposed from the main collector road in the north/northeast part of the south site, but this connection stops short of the property line by approximately 100 feet, presumably due to topography and an intermittent stream that runs along the property line. The applicant should further explain the intent of this connection. The adjoining property is a farm tract that contains approximately 140 acres and is designated largely for Suburban Residential uses on the Comprehensive Plan's Future Land Use Map.

As outlined above, Exhibit 6-14 "Connector Streets and Roads" (p. 6-22) in the Boone County Transportation Plan 2030 illustrates a "intermediate connector" (Worldwide Boulevard extension) extending westward across Graves Road and to Williams Road. This exhibit also illustrates a "controlled access connector" extending westward from Williams Road, through the proximity of the south site, and to the Petersburg interchange. A "controlled access connector" is also shown running from the current terminus of Williams Road southward and across I-275. These "connector streets" need to be evaluated in context of this criterion.

Additionally, the driveway for 1210 Williams Road currently runs across the Williams Road frontage of the north site. The applicant should explain how this driveway will be reconfigured into the proposed road system. Regarding demarcation of entry points, signage comments are outlined above.

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

3. TRAFFIC IMPACT STUDY/ROADS/ACCESS MANAGEMENT

Comprehensive comments regarding the location of the main intersection on Williams Road, turn lanes, the Traffic Impact Study (which is labeled as "Driveway Access Traffic Study"), internal subdivision streets, and related issues are outlined in the attached 12/30/16 e-mail from Scott Pennington, P.E., Boone County Engineer/Director of Public Works.

Additionally, Staff has the following questions and observations regarding the Traffic Impact Study.

A. The study uses the figure of 350 detached single family dwellings as the final build-out for the residential portions of the development, but the project narrative states that the maximum build-out is 515 units. This discrepancy

needs to be reconciled (note - the study is dated 4/5/16). Similarly, the study uses a 15 year time frame for full build-out, whereas the project narrative uses a 10 year time frame.

- B. The study uses an annualized growth factor of 1.4 percent (not compounded). The basis for this figure needs to be explained, as well as the significance of why it was not compounded.
- C. The study concludes that exclusive right turn and left turn lanes into the site are not warranted at the intersection with Williams Road. While not warranted based on the original assumptions, the Conclusions and Recommendations section recommends that exclusive left turn lanes be provided for both Williams Road traffic turning into the site (northbound to westbound), and the main site road traffic turning onto Williams Road (eastbound to northbound). The stated purpose of the recommended turn lanes is to provide a "high level" of traffic flow.
- D. The potential Graves Road interchange at I-275 was not addressed in the study. As stated previously, an Interchange Justification Study is currently in process. The ramifications of the potential interchange project need to be examined.

4. SD1/SANITARY SEWER

Greg Haggard, Project Coordinator with Sanitation District #1, has commented that "this email is in response to your request for comments, dated December 9, 2016, regarding the Traditions development. At this time, the Development is on our waiting list for reservation of sanitary sewer capacity, but will be reconsidered, based on the proposed upgrade of the Sand Run Pump Station. Improvement plans for construction of sanitary sewer have not been submitted" (12/21/16 e-mail is attached).

5. BOONE COUNTY WATER DISTRICT

Keith Feldhaus with the Boone County Water District has confirmed that there is no issue with the provision of water service for the proposed development.

6. HEBRON FIRE PROTECTION DISTRICT

Andrew Ifcic with the Hebron Fire Protection District has commented "we have no comments on this zone change. Everything looks good on our end, we will address any access, hydrant and other issues that may arise on the improvement plans

when they come in" (12/27/16 e-mail is attached).

7. BOONE COUNTY SCHOOLS

Mike Ford, Director of Pupil Personnel for the Boone County Schools, has noted that the proposed development would generate approximately 250-260 additional students, and that "the only way that the school district can absorb this number of students, in the northern region of the district, is for this project to be developed as a 'phase(d) project.'" The full comments from Boone County School are outlined in the attached e-mail dated 12/27/16.

8. OTHER OUTSIDE AGENCY COMMENTS

Staff has requested comments on the proposal from the Boone County Conservation District. Such comments have not been received as of this writing. Any written comments received from these agencies will be forwarded to the Zone Change Committee for review.

CONCLUSION

The Boone County Planning Commission and the Boone County Fiscal Court need to evaluate the proposed zone changes 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 Planned Development requirements stated in Article 15 of the 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 if this request is approved.

Respectfully submitted,



Kevin T. Wall, AICP
Director, Zoning Services

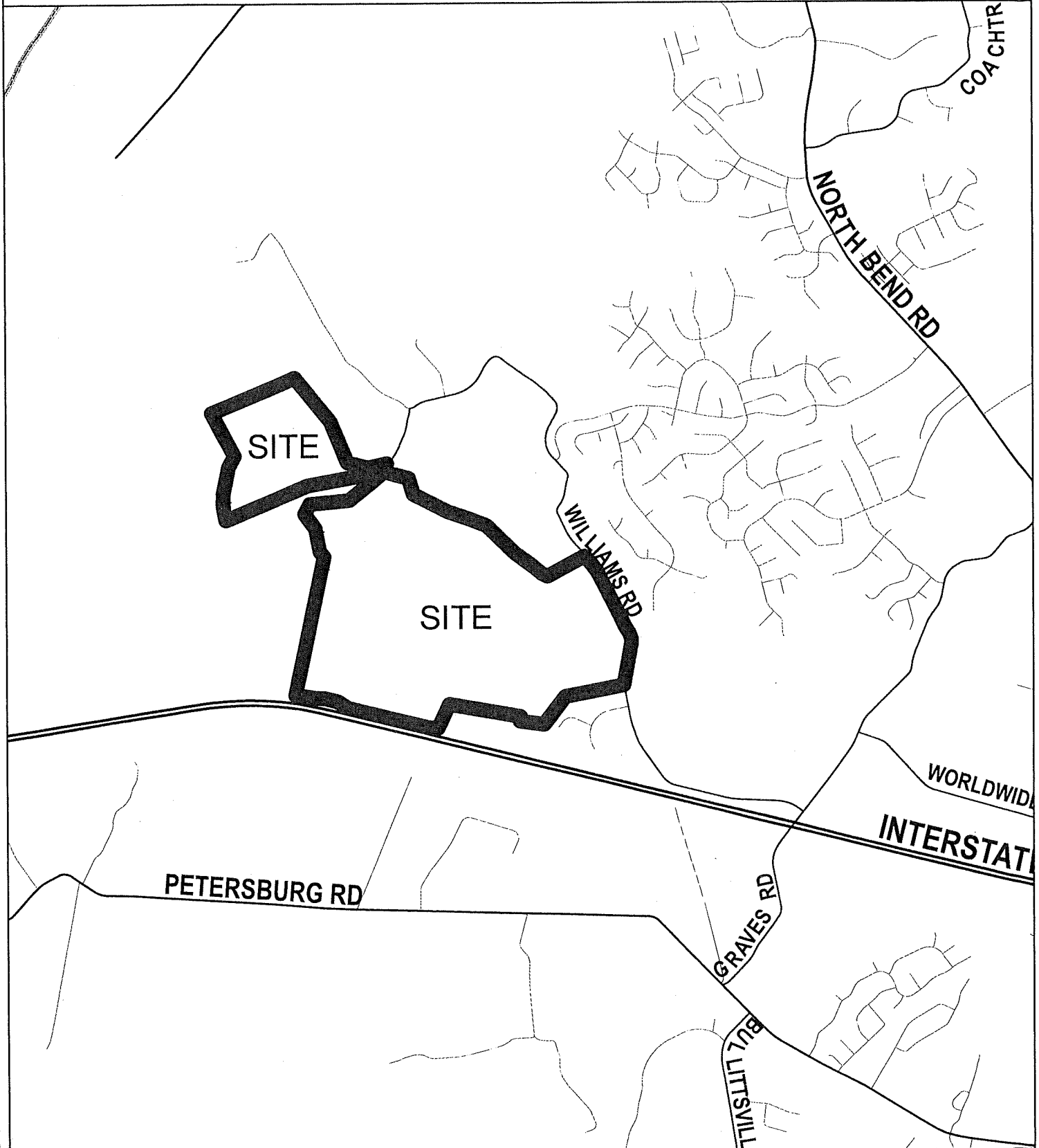
Attachments:

- Location map
- Aerial photograph with zoning
- 2035 Future Land Use Map excerpt

- Topographic map
- 12/30/16 e-mail from Scott Pennington, P.E., Boone County Engineer/Director of Public Works
- 12/21/16 e-mail from Greg Haggard, Project Coordinator, Sanitation District #1
- 12/27/16 e-mail from Andrew Ifcic, Hebron Fire Protection District
- 12/27/16 e-mail from Mike Ford, Director of Pupil Personnel, Boone County Schools
- Application materials including Concept Development Plan, Project Narrative, and Traffic Impact Study (w/o appendixes)

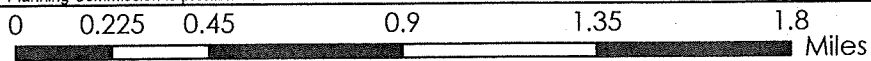
Location

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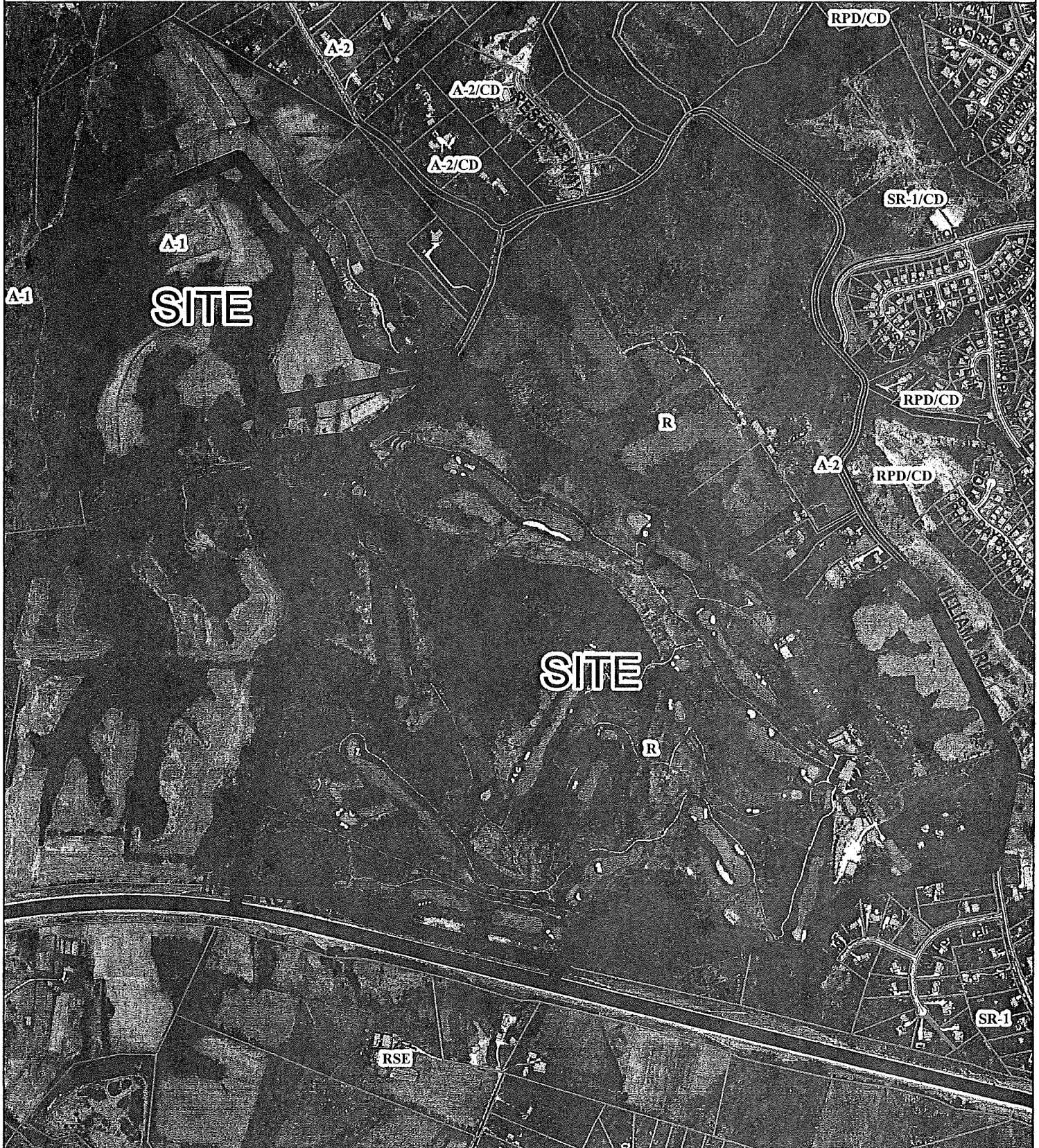


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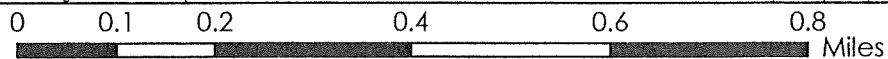
Zoning

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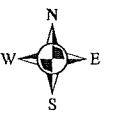


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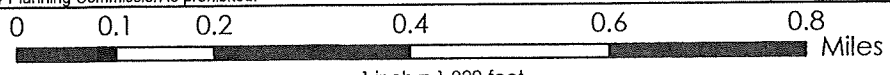
Topography

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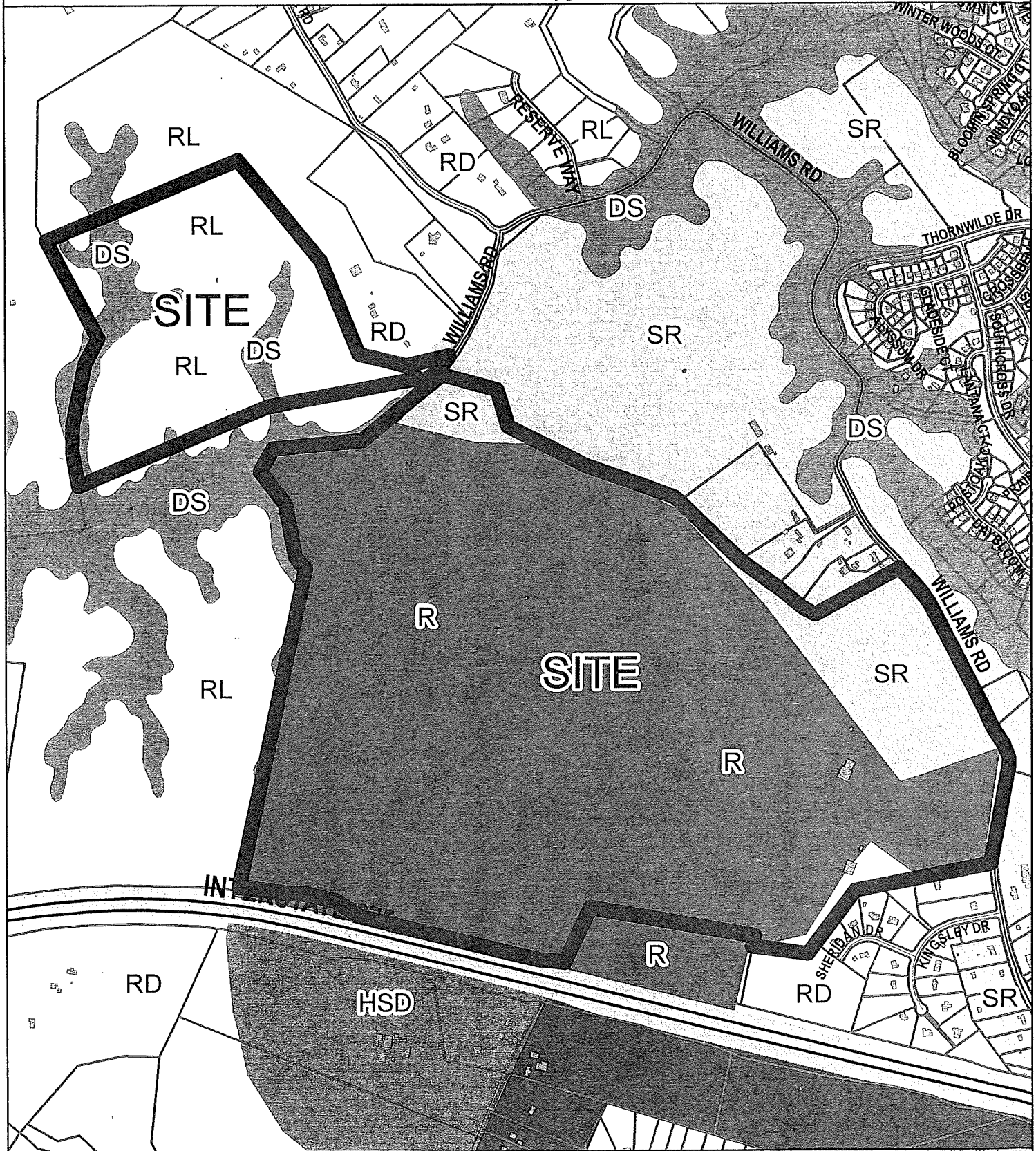
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Future Land Use

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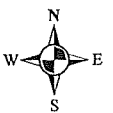


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Boone County GIS
ArcMap Document: BooneCounty.mxd

Kevin Wall

From: Scott Pennington
Sent: Friday, December 30, 2016 2:33 PM
To: Kevin Wall
Cc: Jeff Earlywine
Subject: FW: Traditions zone change - Williams Road
Attachments: thornwilde prelim plat.pdf

Kevin,

Comments concerning Traditions zone change proposal:

- In keeping with our Zoning Regulations and our policy of coordinating access points, I believe it is important for this proposed development to continue use of the existing Traditions entrance on Williams Road in lieu of relocating the primary entrance to the south. As a new access for the Thornwilde Subdivision across from the existing Traditions entrance on Williams Road has been previously approved, I believe it is necessary to maintain and coordinate these access points. With the potential for future development in this area, it is expected traffic will continue to increase along the Williams Road corridor. Minimizing/coordinating primary access points along the corridor will allow smoother traffic flows. Potential growth areas generating traffic along the Williams Road corridor (in addition to Traditions):
 - Thornwilde Subdivision – Existing connection on Williams Road at Thornwilde Drive and approved future connection of Southcross Drive to Williams Road (across from existing Traditions entrance).
 - Thornwilde Elementary School – Increased traffic once the Southcross Drive street connection is made to Williams Road and allows direct access to areas to the south.
 - Graves Road Interchange at I-275 – An Interchange Justification Study (IJS) is currently underway for a proposed new interstate interchange on Graves Road at I-275. If approved and constructed in the future, a new interchange would provide direct access for Thornwilde traffic and other areas to the north (developed and undeveloped) to the interstate.
 - Arlinghaus development along Williams and Graves – Development is to the south of Traditions, but higher traffic flows could be expected for access to Thornwilde Elementary.
 - Williams Reserve – New subdivision at north end of Williams Road.
 - Many undeveloped areas to the north with a potential for development (Williams & Merrell) – Increased likelihood of development if new interchange at Graves Road becomes a reality
- In addition to coordinating access points as noted above, I would concur with the submitted Driveway Access Study conclusion that a left turn lane be installed on Northbound Williams Road at Traditions. Though existing traffic may not warrant the left turn lane, an added lane will definitely improve traffic flows particularly with proposed future development along Williams Road. I would highly encourage the developers to coordinate their work with the proposed street connection at Thornwilde (Southcross). It is likely the developers could share costs associated with street connections at Williams. With the proposed developments and expected traffic flows along each intersection connection, I would encourage the developers to view alternatives to turn lanes (possibly a roundabout).
- In concurrence with the submitted access study, I would support a left turn lane on the site access roadway to the golf clubhouse.
 - In considering traffic numbers, will the golf course remain private? Will it allow members outside of the community? If so, how many?
- With the existing terrain and in concurrence with the access study, an accurate engineering study should be prepared in order to measure the safe sight distance available at the proposed access roadway on Williams Road. As also noted in the study, please keep sight distance in mind during the layout of landscape features and plantings.

- I didn't necessarily see it mentioned in the proposal, but how will sidewalks/multi-use paths be coordinated per the plan? As the County routinely hears from its citizens concerning the need for pedestrian connections, it is important to keep this in mind. Particularly with a connection to Southcross Drive and direct access to the elementary school, sidewalks/multi-use paths may be an important feature. Possibly coordinate these w/ golf cart paths (if allowed per design standards and ordinances).....
- Understanding roadway alignments may change as process proceeds (if zone change approved), I would encourage developers to realign roadway between Parcel "C" and Parcel "H" to allow smoother traffic movements and possibly eliminate an intersection.
- I appreciate the access point at the end of Williams Road at the north end of the development. I know emergency responders will appreciate a secondary access as well. As noted in the proposal, I assume minimal traffic would use the access at this location. The section of Williams Road south of Merrell Road is basically a single lane roadway and therefore, it should not be expected to carry increased traffic.
 - For reference, if expansions occur in the future with connections to Merrell Road, improvements may be necessary to existing roadways.
- For the primary access road through the development, I would encourage the developer to minimize access points, possibly combining adjacent driveways similar to Orleans Blvd.
- I encourage the developer to minimize the use of short cul-de-sac streets within the development if expected to be publicly maintained (difficult to plow in winter).
- Will park areas for children be included in the development?

If you have questions, please let me know.

Thank you.

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: Friday, December 30, 2016 10:46 AM
To: Scott Pennington
Subject: RE: Traditions zone change - Williams Road

See attached.

From: Scott Pennington
Sent: Friday, December 30, 2016 10:33 AM
To: Kevin Wall
Subject: RE: Traditions zone change - Williams Road

Kevin,

I should have thought of this while I was over there, but could you please e-mail me a copy of the plan sheet showing the new connection to Williams from Thornwilde/Treetops?

Thanks.

Scott D. Pennington, P.E.
 County Engineer/Director of Public Works
 Boone County Public Works

Kevin Wall

From: Haggard, Greg <ghaggard@sd1.org>
Sent: Wednesday, December 21, 2016 5:10 PM
To: Kevin Wall
Cc: Verst, Joe
Subject: Request for comments of 12/9/16

Kevin,

This email is in response to your request for comments, dated December 9, 2016, regarding the Traditions development. At this time, the Development is on our waiting list for reservation of sanitary sewer capacity, but will be reconsidered, based on the proposed upgrade of the Sand Run Pump Station. Improvement plans for construction of sanitary sewer have not been submitted.

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

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

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

Kevin Wall

From: Andrew Ifcic <AIfcic@hebronfire.org>
Sent: Tuesday, December 27, 2016 12:13 PM
To: Kevin Wall
Subject: RE: Traditions zone change - Williams Road

Kevin,

We have no comments on this zone change. Everything looks good on our end, we will address any access, hydrant and other issues that may arise on the improvement plans when they come in.

Thanks, Andy

From: Kevin Wall <KWall@boonecountyky.org>
Date: December 26, 2016 at 3:58:43 PM EST
To: "'boonewater@aol.com'" <boonewater@aol.com>, "'randy.poe@boone.kyschools.us'" <randy.poe@boone.kyschools.us>, 'Dan Hitzfield' <dhitzfield@hebronfire.org>, Mark Jacobs <MarkJacobs@nkcd.org>, Scott Pennington <spennington@boonecountyky.org>
Cc: Jeff Earlywine <jearlywine@boonecountyky.org>, Kevin Costello <KCostello@boonecountyky.org>
Subject: Traditions zone change - Williams Road

Gentlemen:

A few weeks ago I sent out the attached memo and supporting materials regarding a zone change for approximately 496 acres on Williams Road. Please review the materials and forward any comments at your earliest convenience. When considering the size and scope of the proposal, input regarding your agency's policies and service abilities is important for the Planning Commission to consider when evaluating this request at the 1/4/17 public hearing. Please call me at 334-2196 if you have any questions. Comments can be e-mailed to me at kwall@boonecountyky.org, even if your input is "no comment."

Thanks,

Kevin T. Wall, AICP CDT CNU-A
Director, Zoning Services
Zoning Administrator
v: 859-334-2196
f: 859-334-2264
www.boonecountyky.org/planning_commission/

Kevin Wall

From: Poe, Randy - Superintendent <randy.poe@boone.kyschools.us>
Sent: Tuesday, December 27, 2016 1:42 PM
To: Kevin Wall
Subject: Fwd: Traditions zone change - Williams Road

Kevin,

See comments from Mike below - we need this phased to accommodate.

Randy

Sent from my iPhone

Begin forwarded message:

From: "Ford, Mike" <mike.ford@boone.kyschools.us>
Date: December 27, 2016 at 1:36:46 PM EST
To: "Poe, Randy - Superintendent" <randy.poe@boone.kyschools.us>
Subject: RE: Traditions zone change - Williams Road

I have reviewed the community plan provided by the Planning Commission Offices. I have also had the opportunity to review the plan with the owner of Traditions Golf Club and the engineer for the project. This is a large community proposal consisting of over 500 homes. Because of the proposed size, the school district could be looking at approximately 250-260 additional students generated by this community, and the only way that the school district can absorb this number of students, in the northern region of the district, is for this project to be developed as a "phase project". Currently, the three schools that would be impacted by this development would be Thornwilde ES (currently at 625 students), Conner MS (currently at 1155 students/largest middle school), and Conner HS (currently at 1415 students/second largest high school). If the project were phased in, then that would give the school district some time to improve infrastructure to handle potentially an additional 250 students that could be generated in an already highly student populated region.

Mike Ford

Director of Pupil Personnel
Boone County Schools
8330 US 42
Florence, KY 41042
859-282-2379 (office)
859-393-2812 (cell)
859-334-4459 (fax)
mike.ford@boone.kyschools.us

From: Poe, Randy - Superintendent
Sent: Monday, December 26, 2016 11:27 PM
To: Ford, Mike <mike.ford@boone.kyschools.us>
Subject: Fwd: Traditions zone change - Williams Road

Due we have any comments?

Sent from my iPad

Begin forwarded message:

From: Kevin Wall <KWall@boonecountyky.org>
Date: December 26, 2016 at 3:58:43 PM EST
To: "'boonewater@aol.com'" <boonewater@aol.com>, "'randy.poe@boone.kyschools.us'" <randy.poe@boone.kyschools.us>, "Dan Hitzfield" <dhitzfield@hebronfire.org>, Mark Jacobs <MarkJacobs@nkcd.org>, Scott Pennington <spennington@boonecountyky.org>
Cc: Jeff Earlywine <jearywine@boonecountyky.org>, Kevin Costello <KCostello@boonecountyky.org>
Subject: Traditions zone change - Williams Road

Gentlemen:

A few weeks ago I sent out the attached memo and supporting materials regarding a zone change for approximately 496 acres on Williams Road. Please review the materials and forward any comments at your earliest convenience. When considering the size and scope of the proposal, input regarding your agency's policies and service abilities is important for the Planning Commission to consider when evaluating this request at the 1/4/17 public hearing. Please call me at 334-2196 if you have any questions. Comments can be e-mailed to me at kwall@boonecountyky.org, even if your input is "no comment."

Thanks,

Kevin T. Wall, AICP CDT CNU-A
Director, Zoning Services
Zoning Administrator
v: 859-334-2196
f: 859-334-2264
www.boonecountyky.org/planning_commission/

APPLICATION FORM

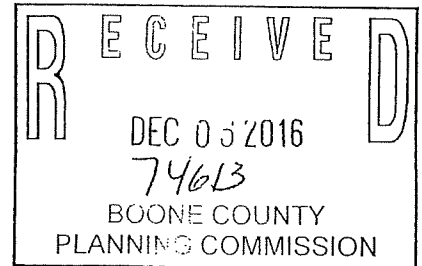
ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

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

SECTION A (To be completed by applicant)

- 1. Name of Project Traditions
2. Location of Project 2035 Williams Road
3. Total Acreage of Site 496.3
4. Current Zoning of Site "R" & "A-1"
5. Proposed Zoning (Classification being requested) SR-1 PD
6. Proposed Uses (please specify each use) Residential Development, Golf Course, Clubhouse, Swimming Pool & Driving Range/Teaching Facility.
7. Names of Applicant(s) Abercrombie & Associates, Inc. - Robert G. Rothert
8. Address of Applicant(s) 3377 Compton Road, Suite 120
9. Name of Property Owner(s) E-Town Developmen Company LLC & Traditions Development Company, Ltd.
10. Address of Property Owner(s) 1250 Springfield Pike
11. Proposed Building Intensities (please specify) Proposed Overall Density to be 1.04 units per acre.
12. Are there any existing buildings on the site? Yes
13. Deed Book 606 - 730 Page No. 276 - 49 Group No. 01324 C3301
14. Are you also applying for:
15. Have you submitted a Concept Development Plan? Yes
16. Have you had a pre-application meeting with BCPC Staff? Yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

- Boone County Water District
Florence Public Services Dept.
Duke Energy
Sanitation District #1
Cincinnati Bell
Owen Electric Cooperative, Inc.
Boone County Public Works Department
Kentucky Transportation Cabinet
Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)



**ZONING MAP AMENDMENT
APPLICATION
PAGE 2**

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

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

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

ORIGINAL Applicant's Signature Robert G. Rothert *Robert G. Rothert*
 (Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

SECTION B (To be completed by BCPC Staff)

1. Date Received 12-6-16
2. Review Fee \$12,208.00 # 74613
3. Check what has been submitted:
 - Application
 - Fee
 - _____ Legal Description
 - Concept Development Plan
 - Address of Adjoining Property Owners
 - 5 Number of Copies of Plan Received**
4. Date Application is **Administratively Complete** as Defined in KRS 100.211
5. Staff Reviewer Karin Wilson
6. Committee Chairman _____
7. Scheduled Public Hearing Date 1/4/17
8. Boone County Planning Commission Action:
 - _____ Approval
 - _____ Approval with Conditions
 - _____ Denial
9. Other: _____ Resolution # _____

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.

ABERCROMBIE & ASSOCIATES, INC.
 2035 MELIUS ROAD
 BOONE COUNTY, MISSOURI
 PHONE: 467-1111
 FAX: 467-1112
 E-MAIL: A&A@A&A.COM

CONCEPT DEVELOPMENT PLAN
 2035 MELIUS ROAD
 BOONE COUNTY, MISSOURI

DATE	12-6-18
BY	J.C.
SCALE	1" = 200'



TRADITIONS

ZONE CHANGE FROM R-2 TO SR-1/PD

NO.	1
DATE	12-6-18
BY	J.C.
SCALE	1" = 200'



GENERAL NOTES:

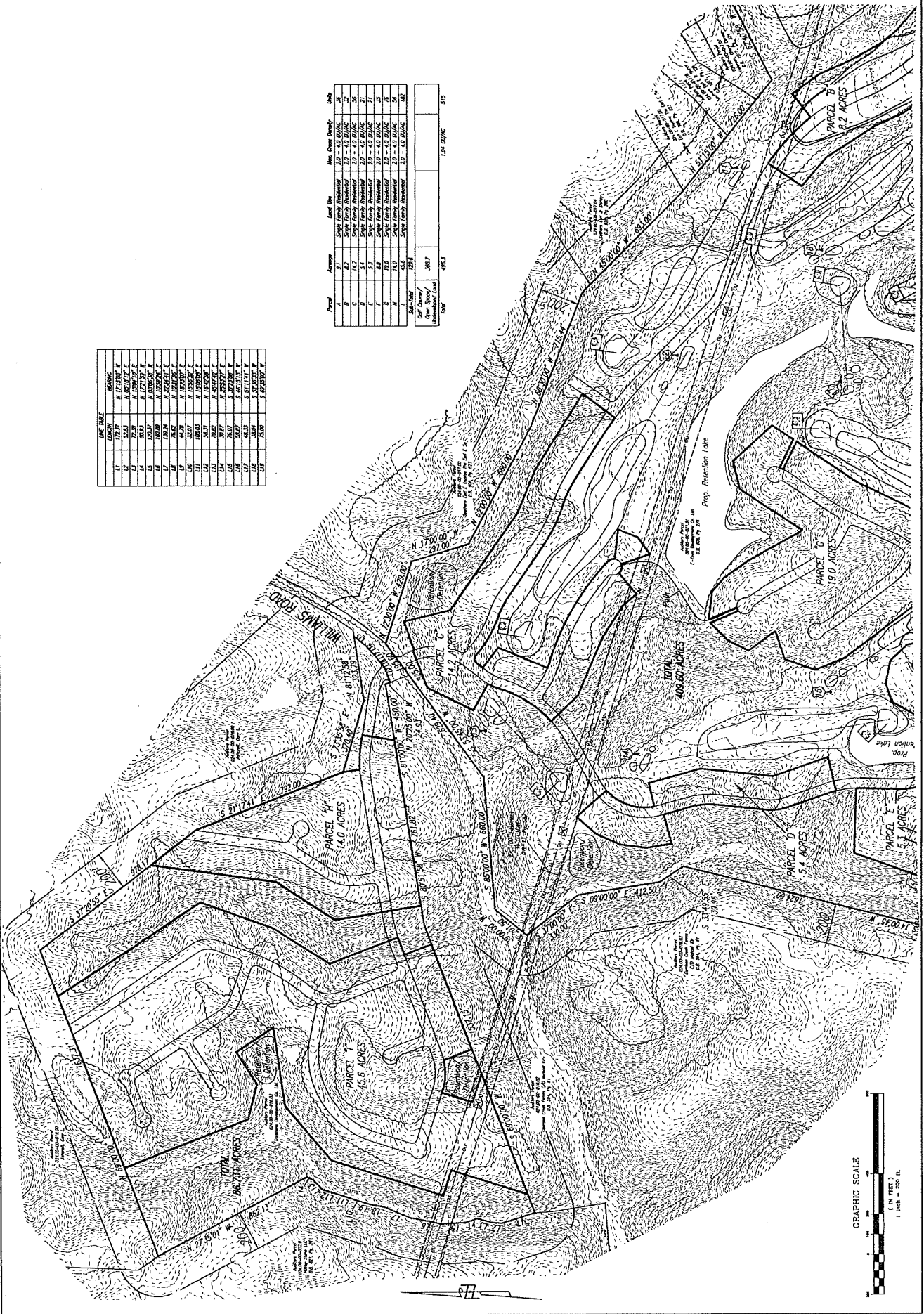
1. ALL NOTES SHALL BE READ IN CONJUNCTION WITH THE CONCEPT DEVELOPMENT PLAN AND THE ZONE CHANGE FROM R-2 TO SR-1/PD.
2. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE BOONE COUNTY BOARD OF COMMISSIONERS AND THE BOONE COUNTY PLANNING COMMISSION.
3. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE BOONE COUNTY BOARD OF COMMISSIONERS AND THE BOONE COUNTY PLANNING COMMISSION.
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19. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE BOONE COUNTY BOARD OF COMMISSIONERS AND THE BOONE COUNTY PLANNING COMMISSION.
20. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE BOONE COUNTY BOARD OF COMMISSIONERS AND THE BOONE COUNTY PLANNING COMMISSION.

NO.	DESCRIPTION	DATE
1	CONCEPT DEVELOPMENT PLAN	12-6-18
2	CONCEPT DEVELOPMENT PLAN	12-6-18
3	CONCEPT DEVELOPMENT PLAN	12-6-18
4	CONCEPT DEVELOPMENT PLAN	12-6-18
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9	CONCEPT DEVELOPMENT PLAN	12-6-18
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17	CONCEPT DEVELOPMENT PLAN	12-6-18
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19	CONCEPT DEVELOPMENT PLAN	12-6-18
20	CONCEPT DEVELOPMENT PLAN	12-6-18

NO.	DESCRIPTION	DATE
1	CONCEPT DEVELOPMENT PLAN	12-6-18
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16	CONCEPT DEVELOPMENT PLAN	12-6-18
17	CONCEPT DEVELOPMENT PLAN	12-6-18
18	CONCEPT DEVELOPMENT PLAN	12-6-18
19	CONCEPT DEVELOPMENT PLAN	12-6-18
20	CONCEPT DEVELOPMENT PLAN	12-6-18



ABERCROMBIE & ASSOCIATES, INC.
 2035 MELIUS ROAD
 BOONE COUNTY, MISSOURI
 PHONE: 467-1111
 FAX: 467-1112
 E-MAIL: A&A@A&A.COM



Point	Approx.	Level	Level	Approx.	Level	Level	Level
1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
10	2.0	2.0	2.0	2.0	2.0	2.0	2.0
11	2.1	2.1	2.1	2.1	2.1	2.1	2.1
12	2.2	2.2	2.2	2.2	2.2	2.2	2.2
13	2.3	2.3	2.3	2.3	2.3	2.3	2.3
14	2.4	2.4	2.4	2.4	2.4	2.4	2.4
15	2.5	2.5	2.5	2.5	2.5	2.5	2.5
16	2.6	2.6	2.6	2.6	2.6	2.6	2.6
17	2.7	2.7	2.7	2.7	2.7	2.7	2.7
18	2.8	2.8	2.8	2.8	2.8	2.8	2.8
19	2.9	2.9	2.9	2.9	2.9	2.9	2.9
20	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Point	Approx.	Level	Level	Approx.	Level	Level	Level
1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
10	2.0	2.0	2.0	2.0	2.0	2.0	2.0
11	2.1	2.1	2.1	2.1	2.1	2.1	2.1
12	2.2	2.2	2.2	2.2	2.2	2.2	2.2
13	2.3	2.3	2.3	2.3	2.3	2.3	2.3
14	2.4	2.4	2.4	2.4	2.4	2.4	2.4
15	2.5	2.5	2.5	2.5	2.5	2.5	2.5
16	2.6	2.6	2.6	2.6	2.6	2.6	2.6
17	2.7	2.7	2.7	2.7	2.7	2.7	2.7
18	2.8	2.8	2.8	2.8	2.8	2.8	2.8
19	2.9	2.9	2.9	2.9	2.9	2.9	2.9
20	3.0	3.0	3.0	3.0	3.0	3.0	3.0



**TRADITIONS
WILLIAMS ROAD, BOONE COUNTY, KENTUCKY
ZONE CHANGE FROM "R" & "A-1"
TO
SR-1/PD**

DESIGN INTENT

The Traditions PD is a proposed residential community that will compliment the existing eighteen hole golf course. A new expanded clubhouse and pool is proposed along with relocation of the driving range and teaching facility. A variety of lot sizes and quality housing styles will be developed within the residential parcel areas. The proposed residential development will maximize the existing golf course as a visual and recreational focus for the community.

GENERAL NOTES

- 1) All roads will meet Boone County Roadway Standards.
- 2) Land use parcels may be developed at the density shown or any of the other proposed land uses of lower density.
- 3) Parcel size and roadway alignment may vary during the refinement of individual parcels without said variation considered a major amendment to this P.U.D. with variations in parcel size, corresponding dwelling unit yield may vary as well.
- 4) The project will be phased. The first residential parcels to develop will be defined at subdivision review. Subsequent parcels will be market driven, and developed as the market conditions dictate.
- 5) The residential acreage may vary during the refinement at final platting.
- 6) Golf course and open space areas are preliminary and subject to final refinement.
- 7) All efforts will be made to preserve existing trees.
- 8) Quantities of units and acreage shown are approximate and subject to change based on final surveying and engineering.
- 9) This land use plan is a zoning document that allows for flexibility.

10) All community open space and park areas will be maintained by a community homeowners association.

11) Water will be extended from Williams Road

12) Sanitary sewer service will involve construction of a pump station to convey the sewage to the SD1 system.

GENERAL SITE CHARACTERISTICS

The 496 acre property is owned by E-Town Development Company, LLC. & Tradition Development Company, LLC. The topography is rolling with existing golf course developed along ridge lines and open meadows. Existing soils on the site are in the Rossmoyne-Jessup Association. Nearly level to moderate steep soils that have a loamy to clayey subsoil; on ridgetops and side slopes of the glaciated uplands. The site is well drained thru a number of existing drainage swales. 3 existing lakes on the golf course accept runoff from the swales and are used to irrigate the course. The main drainage feature is the existing creek that separates the original golf course tract from the property acquired from Ashcraft. Vegetation on the site includes heavily wooded areas on the steep slopes and drainage ways, with open meadows and fields along the ridges.

TRANSPORTATION PATTERNS

The main access to the site will be off Williams Road which will serve the residential development and the golf course operation. A stub street is proposed to the North towards the southern property, which will eventually connect to Williams Road. An additional access will be made to Little Williams Road. The western portion of the development will have two stubs into the Ashcraft Property with potential for connection to Merrell Road. All roads within the development will be public and designed to Boone County Standards.

LAND USE CHARACTERISTICS

The existing site includes an 18 hole golf course, clubhouse and driving range. The proposed development incorporates a residential subdivision around the golf course and a new clubhouse, parking area, swimming pool, driving range and practice area. Homes constructed will be one and two story. The proposed clubhouse will be one story. The overall density of the site will be approximately 1 unit per acre with 360 acres of open space.

UTILITIES & INFRASTRUCTURE

For sanitary service, a proposed pump station will be constructed to send flow to the SD-1 System. All proposed homes and the clubhouse will be connected to sewers. Water will be extended off Williams Road to serve the site. Telephones, cable and electric will be extended from Williams Road and will be underground. A storm system will be constructed to convey stormwater into the existing lakes and proposed retention/detention ponds on the site.

RELATIONSHIP OF PROPOSED ZONE CHANGE WITH COMPREHENSIVE PLAN

The Comprehensive Plan designates this property as Recreation and Rural Lands with Rural Lands having low density residential. The proposed development keeps the existing golf course recreation component and the overall density of 1 unit per acre is in keeping with the rural lands designation. A major change to the site is the introduction of sanitary sewers which allows for clustering development on the ridge leaving the steep slopes undisturbed.

AREA MAP

An area map showing adjacent property owners and existing land uses with 200 feet of the property has been provided.

NATURAL FEATURES

The proposed development occurs along ridge lines and areas adjoining existing golf holes. Heavily wooded steep slope areas will be preserved. Wooded drainage ways will be undisturbed to the greatest extent possible.

LAND USES

The residential lots along with street right of ways will encompass approximately 136 acres of the overall 496 acre property. This leaves 360 acres of open space which also includes the 18 hole golf course, clubhouse, parking area, swimming pool, driving range and practice area.

RESIDENTIAL UNITS

The site will include maximum of 515 units. Homes will range in size from 1,800 s.f. to 3,000 s.f. and will be a mix of one and two story design. Overall density is approximately 1 unit per acre.

OPEN SPACE

The open space before construction could be the entire 496 acre site. After completion the open space will be 360 acres. New landscaping along the entry road will be maintained by the Homes Owners Association.

LANDSCAPE PLAN

A conceptual landscape plan for Entry Road has been supplied. Each home constructed will have a landscape package included as part of each lot development. Detailed landscape plans will be submitted with construction drawings.

FLOOD PLAIN

Copies of FEMA Flood map has been included. There are no FEMA Flood plains on the site.

UTILITY LOCATIONS

Existing waterlines, telephone, electric and cable are located on Williams Road. Sanitary flow will be pumped to either IBI pump station or Thornwild pump station. Meetings with both water and sewer representatives indicate capacity for this development.

COMMUNITY FACILITIES

In meeting with representatives of the Boone County School District, no issues with availability are seen. The existing Hebron Fire Station on Graves Road will serve the site.

DETENTION/RETENTION

Existing lakes on the golf course along with a number of proposed ponds will be designed to accommodate both detention and water quality volumes. All requirements of Boone County and Sanitation District 1 will be met.

SIGNS

Entry monuments on both sides of the entry drive off Williams Road along with monuments identifying various residential neighborhoods will be constructed to meet Boone County Zoning Standards.

CONSTRUCTION SCHEDULE

The construction schedule will be market driven with the anticipation of constructing 30 to 50 homes per year. 2017 will involve zoning approval and preparation of construction plans with possible site improvements beginning in late 2017. The development will be constructed in phases with a potential 10 year buildout.

TRAFFIC STUDY

A traffic study performed by Jack Pflum Consulting Engineer has been included.

PROPOSED BUILDINGS

Plans for potential residential units have been included.

DIMENSIONAL STANDARDS:

ESTATE LOTS:

LAND USE: Single Family Detached Residential
All permitted uses within the Boone County SR-1 Zone Regulations.

LOTS: Minimum 12,000 sq ft.
100' minimum width
120' minimum depth

YARDS: Minimum 30' front; 10' side; 30' rear

FAIRWAY LOTS:

LAND USE: Single Family Detached Residential
All permitted uses within the Boone County SR-1 Zone Regulations.

LOTS: Minimum 10,500 sq ft.
70' minimum width
150' minimum depth

YARDS: Minimum 30' front; 7.5' side; 30' rear

LIFESTYLE LOTS:

LAND USE: Single Family Detached Residential
All permitted uses within the Boone County SR-1 Zone Regulations.

LOTS: Minimum 9,000 sq ft.
60' minimum width
150' minimum depth

YARDS: Minimum 30' front;
5' side
30' rear

Conclusion:

The proposed development meets the requirements of Article 15 as follows:

1. The plan gives a choice of 3 different housing types on 3 different lot sizes. The majority of the site is maintained as open space with the golf course, clubhouse swimming pool and practice facility as the amenity.
2. The golf course and practice facility along with the swimming pool are on site recreation facilities available to the homeowners.
3. Approximately 360 acres of open space is an integral part of this development. The golf course is located along ridge lines with the heavily wooded slopes being preserved. Residential development for the most part is taking place adjacent to the golf course or in open fields preserving as much of the tree cover as possible. Existing drainage patterns are being maintained as much as possible.
4. The PD Zoning allows us to cluster lots in those areas that are more conducive to development.
5. The low overall density of 1.04 units per acre is in keeping with the rural nature of the area as shown of the comprehensive plan.
6. Proposed signage will meet Boone County requirement with entry walls at the Williams Road entrance and monument signs identifying the housing groups. A consistent theme will be used on all signage.

Owner/Developer:

E-Town Development Company, LLC & Traditions Development Company, Ltd.
1250 Springfield Pike
Cincinnati, Ohio 45251

Engineer:

Abercrombie & Associates, Inc.
3377 Compton Road
Suite 120
Cincinnati, Ohio 45251
Robert G. Rothert

National Flood Insurance Program at 1-800-638-6620.



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

NFIP PANEL 0085C

FIRM FLOOD INSURANCE RATE MAP BOONE COUNTY, KENTUCKY AND INCORPORATED AREAS

PANEL 85 OF 325
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINS:
COMMUNITY NUMBER 210013
FIRM PANEL SUFFIX 0085 C

Note to User: The Map Number shown below should be used when placing map orders. The community number shown below should be used on insurance applications for the subject community.



MAP NUMBER 21015C0085C
EFFECTIVE DATE JUNE 4, 2007

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

585000 FT

JOINS PANEL 0105

580000 FT



DRIVEWAY ACCESS TRAFFIC STUDY

**FOR A PROPOSED
PLANNED RESIDENTIAL DEVELOPMENT**

Traditions Golf Course Community

Williams Road

BOONE COUNTY, KENTUCKY

**Prepared For:
Abercrombie & Associates, Inc.
Cincinnati Ohio**

**Prepared By:
Jack Pflum, PE
Consulting Engineering
Cincinnati, Ohio**

April 5, 2016

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Appendix

- A. Site Plan
- B. Peak Hour Volumes on Williams Road

1 - INTRODUCTION

The proposed residential development is located on property adjacent to, and part of, The Traditions Golf Club. The proposed property is identified as 2035 Williams Road, Hebron, Boone County, Kentucky.

Figure 1 shows the general location of the proposed development.

The purpose of this Memorandum Report is to address issues related to safe and efficient operation of the proposed roadway system. Specifically, this Report will determine if exclusive left and/or right turn lanes will be required on Williams Road at the proposed site roadway intersection.

Standards published by the Kentucky Transportation Cabinet (KYTC) and standards adopted by the Boone County Engineer will be used as part of the traffic analysis contained in this Report.

2 - PROPOSED SITE DEVELOPMENT AND EXISTING CONDITIONS

The proposed residential development will consist of approximately 350 single-family residential homes. The development will be linear in nature and will interact with the existing golf course layout.

Construction will start in 2017 with full build out expected to be in 2031 based on a uniform rate of housing units sold each year.

Primary access will be provided by a full movement roadway intersection on Williams Road located about 575 ft. south of the existing driveway serving the Traditions Golf Club clubhouse and about 690 ft. north of Kinglsey Drive. Secondary access will occur on Williams Road, south of the Merrell Road intersection.

The proposed site roadway A will be dedicated and operated as a public roadway.

A new Traditions clubhouse will be constructed and a driveway will serve the clubhouse from the new public roadway.

The residential development as planned will become an integral part of the existing Traditions Golf Course. The proposed site plan is shown in Figure 2, Appendix A.

Existing Conditions

The Boone County Engineer's Office has sole authority for the review and approval of access on Williams Road.

The existing Williams Road roadway has two lanes with a marked centerline and edge of pavement lines. The nominal width of the roadway is 25'-6". There are no sidewalks and drainage is provided with side ditches along the roadway. The posted speed limit is 35 mph. The horizontal alignment contains several sharp curves and the vertical alignment is rolling. Existing signage and pavement markings appear to meet current engineering standards. Overall, the roadway is in good-excellent condition.

Manual directional peak hour counts were conducted on Thursday, January 14, 2016 at the proposed site roadway intersection with Williams Road. The count period was 6:30 am to 9:00 am (peak hour is 7:45-8:45) and 4:00 pm to 6:30 pm (peak hour is 5:15-6:15). See Appendix B.

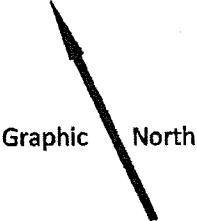
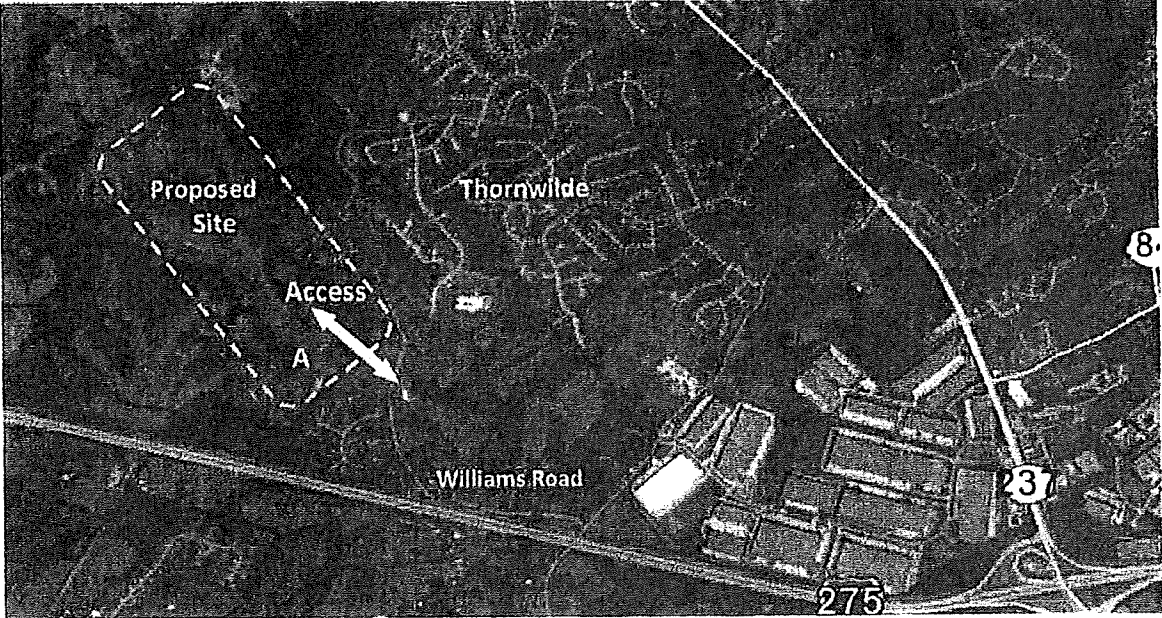
It can be noted that the volumes as shown in Table 1 are relatively modest. Traffic oriented to/from the North is generally related to the existing Thornwilde subdivision which also contains an elementary school. A number of school buses were observed in the morning peak period.

Table 1 summarizes the existing directional counts at the site roadway for the AM and PM peak hour.

Table 1 - Existing Peak Hour Directional Counts on Williams Road at Proposed Roadway Location

Peak Hour am/pm	Northbound	Percent	Southbound	Percent	Total Volume
7:45 -8:45	41	51%	39	49%	80
5:15 - 6:15	61	67%	30	33%	91

FIGURE 1 - SITE LOCATION



Trip Generation

Trips for the new development were estimated based on the Institute of Transportation Engineers Trip Generation Manual, Ninth Edition. Table 2 shows the AM and PM peak hour trips.

Trips for the proposed residential subdivision were estimated using the number of single-family homes (350) as the predictive variable for ITE Land Use Code #210. Trips associated with the Traditions Golf Club were estimated using the number of employees (provided by Club Management) as the predictive variable for ITE Land Use Code #430.

Table 2 – Estimated New Trips

Use	Units	AM IN	AM OUT	AM TOT	PM IN	PM OUT	PM TOT
Single Family Homes	350	64	191	255	204	120	324
Golf Course Employees	33	22	11	33	24	25	49
Total		86	202	288	228	145	373

Trip Distribution and Regional Growth

The trips estimated (Table 2) for the proposed developments were distributed to Williams Road based on the existing directional traffic flow (see Table 1) and anticipated market area. A judgment was made concerning the origin and destination of the residential trips at full build out. It is expected that a majority of the new residential development trips (70%) will be oriented toward Hebron and I-275. The percent distribution of turning movements (AM and PM peak hours) for full Build Out at the new site roadway are shown in Figure 3.

It is also expected that 100% of the new trips will access Williams Road at the new Public Road A intersection. The new roadway will represent the shortest route between the single family homes and the existing public roadway system.

The KYTC traffic count spreadsheet was used in order to calculate a regional background growth factor. The annualized growth factor is 1.4%. That annual growth rate (not

compounded) was applied to the existing 2016 counts in order to calculate the regional growth traffic forecast for full Build Out year 2031 traffic volumes. These forecast traffic counts are shown in Appendix B.

It should be noted that the forecast of traffic for this area of Boone County is subject to a number of variables. The KYTC method is based on historic trends in the affected area. However, the future growth conditions for the area along Williams Road and this part of Boone County may not reflect past trends. Substantial areas of the County in this area are vacant and subject to new residential development as well as some commercial development. At this time, development of these areas cannot be accurately predicted but should be considered by applying judgment when estimating the impact of new traffic patterns.

Figure 4 shows the forecasted site Build Out traffic volumes for the residential development as well as the new Traditions Golf Club House.

Figure 5 shows the year 2031 forecasted turning movement volumes at the intersection of the new site roadway and Williams Road. These volumes were obtained by adding the new full Build Out site trips from Figure 4 to the 2031 forecasted regional traffic volumes on Williams Road.

Figure 3– Percent Distribution New Trips Turning Movements Peak Hour (AM/PM)

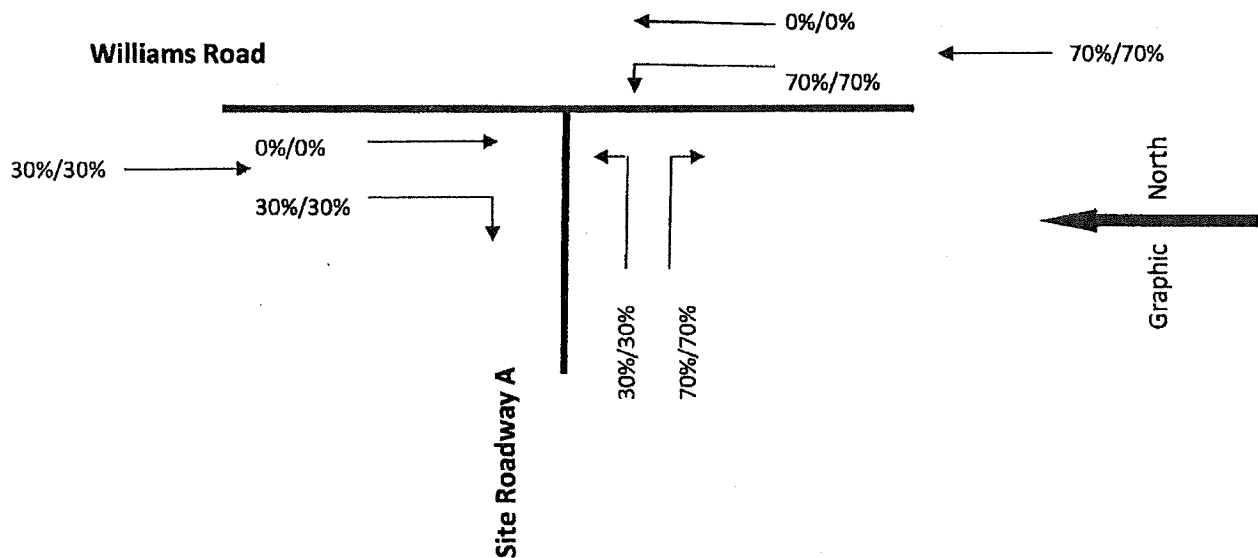


Figure 4– New Site Trips Only Peak Hour (AM/PM)

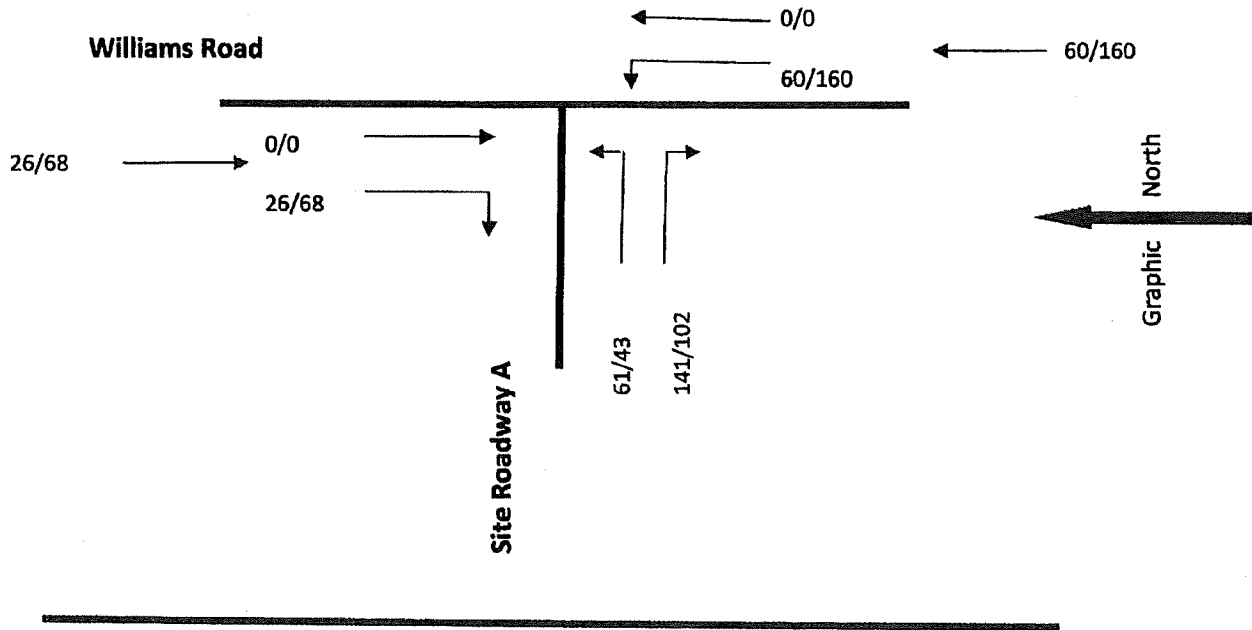
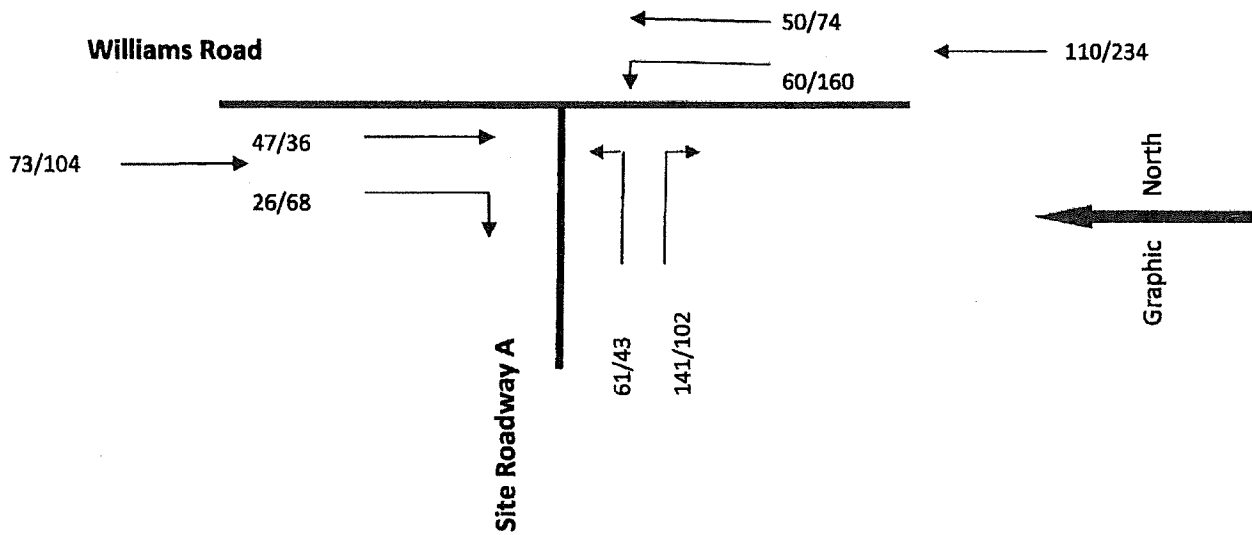


Figure 5 – Year 2031 Full Build Out Total Trips Peak Hour (AM/PM)



3 – Driveway Safe Sight Distance

KYTC publishes standards related to clear sight distance required for vehicles entering or leaving the public roadways.

The posted speed limit on Williams Road of 35 mph requires a minimum of 390 ft. of clear sight distance, driver looking to the right, for a vehicle making a left turn out of the new roadway and 335 ft., driver looking to the left, for a vehicle making a right turn out of the new roadway A.

The required minimum sight distance, looking to the north, for northbound vehicles turning into the new roadway from Williams Road is 250 ft.

An accurate engineering survey should be conducted in order to determine the availability of safe sight distance at the proposed intersection of the new roadway A and Williams Road.

4 – Driveway Turn Lane Warrants

Warrants were investigated for the purpose of determining if separate left turn and/or right turn lanes would be required on Williams Road.

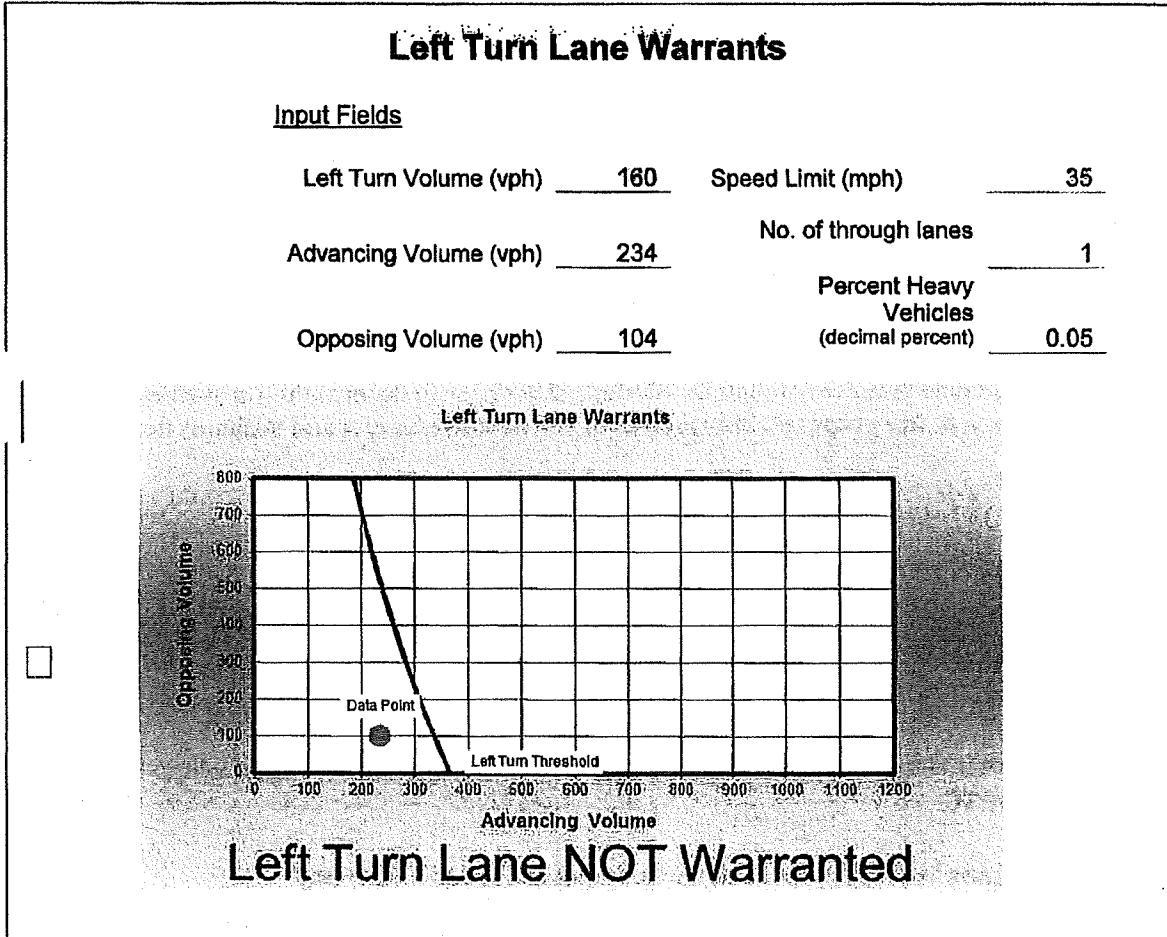
The traffic volumes shown in Figure 5 were compared to the warrant threshold values established by KYTC.

Table 3 – Turn Lane Warrants on Williams Road Posted speed = 35 mph)

Williams Road		AM	PM
Right Turn*	Advancing Volume	73	104
	Right Turn Volume	26	68
Left Turn*	Advancing Volume	110	234
	Opposing Volume	73	104
	Left Turn Volume	60	160

*NOTE: An exclusive right turn lane is not warranted; an exclusive left turn lane is not warranted. The critical volume on Williams Road occurs during the PM peak hour. However, even that volume is not enough to warrant an exclusive left turn lane. See Figure 6 below.

Figure 6 - Exclusive Left Turn Warrant on Williams Road Year 2031 PM Peak Hour



5 – Conclusions and Recommendations

Findings

The Build Out of the proposed subdivision will occur over a relatively long period of time. The present estimate for construction and sale of residential units is about 30 homes per year which results in an estimated 15 year Build Out. Also, it should be recognized that the overall area served by Williams Road could be subjected to accelerated growth depending upon the economy and the market.

This report relies on traditional forecast methodology established by the KYTC and thus is consistent with other reports and traffic analysis conclusions. However, the unknown growth factors described above make it difficult to prepare an accurate forecast of future traffic conditions.

The conclusions and recommendations described below recognize this difficulty. The recommendations anticipate higher growth activity in this portion of Boone County and therefore, recommended improvements in anticipation of higher than average growth.

Exclusive Left Turn Lane

Although an exclusive left turn lane is not warranted on Williams, using KYTC standards, it is recommended that an exclusive left turn lane should be constructed on Williams Road for northbound traffic. The presence of a left turn lane will enhance ingress/egress for the proposed subdivision and present a high level of improved traffic flow consistent with the quality of the proposed residential community. The length of the lane, including a 50 ft taper, should be 175 ft.

An exclusive left turn lane should also be constructed for northbound traffic on the site access roadway at the entrance to the new Golf Club House. The turn lane is not warranted on the basis of traffic volume. The primary purpose of this exclusive lane is to provide a high level of traffic flow consistent with the overall design of the residential community and interaction with the Golf Club House. The location of the Golf Club House access driveway should be coordinated with other access roadways to residential lots. The length of the full width lane should be about 75 ft. plus taper. The taper can be shorter than the standard 50 ft. These dimensions can be adjusted to accommodate final design geometry.

Safe Sight Distance

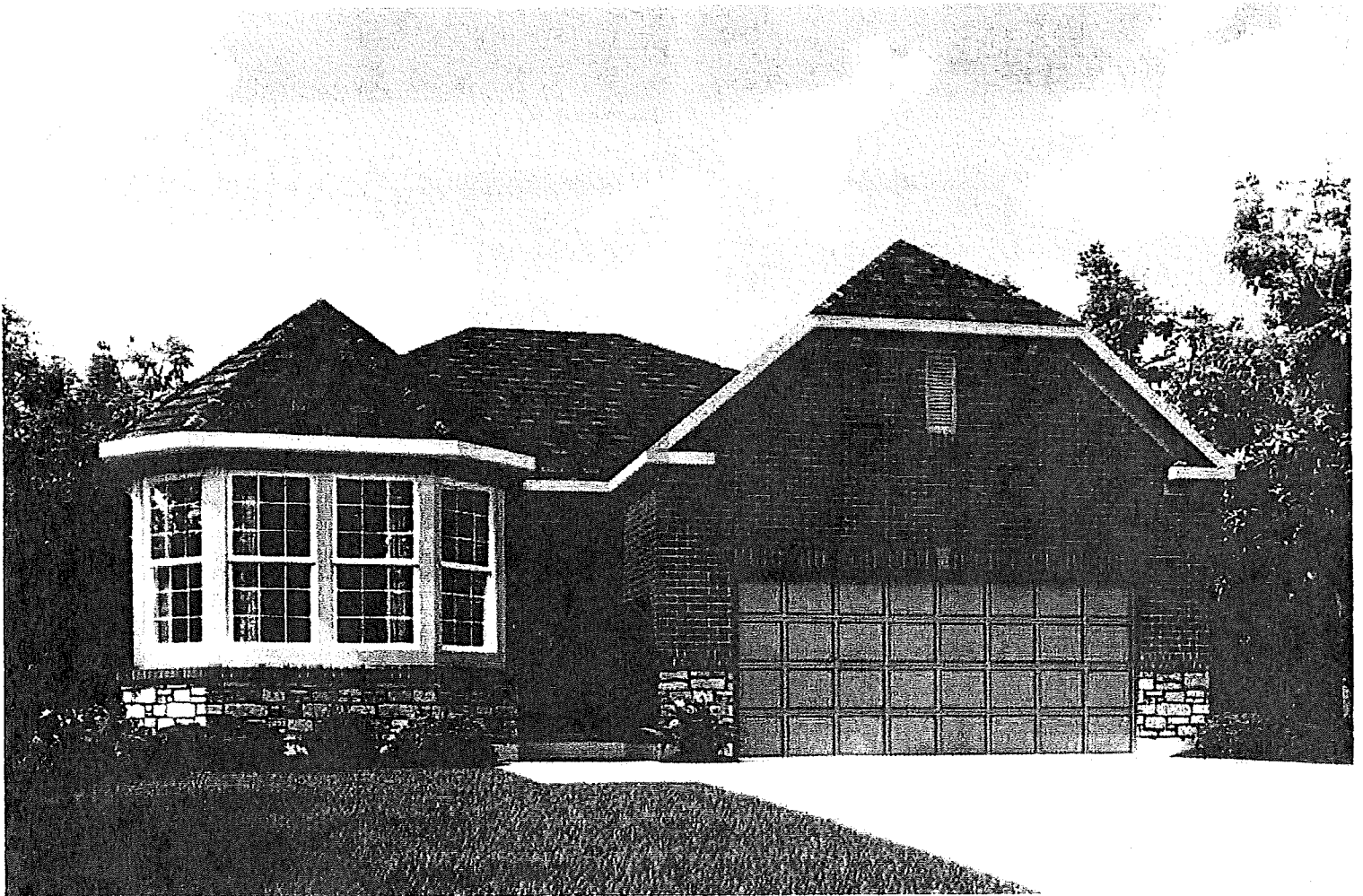
An accurate engineering survey should be prepared by Abercrombie & Associates in order to measure the safe sight distance available at the proposed access roadway on Williams Road. The respective safe sight distance triangles are provided in the previous section of this report.

Proposed landscape plantings and gateway features should be placed at the Williams Road intersection in a manner so as to not obstruct the sight distance triangle. The height of mature vegetation should not exceed 36 inches if it falls within the sight distance triangle.

Design Standards

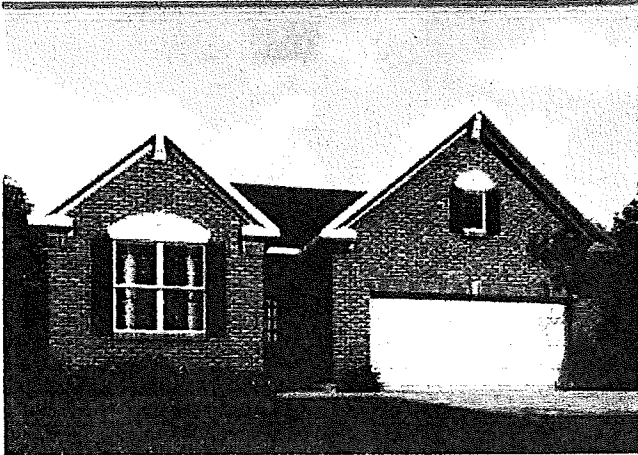
Standards adopted by the Boone County Engineer and KYTC should be followed roadway design, installation of signage, and pavement markings.

Clearwater

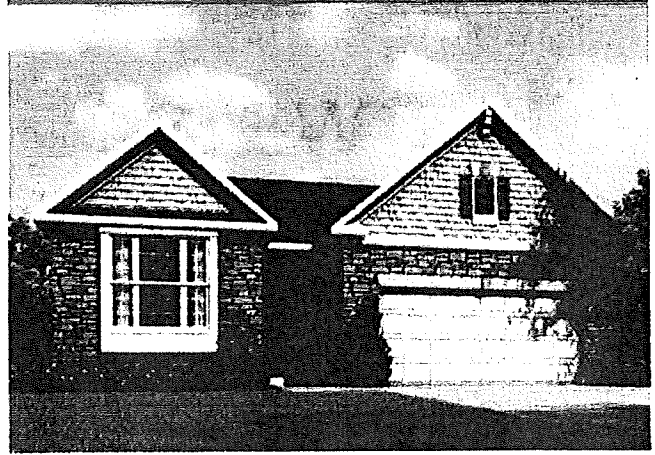


Clearwater F

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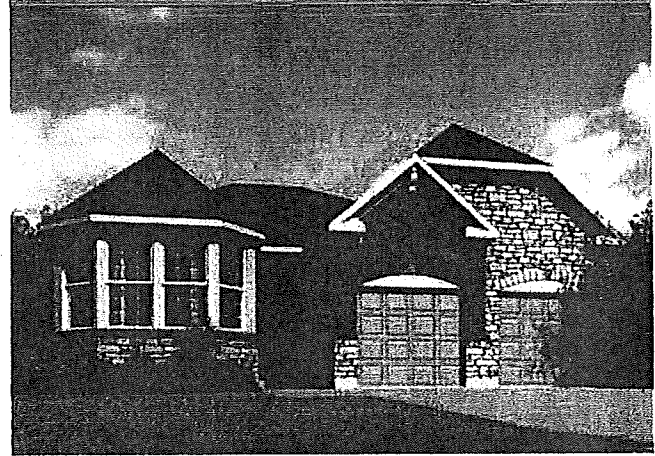
Clearwater A



Clearwater B



Clearwater C



Clearwater D



Clearwater E

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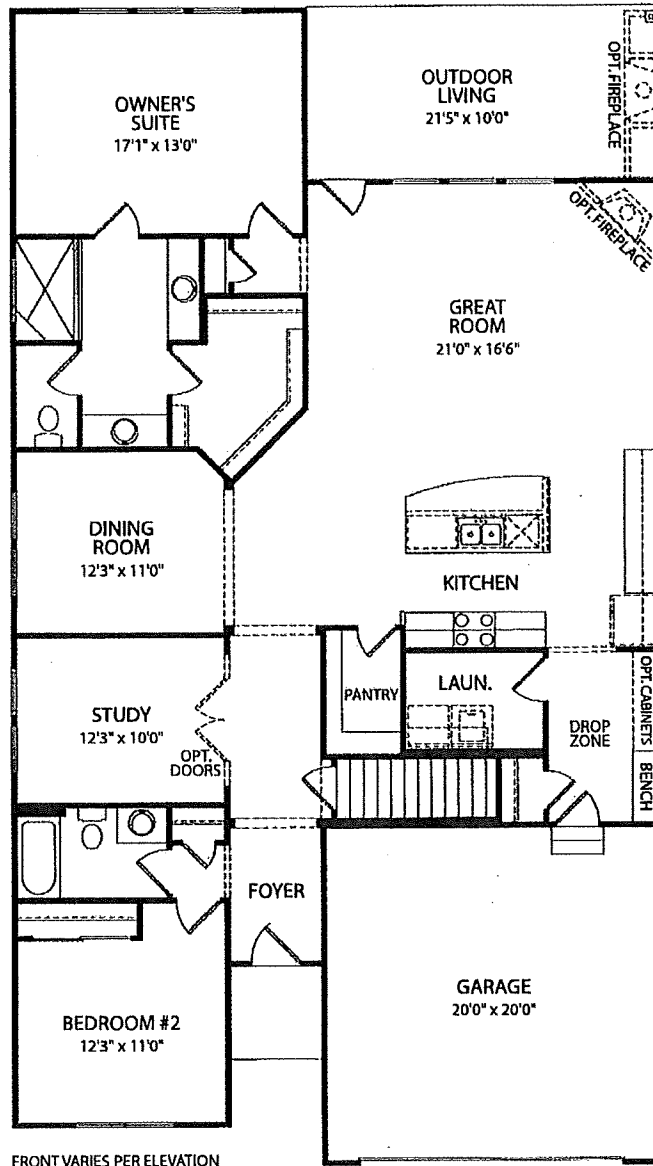
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Clearwater

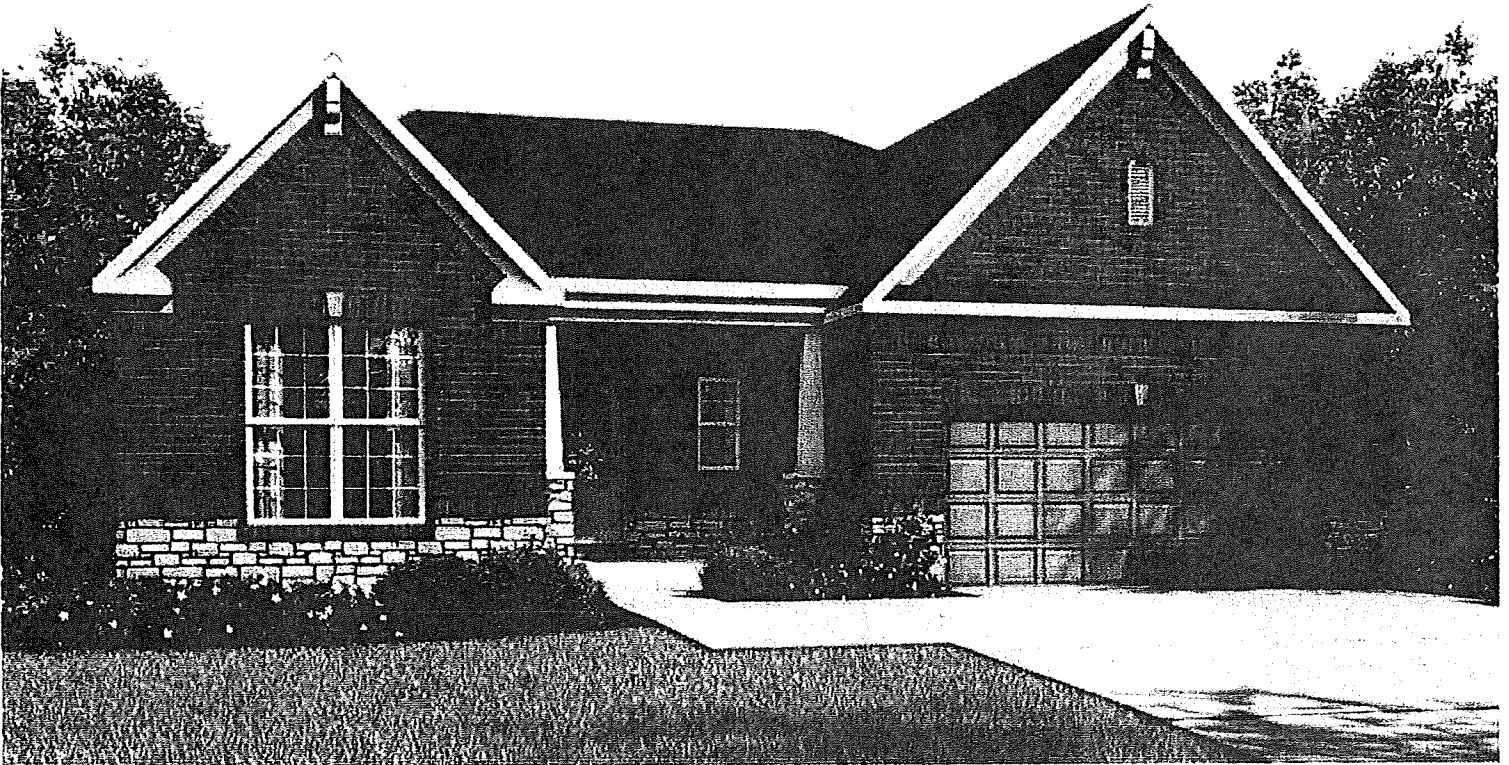
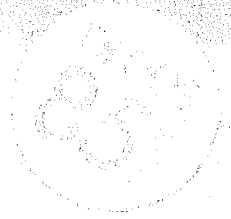
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Main Level

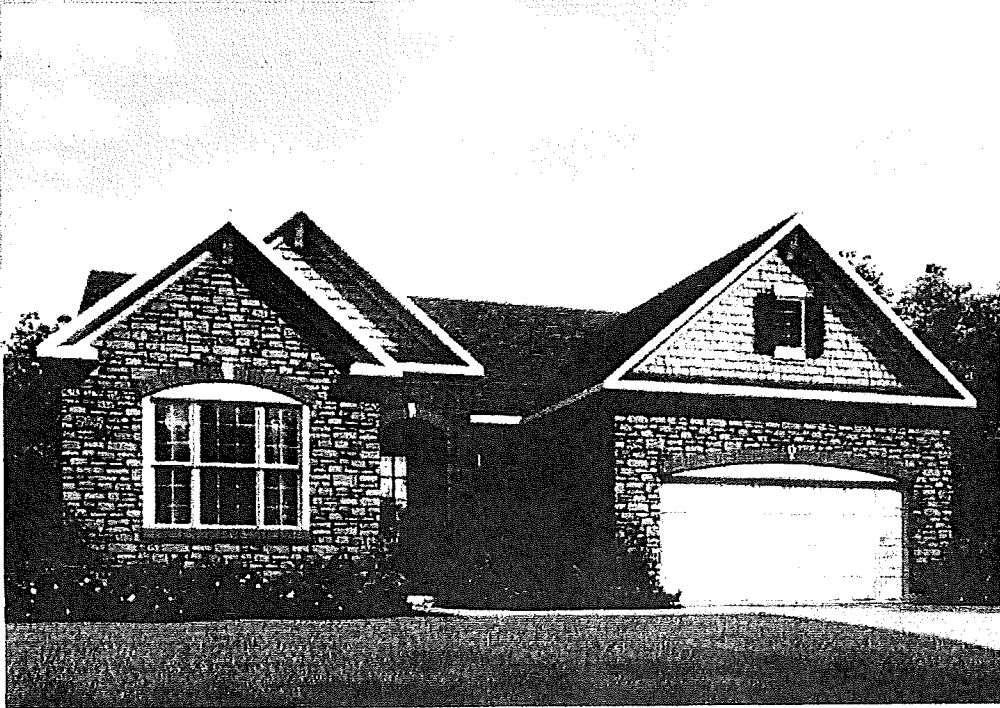
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Naples

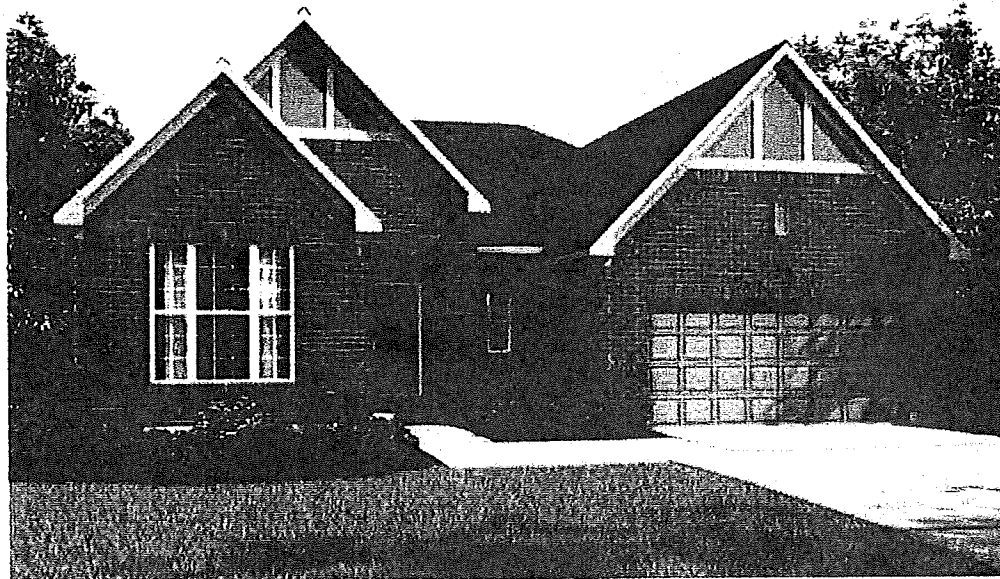


Naples B

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Naples A



Naples C

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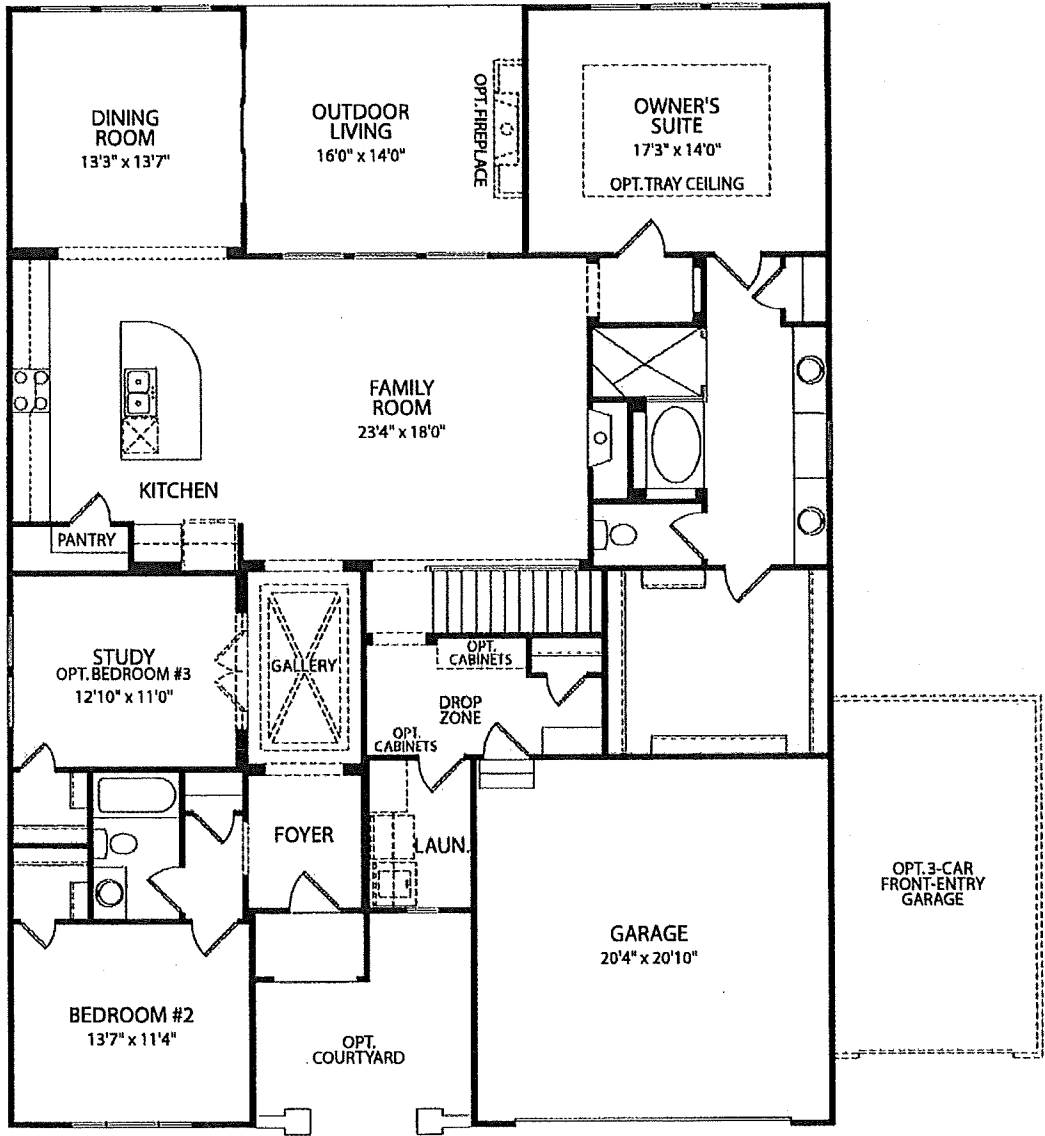
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Naples

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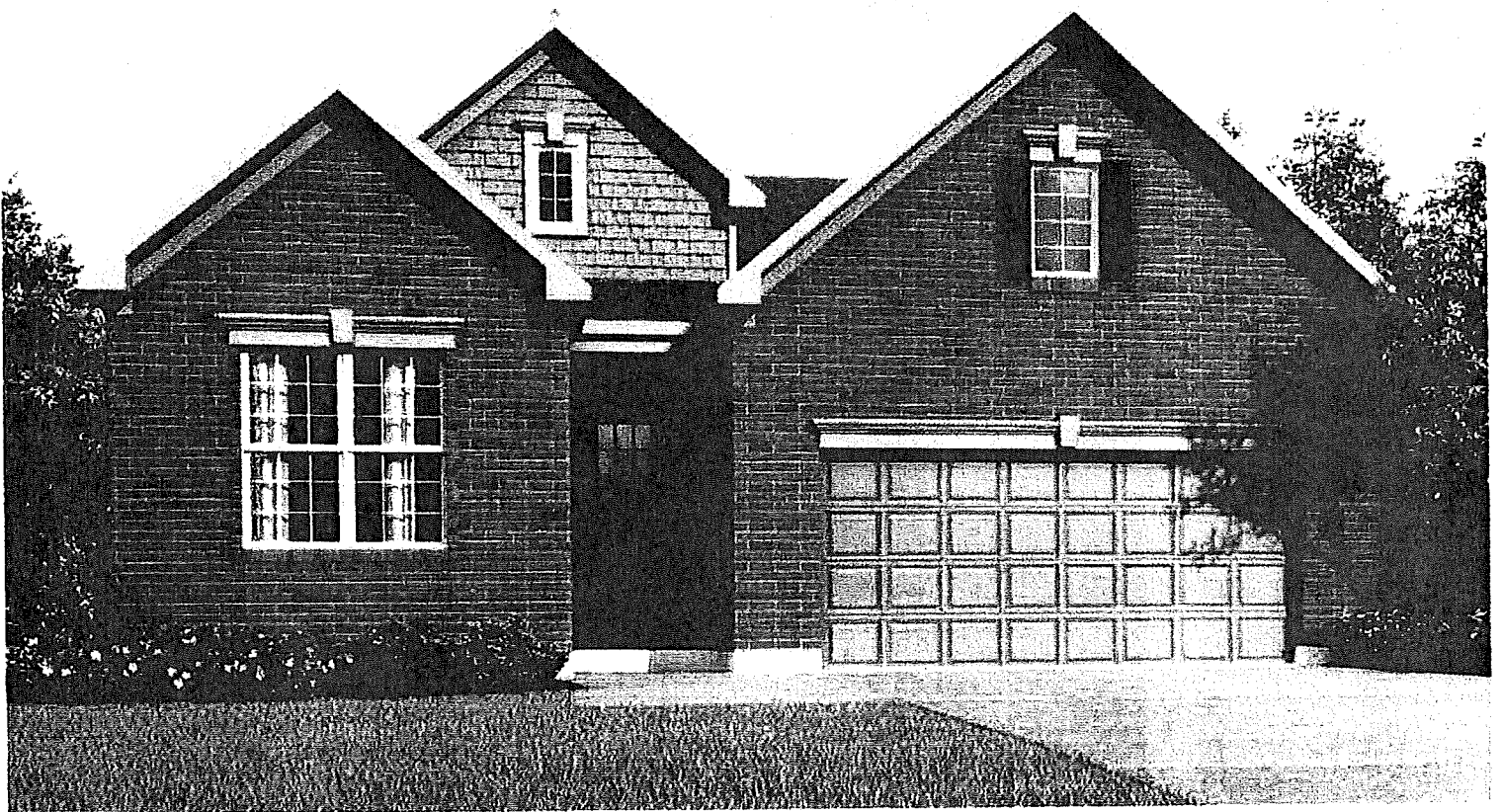
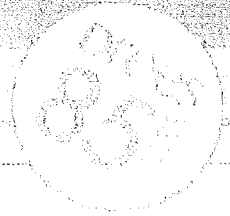


FRONT VARIES PER ELEVATION

Main Level

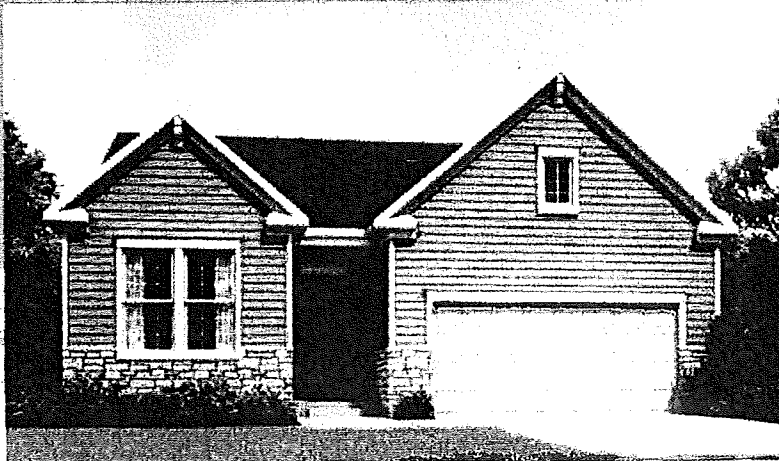
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Casselberry



Casselberry A

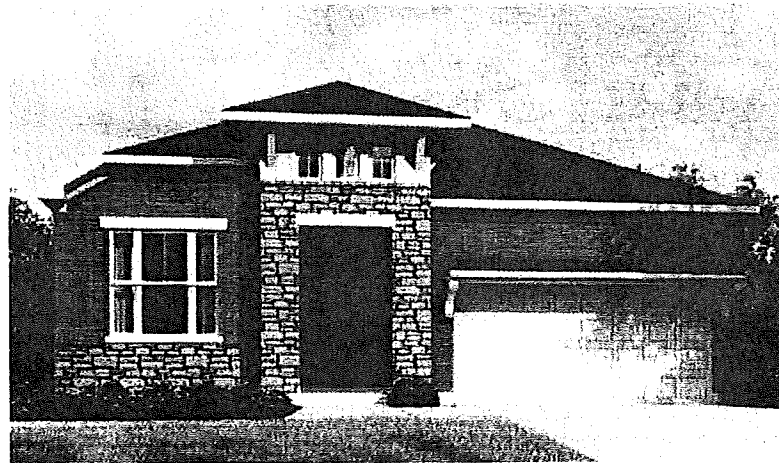
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Casselberry B



Casselberry C



Casselberry D

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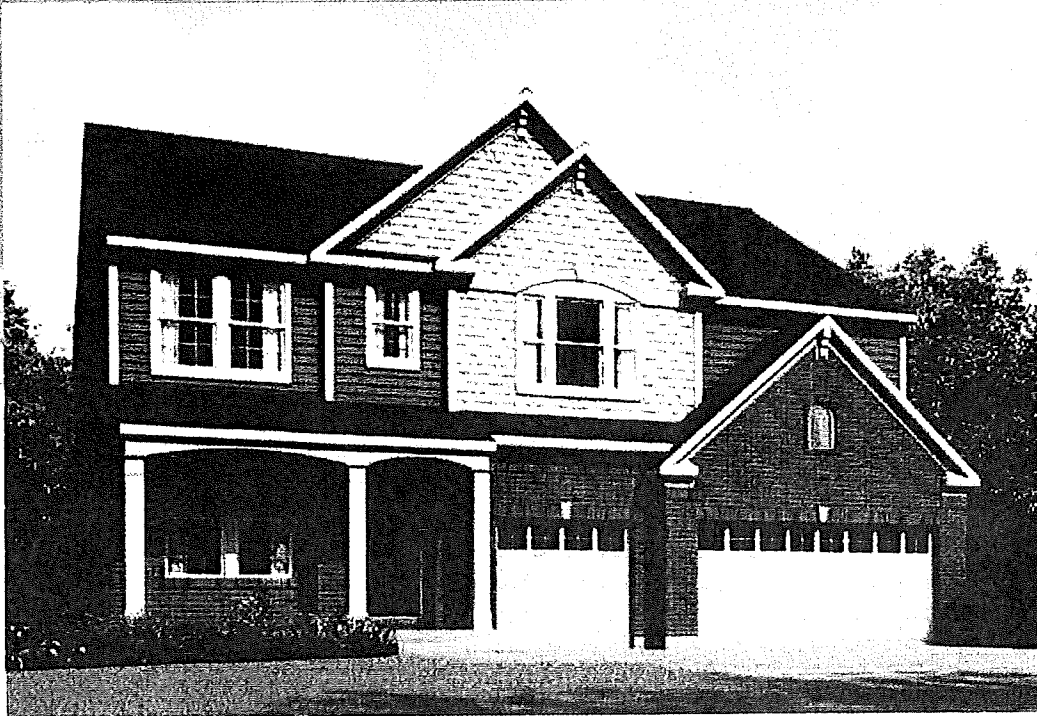
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Belleville



Belleville A

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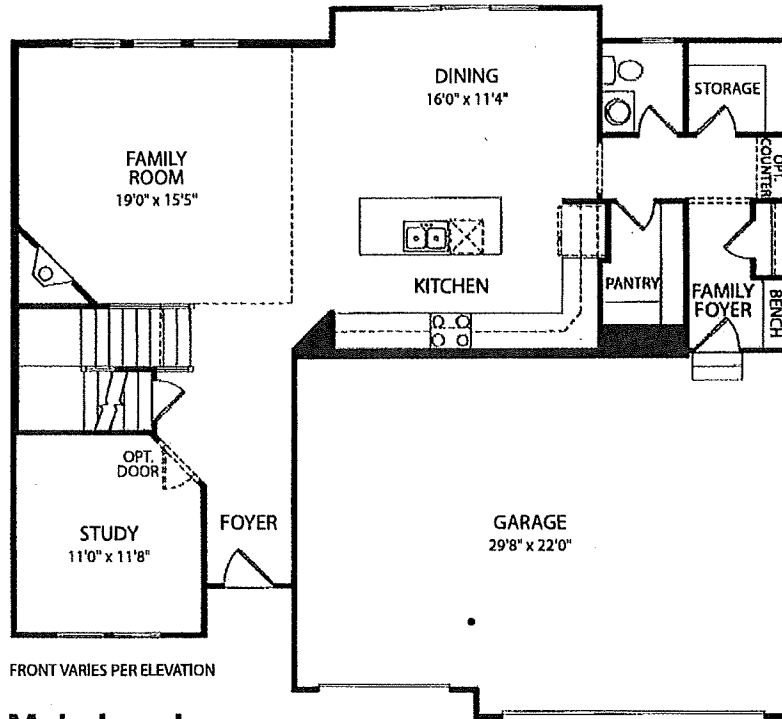
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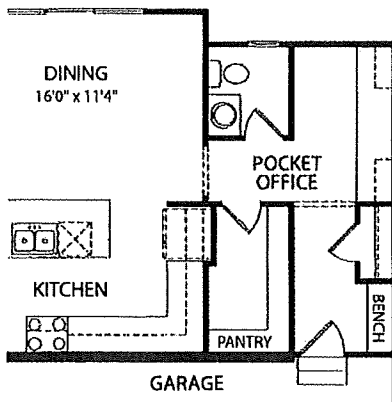
Belleville

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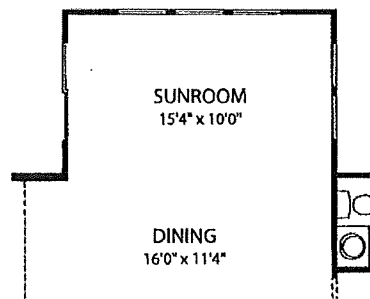


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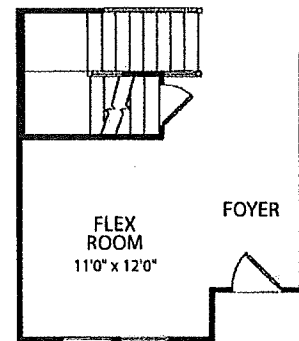
Main Level



Optional Pocket Office



Optional Sunroom



FRONT VARIES PER ELEVATION

Optional Flex Room

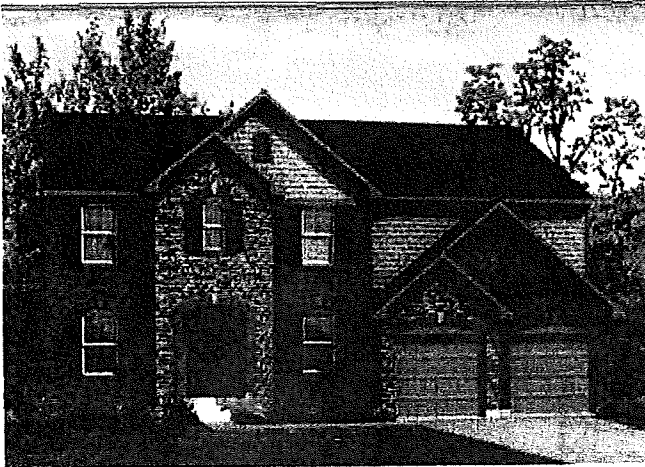
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Buchanan



Buchanan G

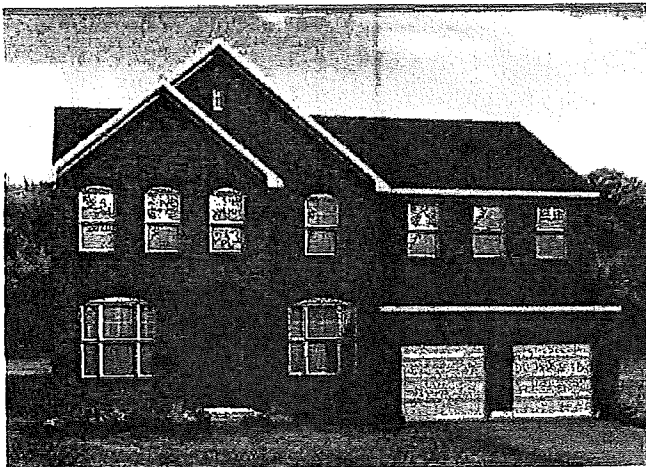
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Buchanan B



Buchanan C



Buchanan D



Buchanan E



Buchanan F

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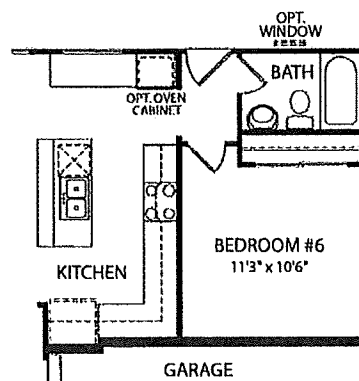
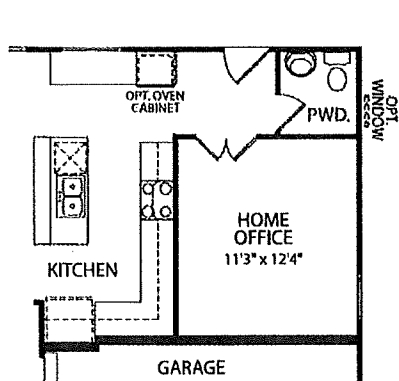
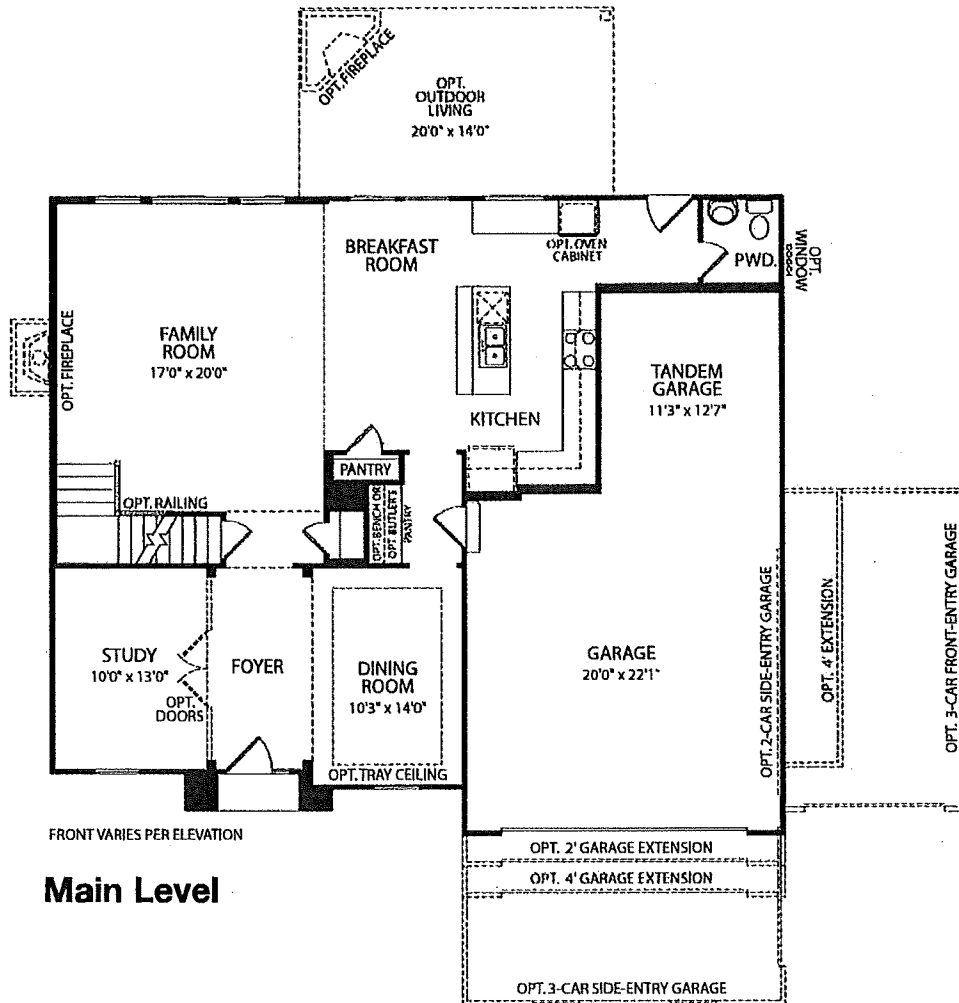
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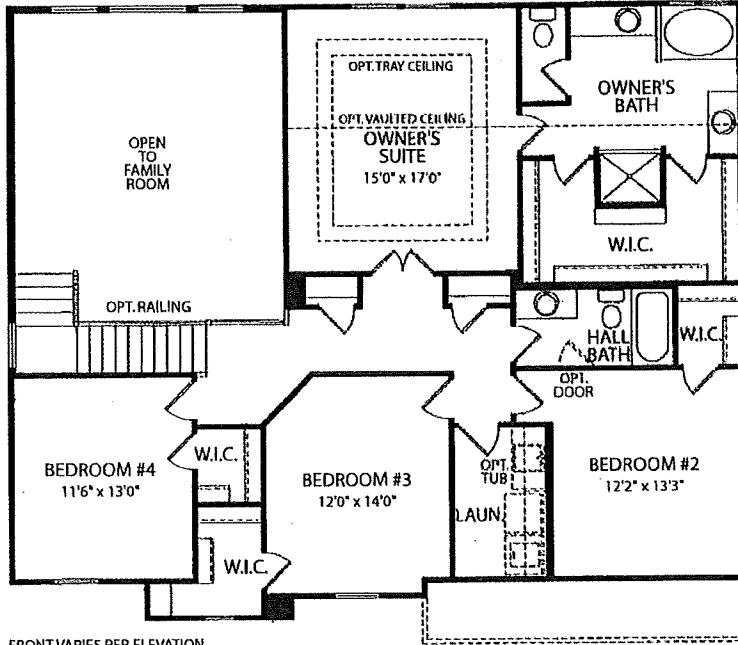
Buchanan

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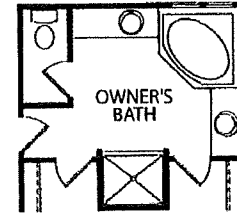
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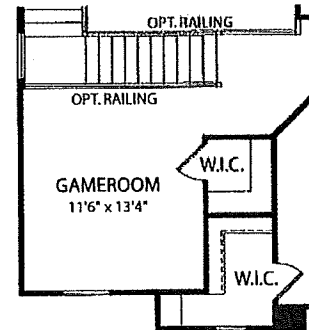


FRONT VARIES PER ELEVATION

Second Level

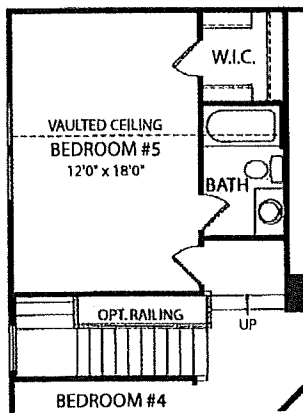


Optional Corner Tub at Owner's Bath

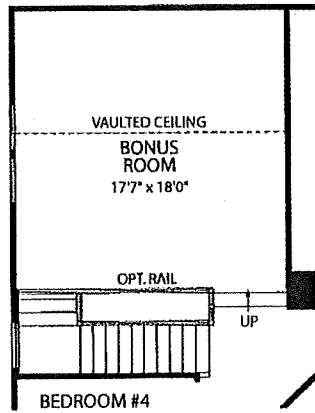


FRONT VARIES PER ELEVATION

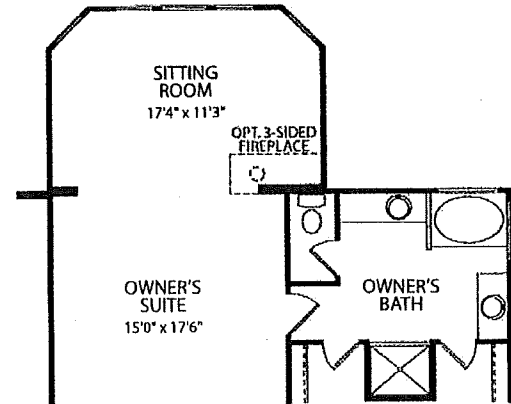
Optional Gameroom



Optional Bedroom #5 with Full Bath

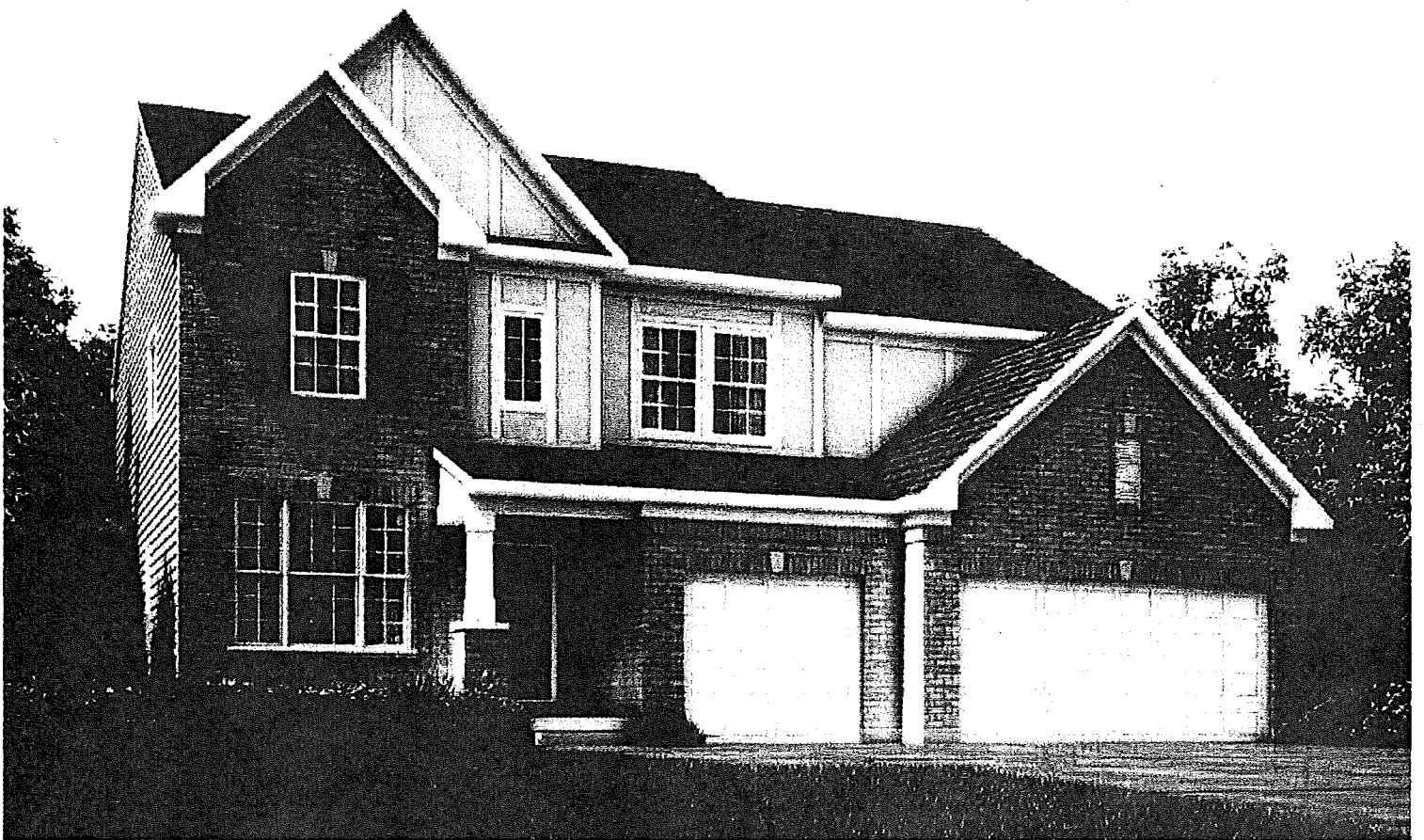


Optional Bonus Room



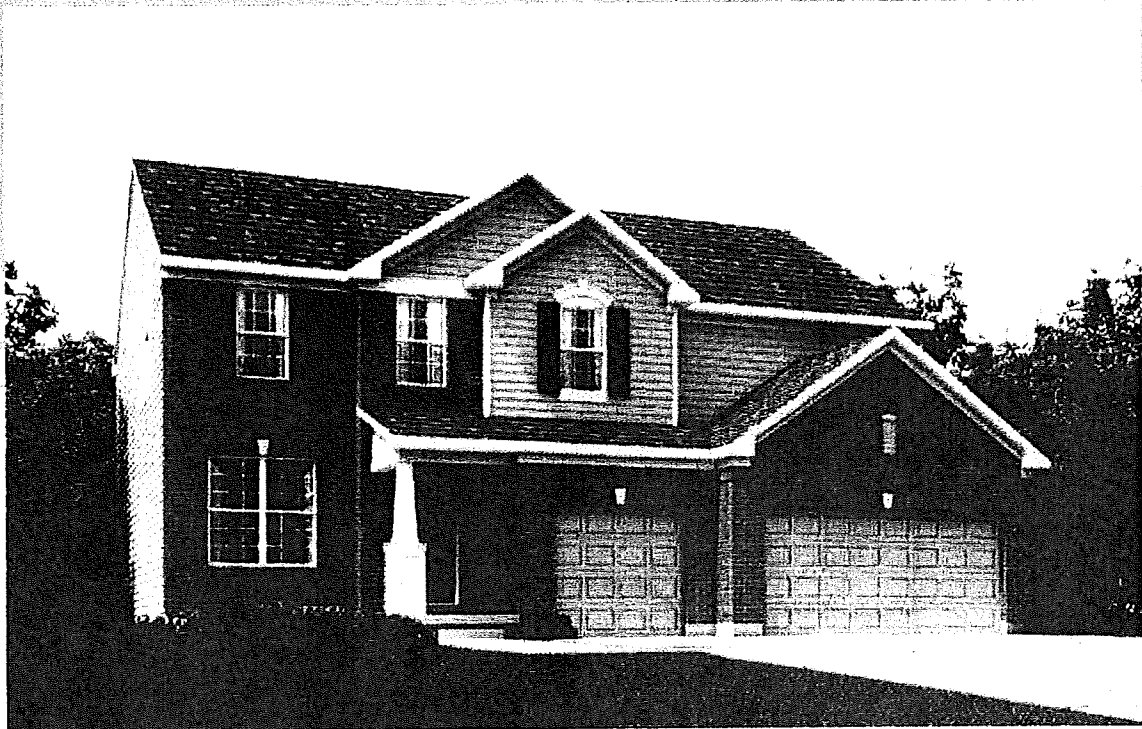
Optional Sitting Room
(Available only with Optional Sunroom)

Northbrook

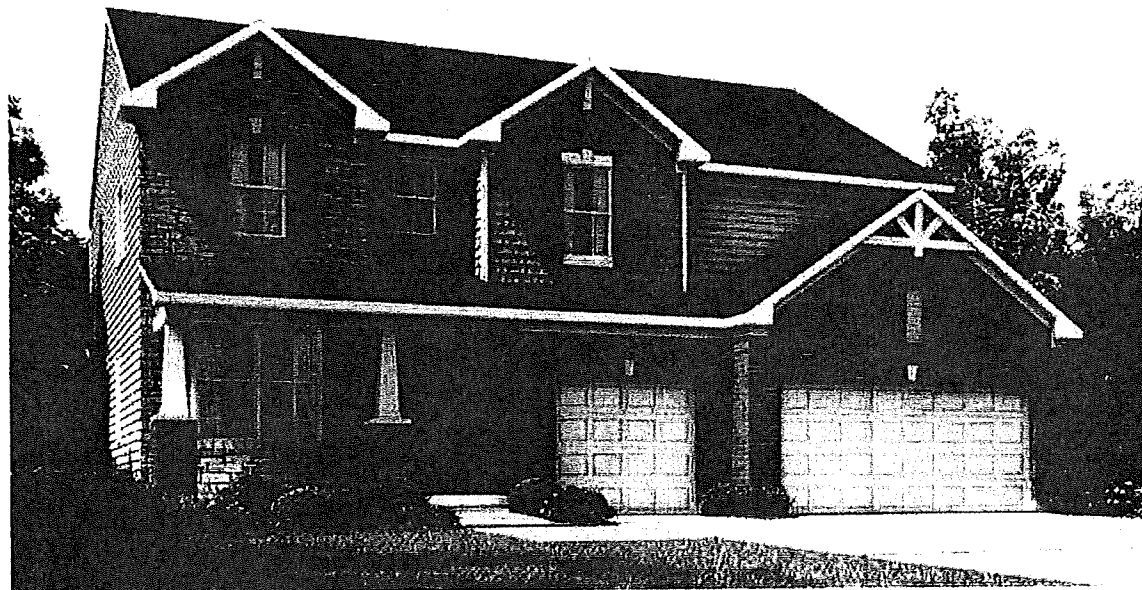


Northbrook A

Drees
HOMESSM



Northbrook B



Northbrook C

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HOMES, LLC

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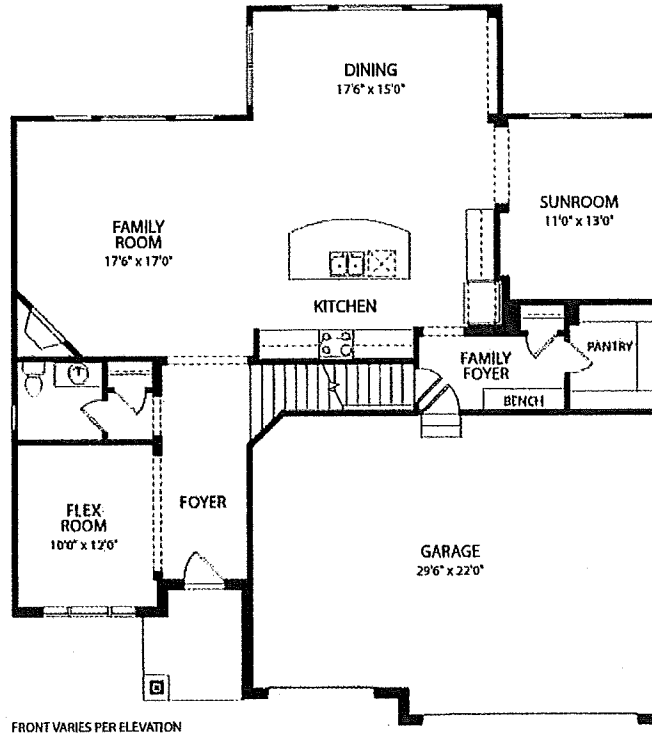
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Re-order number B16013-OHCN

5/15

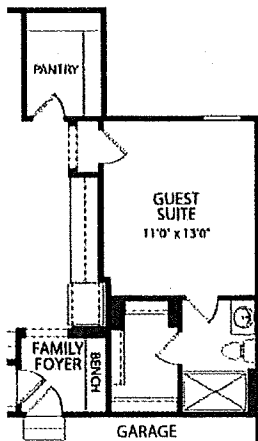
Northbrook

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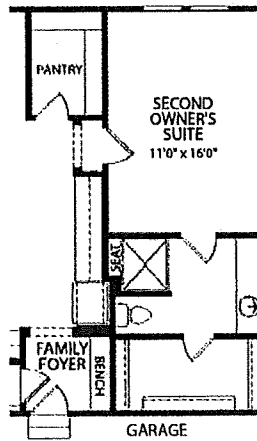


FRONT VARIES PER ELEVATION

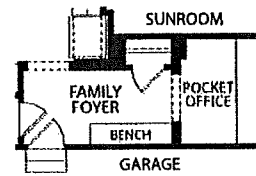
Main Level



Optional Guest Suite



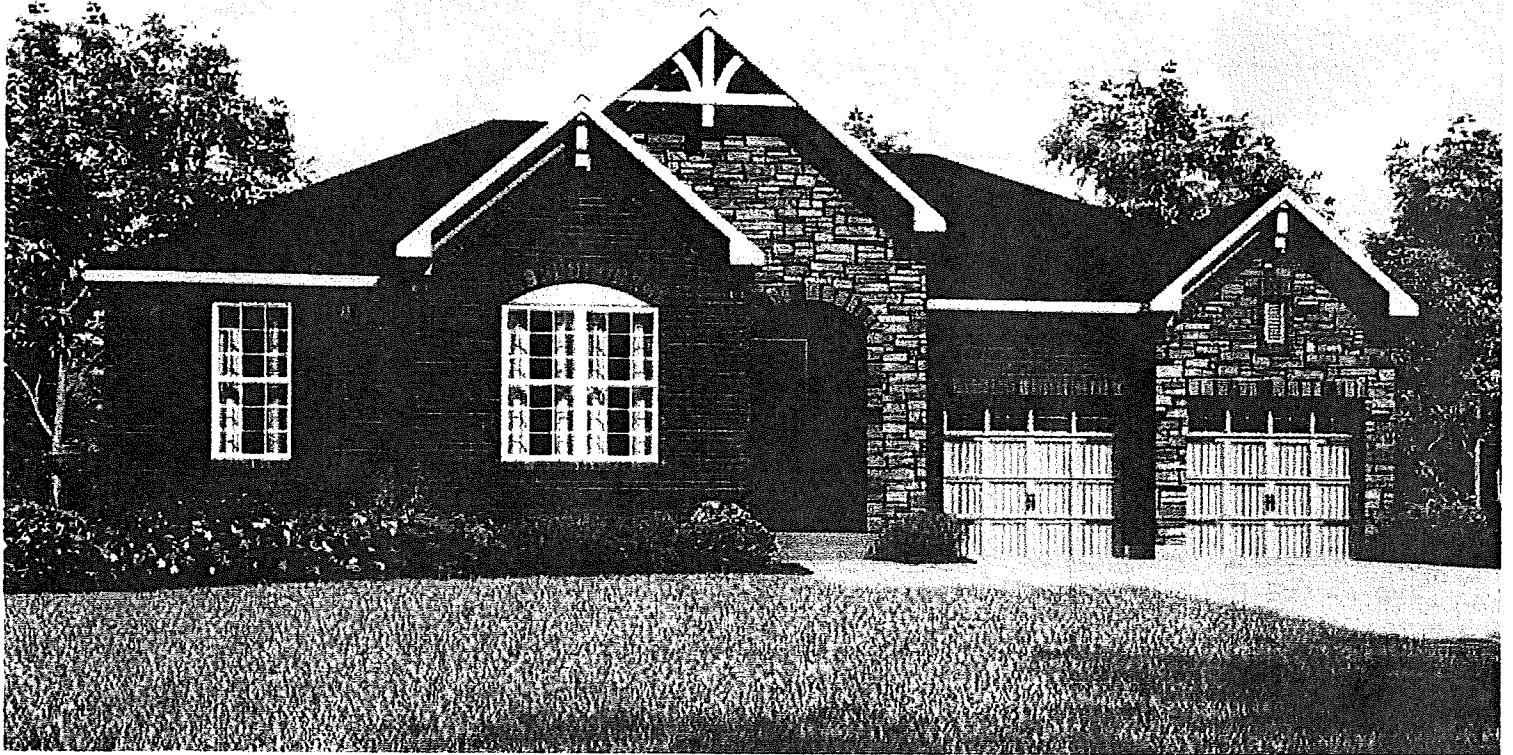
Optional Second Owner's Suite



Optional Pocket Office

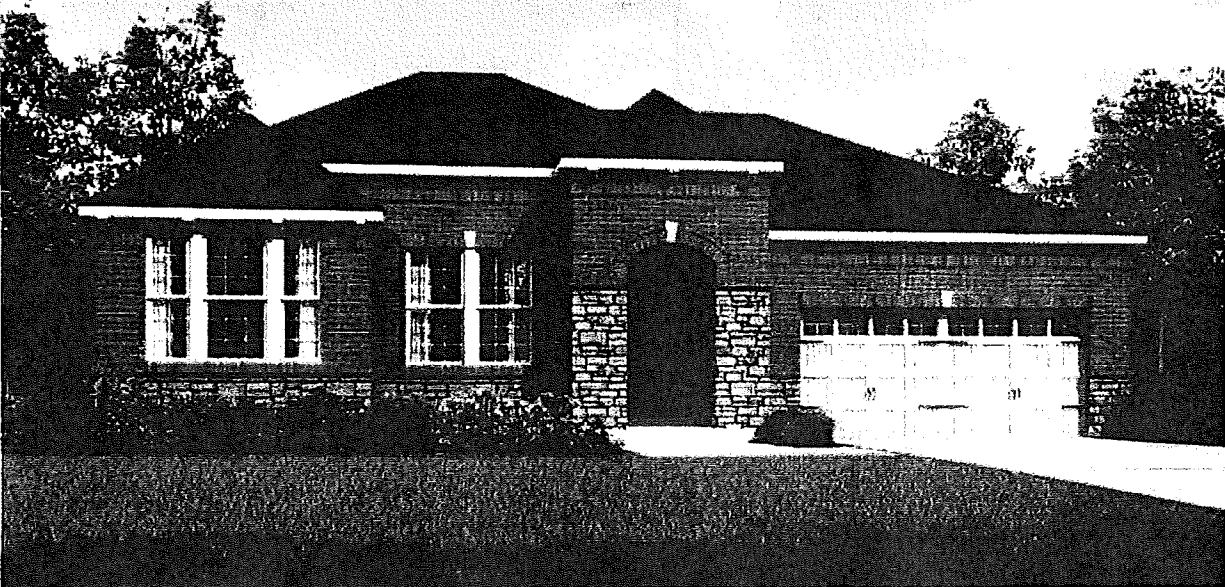
Note: Not all plans and elevations are available in all communities. Room sizes may vary due to elevation and siding material selected. The elevations and floor plans in this brochure show optional items. Because we are constantly improving our product, we reserve the right to change product features, brand names, dimensions, architectural details and design. This brochure and exterior colors shown here are for illustrative purposes only. They are not meant to represent actual product selections and may not be representative of available colors in specific communities. This is not part of a legal contract.

Hartwell

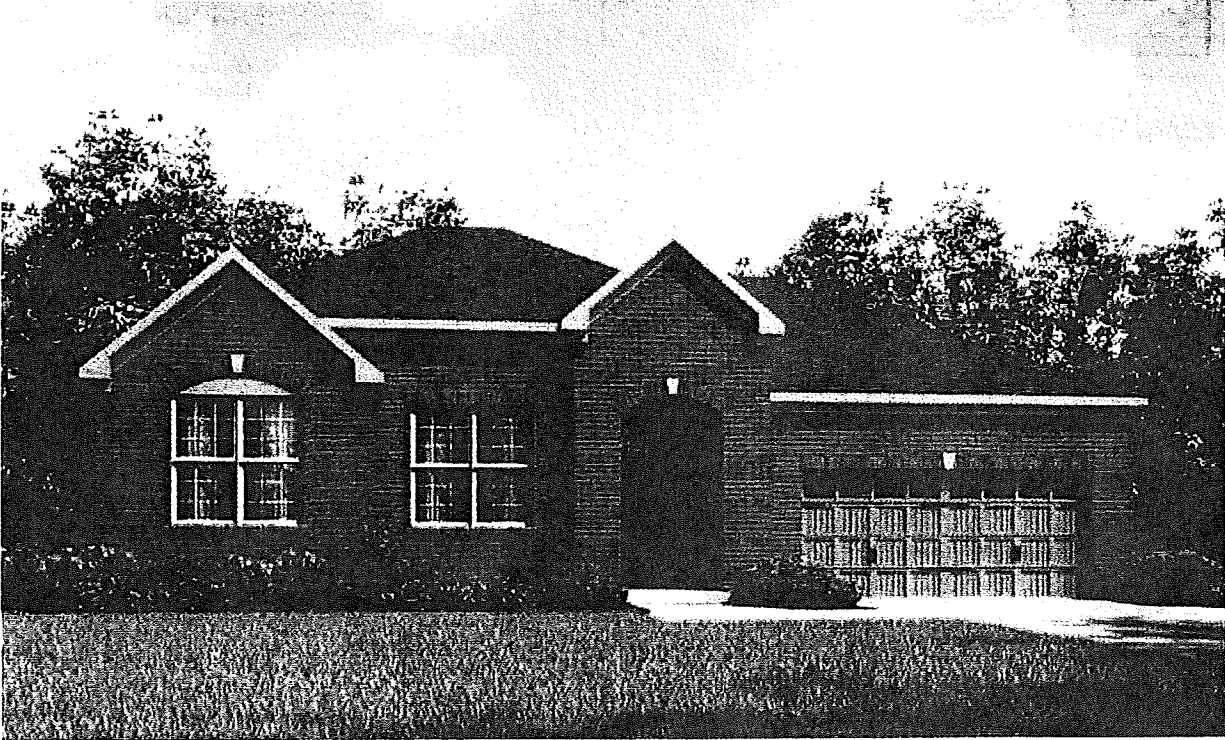


Hartwell C

Drees
HOMESSM



Hartwell A



Hartwell B

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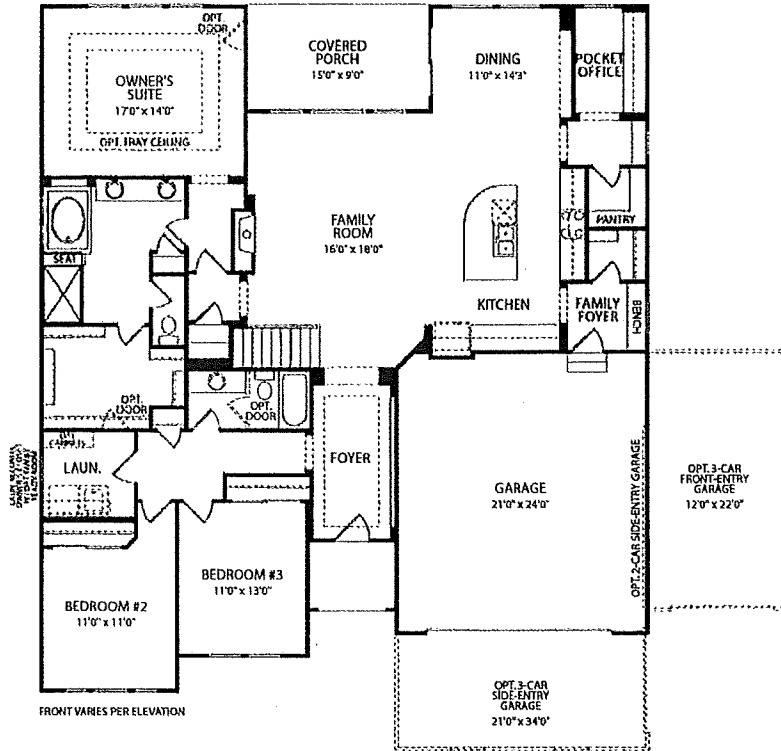
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Re-order number B15301-OHCN

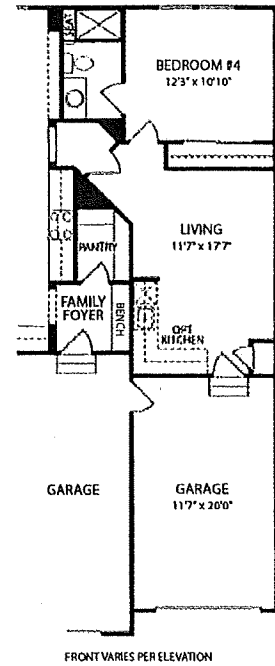
4/15

Hartwell

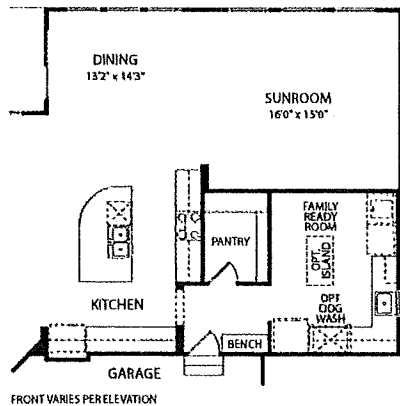
by Drees Homes



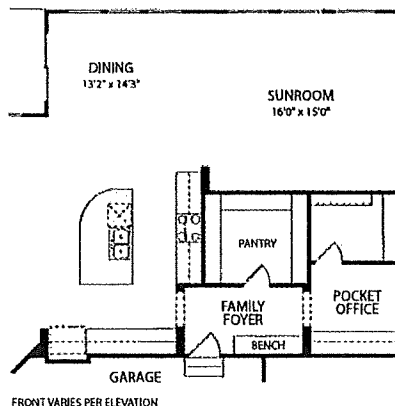
Main Level



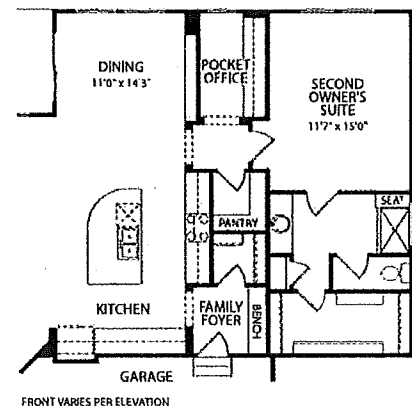
Optional Independent Living Suite



Optional Family Ready Room



Optional Sunroom



Optional Second Owner's Suite

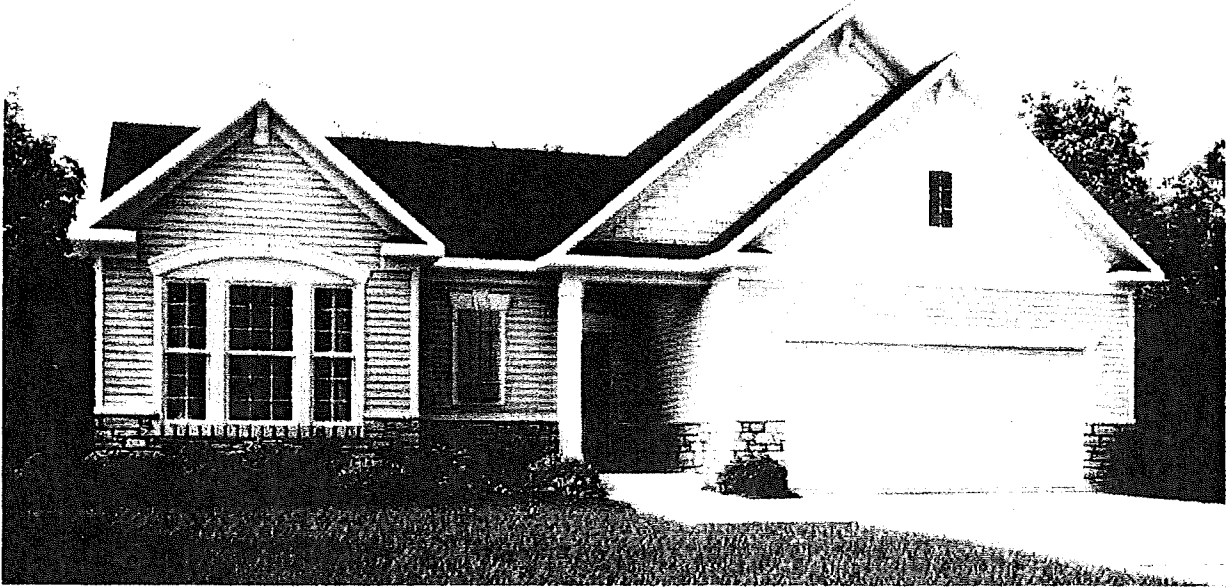
Note: Not all plans and elevations are available in all communities. Room sizes may vary due to elevation and siding material selected. The elevations and floor plans in this brochure show optional items. Because we are constantly improving our product, we reserve the right to change product features, brand names, dimensions, architectural details and design. This brochure and exterior colors shown here are for illustrative purposes only. They are not meant to represent actual product selections and may not be representative of available colors in specific communities. This is not part of a legal contract.

Hialeah



Hialeah B

Drees
HOMES_{SM}



Hialeah A



Hialeah C

Drees
HOMES LLC

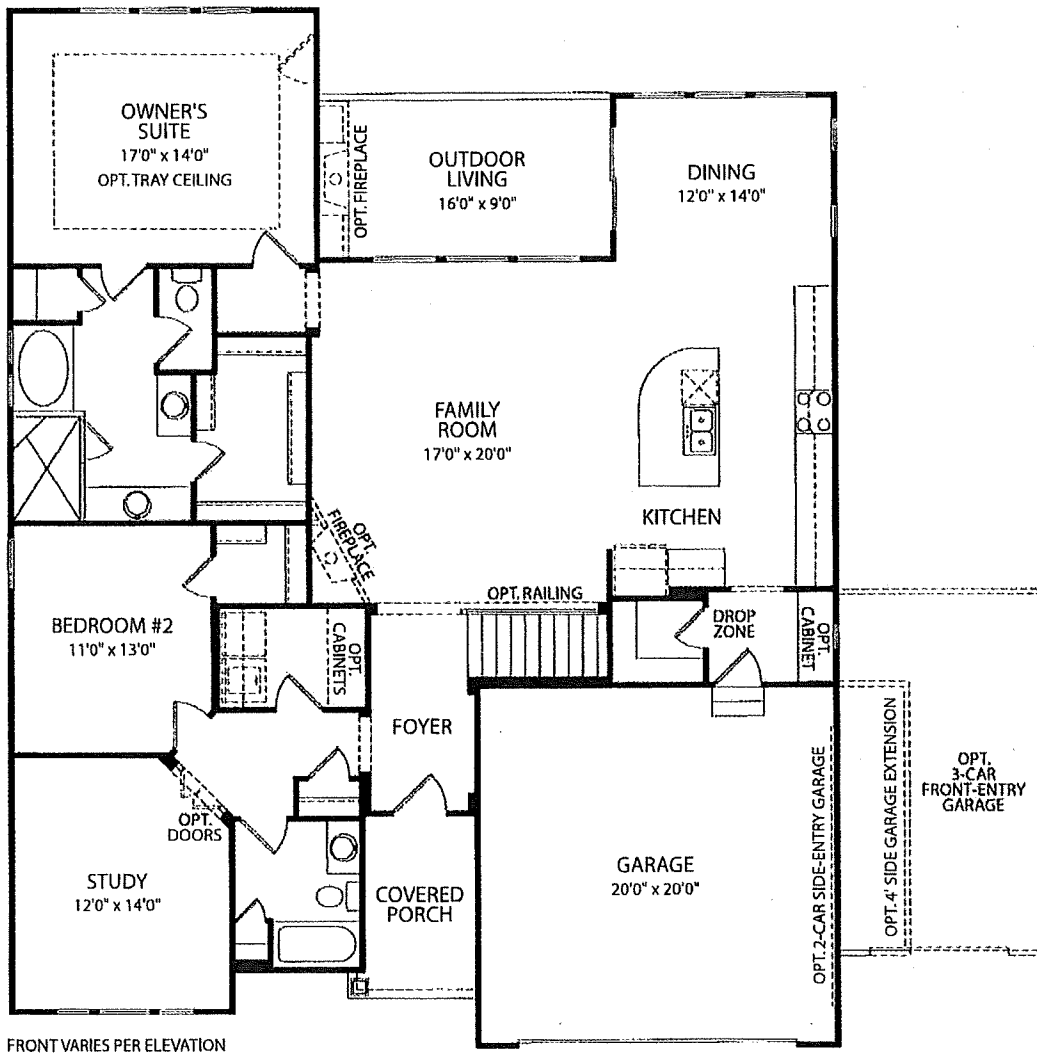
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Re-Order # B17326-OHCN 10/16

Hialeah

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Main Level

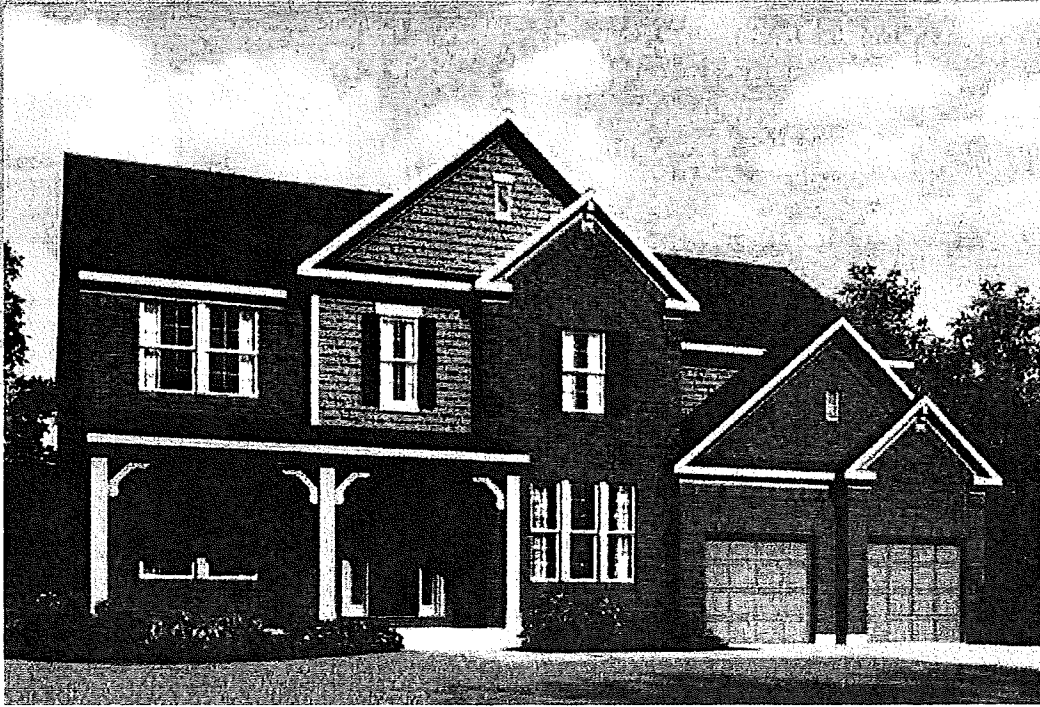
Note: Not all plans and elevations are available in all communities. Room sizes may vary due to elevation and siding material selected. The elevations and floor plans in this brochure show optional items. Because we are constantly improving our product, we reserve the right to change product features, brand names, dimensions, architectural details and design. This brochure and exterior colors shown here are for illustrative purposes only. They are not meant to represent actual product selections and may not be representative of available colors in specific communities. This is not part of a legal contract.

Ash Lawn



Ash Lawn B

Drees
HOMESSM



Ash Lawn C



Ash Lawn D

Drees
HOMESSM

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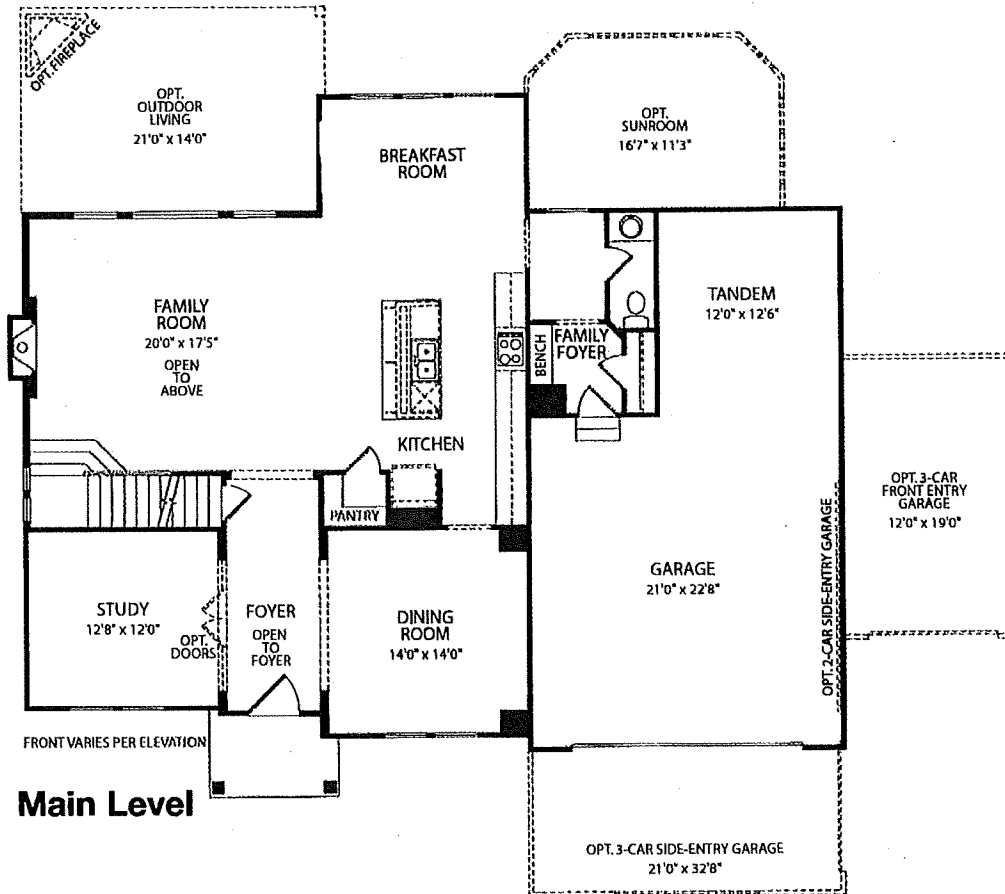
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Re-order number B15164-OHCN

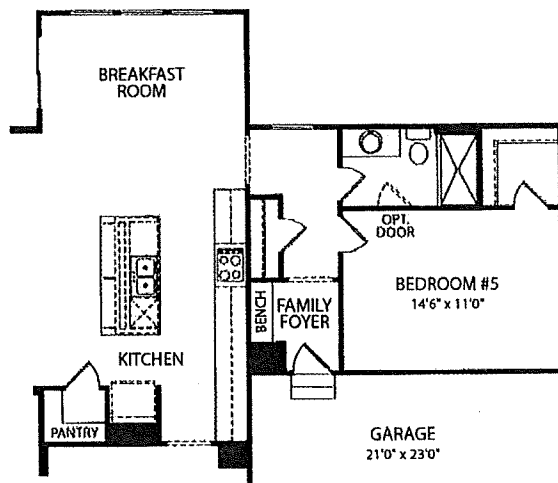
3/15

Ash Lawn

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Main Level

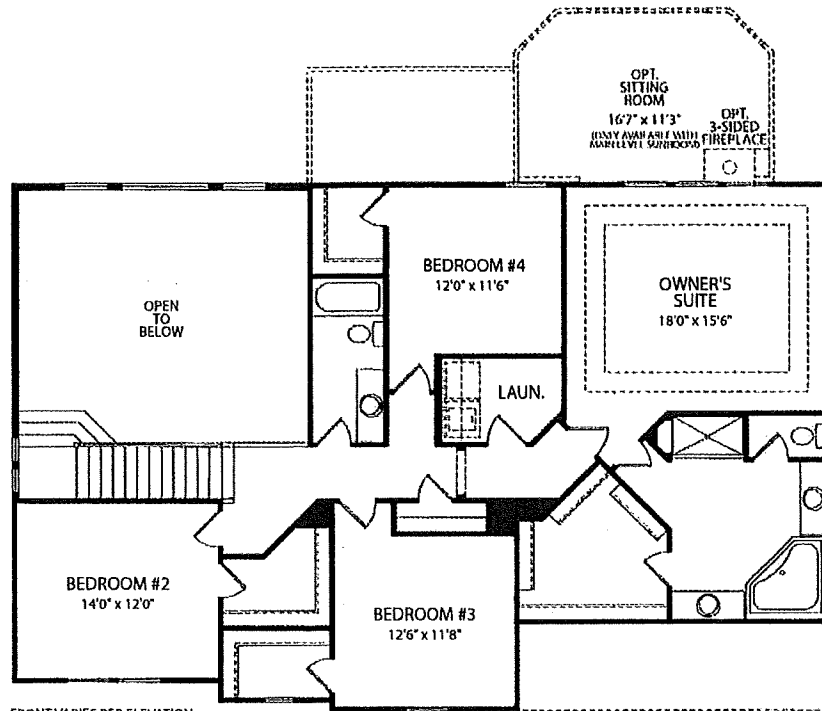


Optional Bedroom #5 and Full Bath

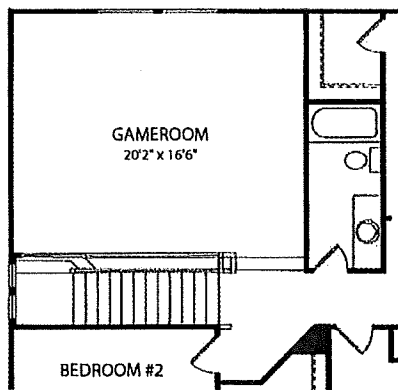
Note: Not all plans and elevations are available in all communities. Room sizes may vary due to elevation and siding material selected. The elevations and floor plans in this brochure show optional items. Because we are constantly improving our product, we reserve the right to change product features, brand names, dimensions, architectural details and design. This brochure and exterior colors shown here are for illustrative purposes only. They are not meant to represent actual product selections and may not be representative of available colors in specific communities. This is not part of a legal contract.

Ash Lawn

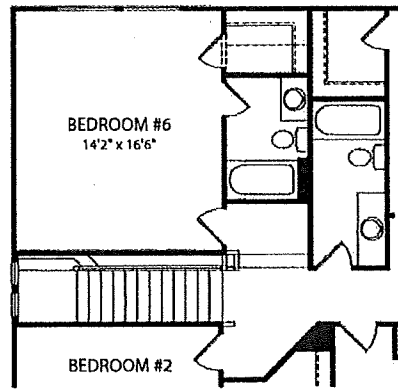
by Drees Homes



Second Level

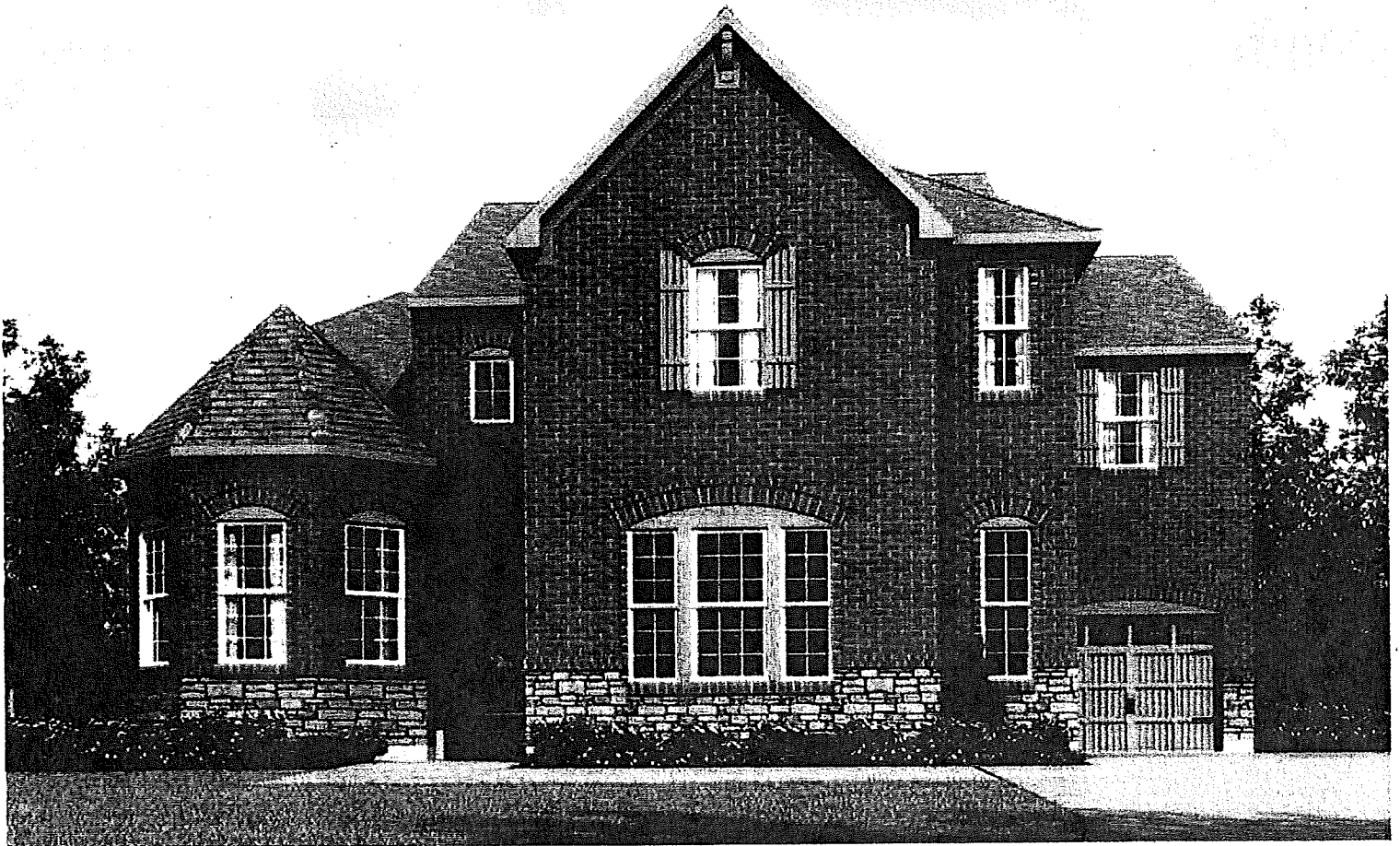


Optional Gameroom



Optional Bedroom #6 and Full Bath

Mason

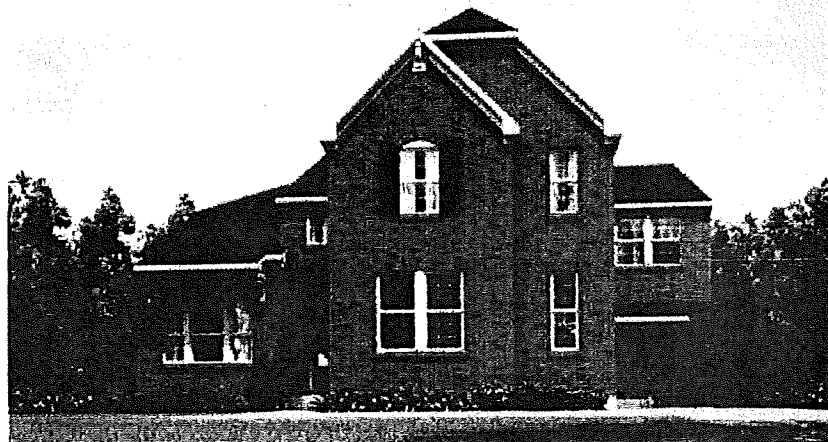


Mason B

Drees
HOMESSM



Mason C



Mason D



Mason E

Drees
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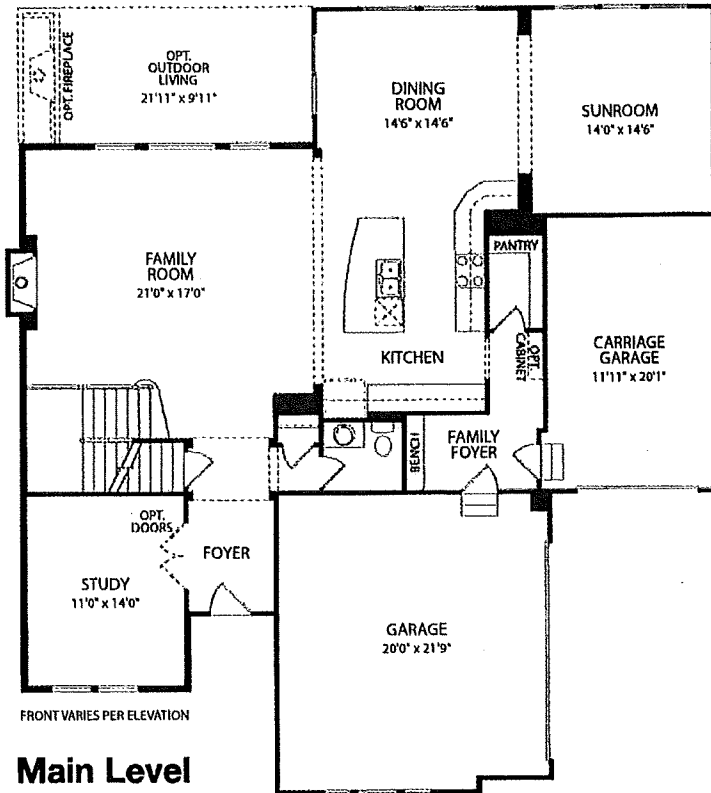
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Re-order number B16517-CHCN

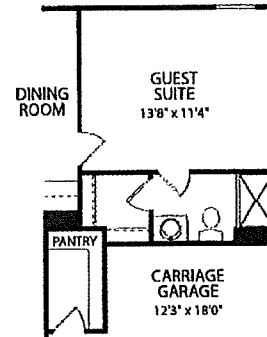
3/16

Mason

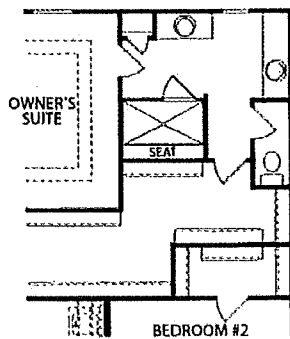
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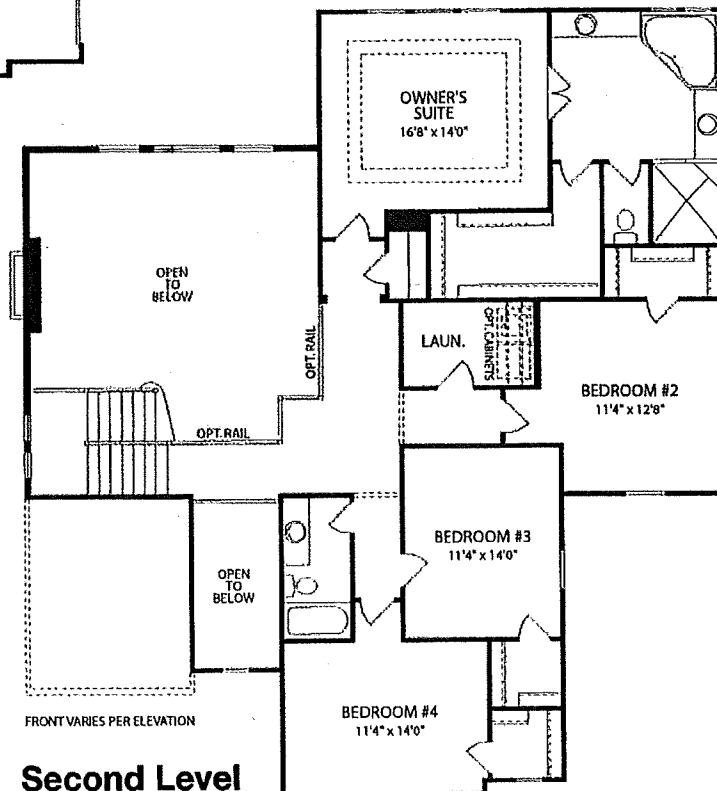
Main Level



Optional Guest Suite



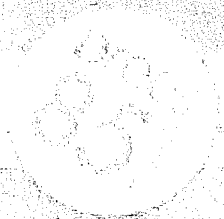
**Optional Deluxe Shower
in Owner's Bath**



Second Level

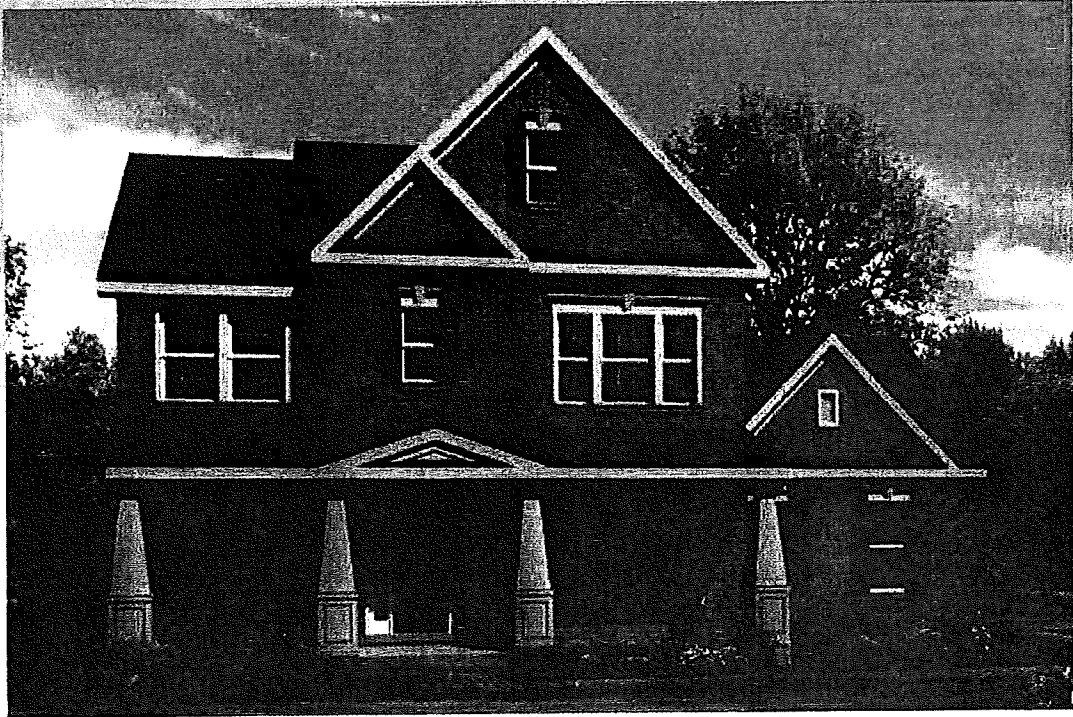
Note: Not all plans and elevations are available in all communities. Room sizes may vary due to elevation and siding material selected. The elevations and floor plans in this brochure show optional items. Because we are constantly improving our product, we reserve the right to change product features, brand names, dimensions, architectural details and design. This brochure and exterior colors shown here are for illustrative purposes only. They are not meant to represent actual product selections and may not be representative of available colors in specific communities. This is not part of a legal contract.

The Pembroke

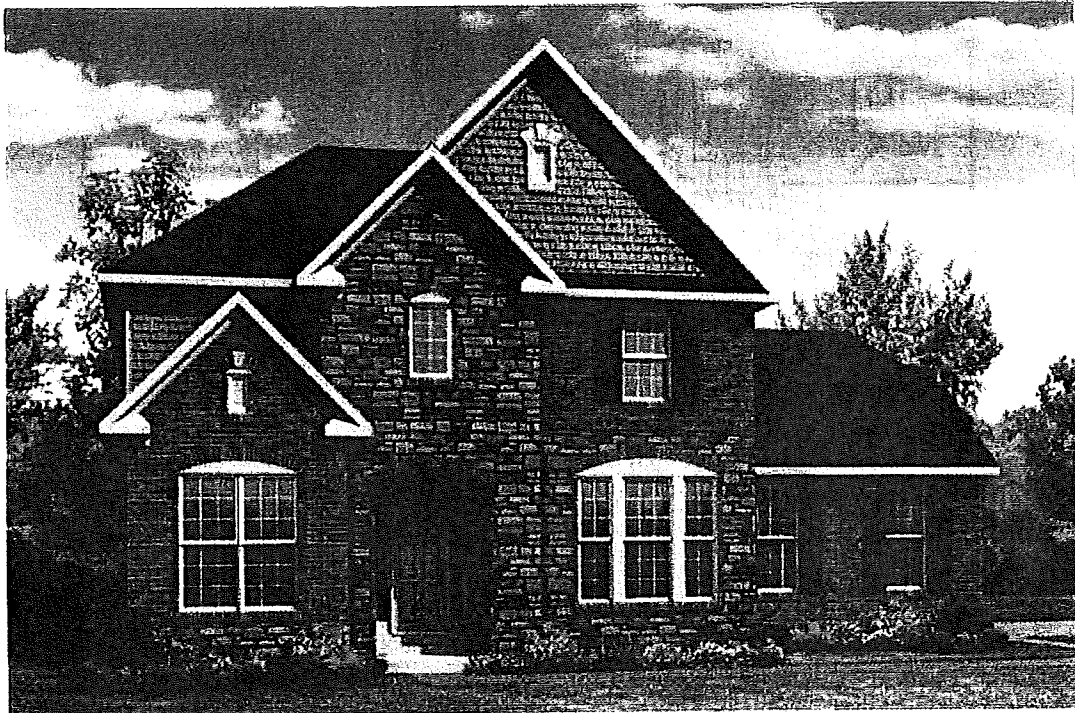


The Pembroke F

Drees
HOMESSM



The Pembroke A



The Pembroke D

Drees
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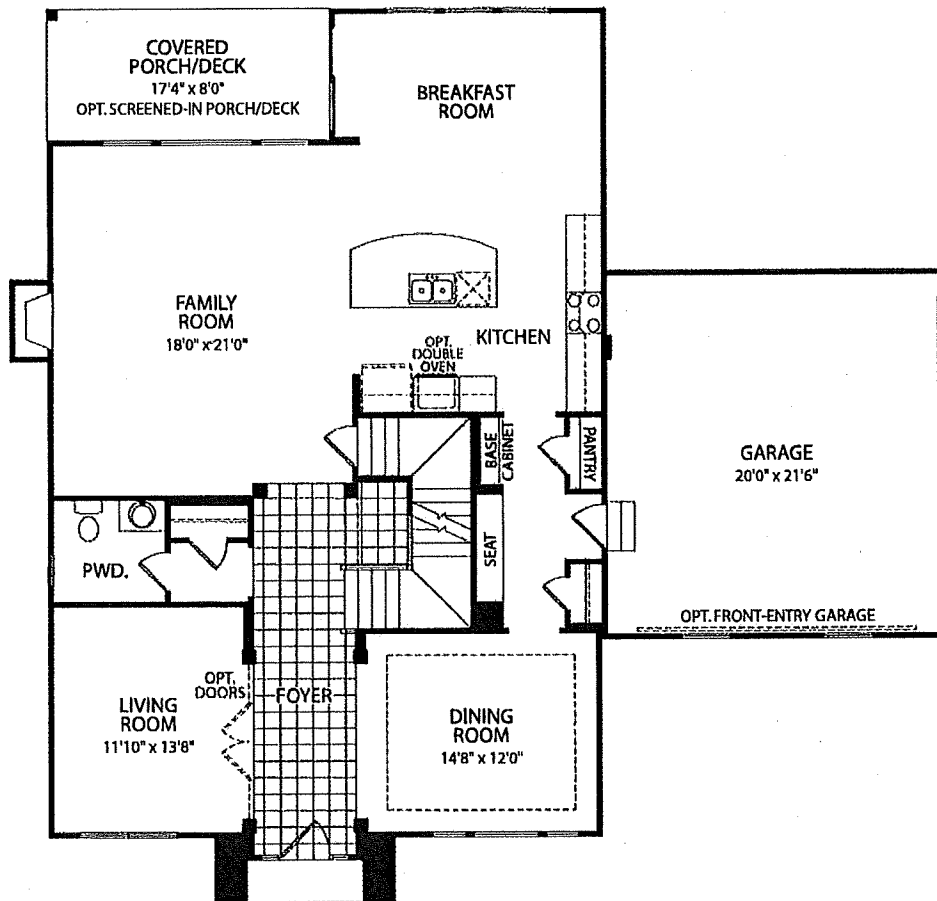
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Re-order number B18435-CHCN

1/16

The Pembroke

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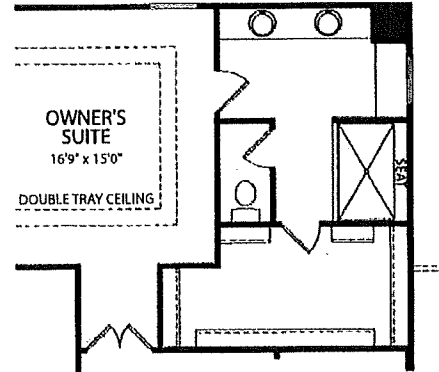
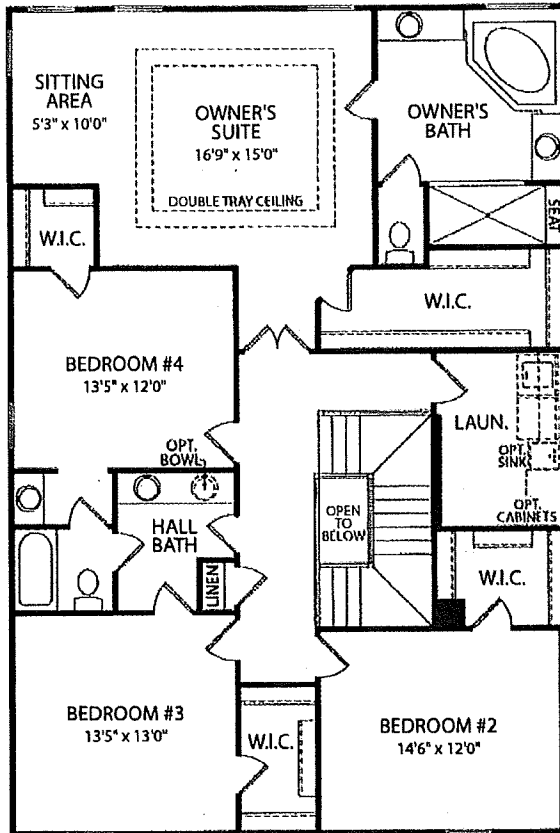
FRONT VARIES PER ELEVATION

Main Level

Note: Not all plans and elevations are available in all communities. Room sizes may vary due to elevation and siding material selected. The elevations and floor plans in this brochure show optional items. Because we are constantly improving our product, we reserve the right to change product features, brand names, dimensions, architectural details and design. This brochure and exterior colors shown here are for illustrative purposes only. They are not meant to represent actual product selections and may not be representative of available colors in specific communities. This is not part of a legal contract.

The Pembroke

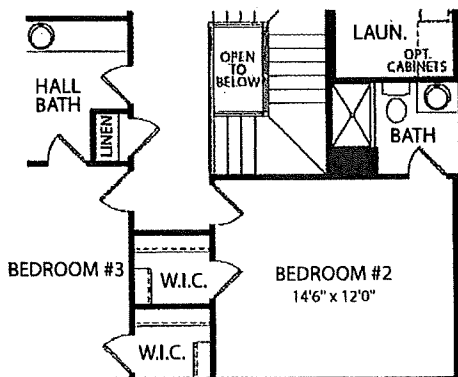
by Drees Homes



Optional Super Shower at Owner's Bath

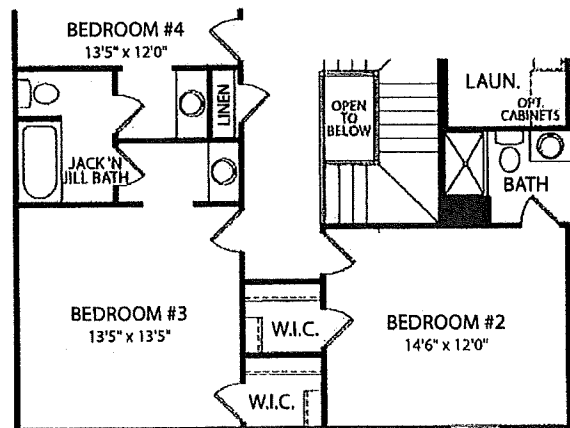
FRONT VARIES PER ELEVATION

Second Level



FRONT VARIES PER ELEVATION

Optional Full Bath at Bedroom #2



FRONT VARIES PER ELEVATION

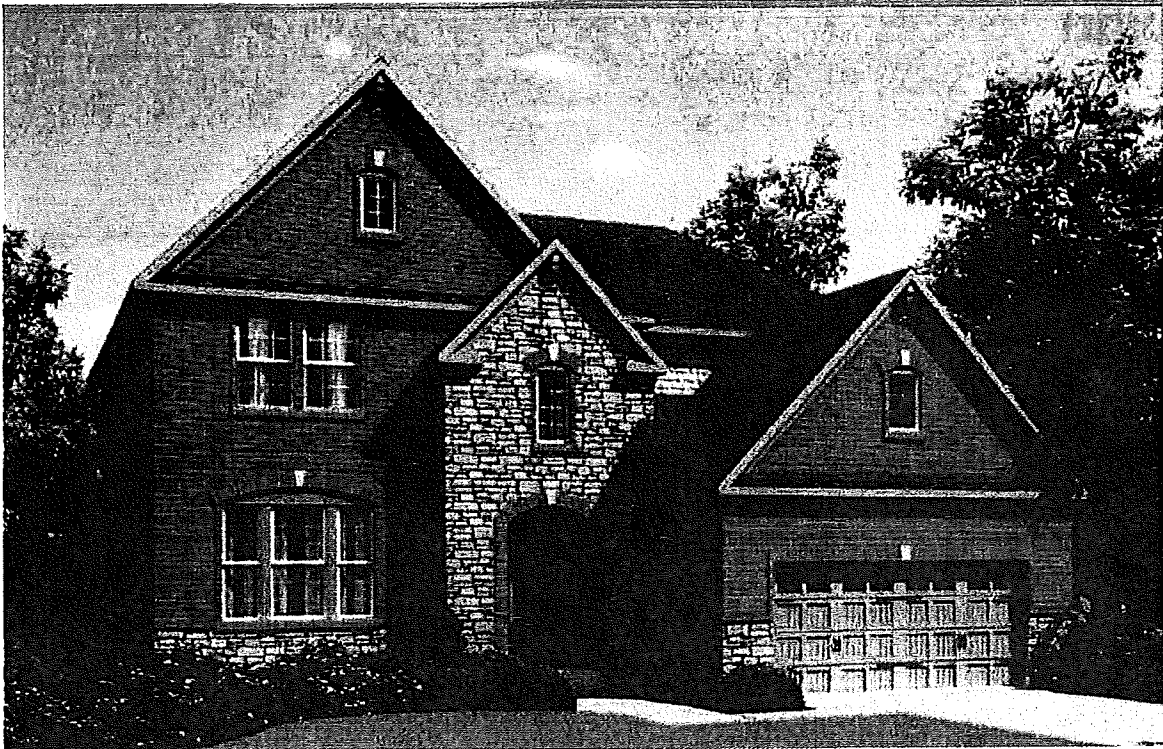
Optional Jack and Jill Bath with Optional Full Bath at Bedroom #2

Rowan

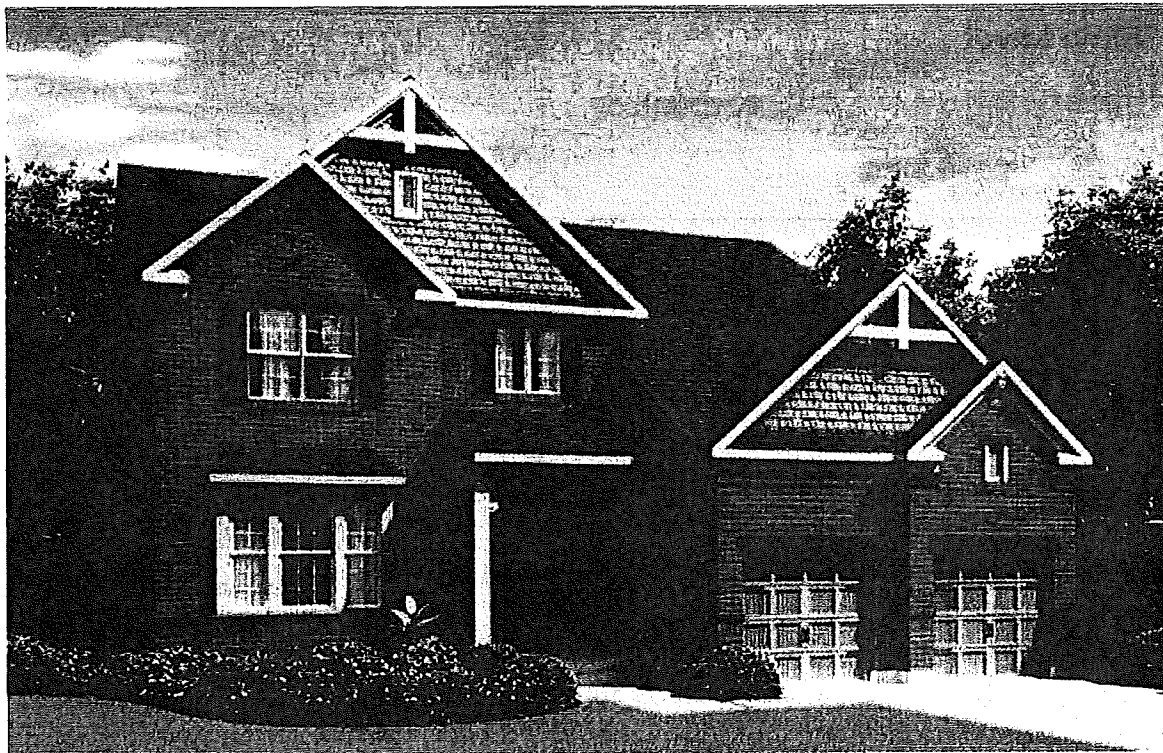


Rowan D

Drees
HOMESSM



Rowan A



Rowan C

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HOMESSM

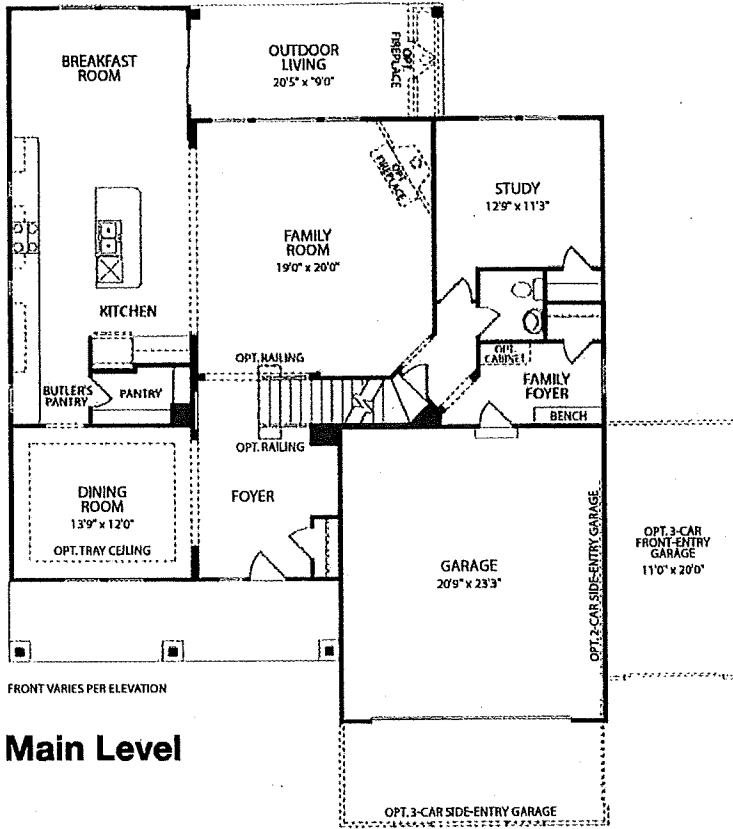
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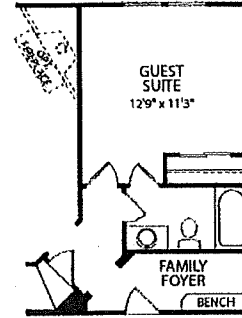
Re-Order # B17323-OHCN 10/16

Rowan

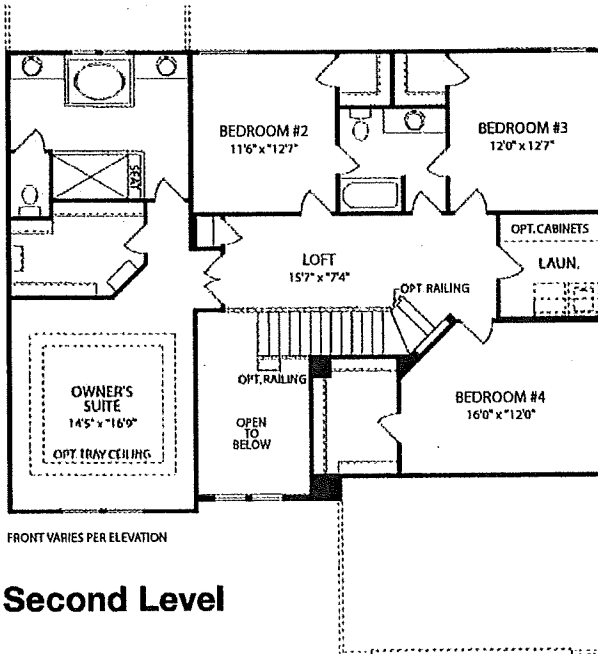
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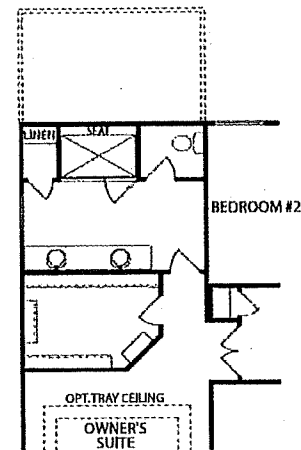
Main Level



Optional Guest Suite and Full Bath

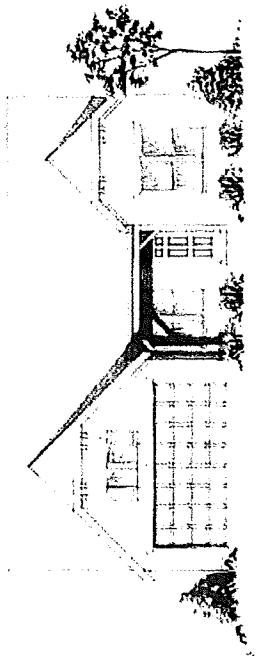
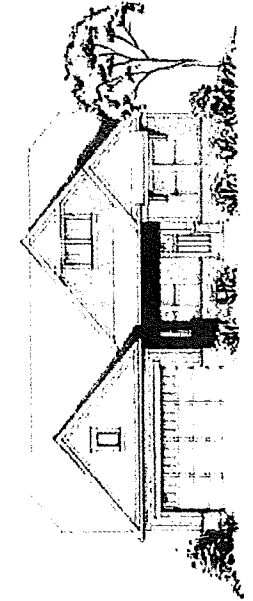
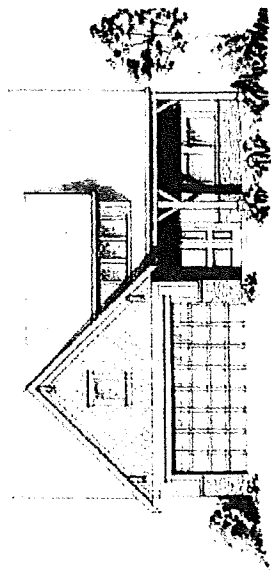
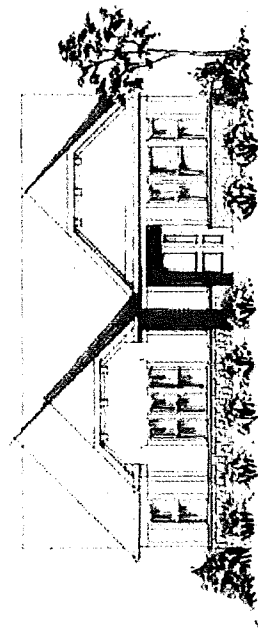
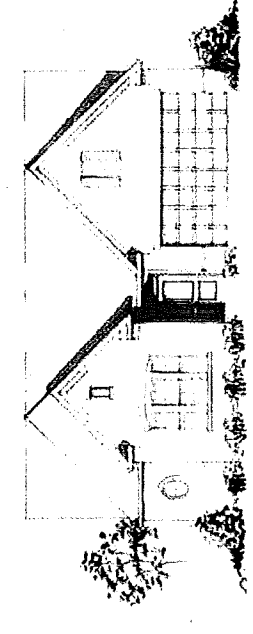
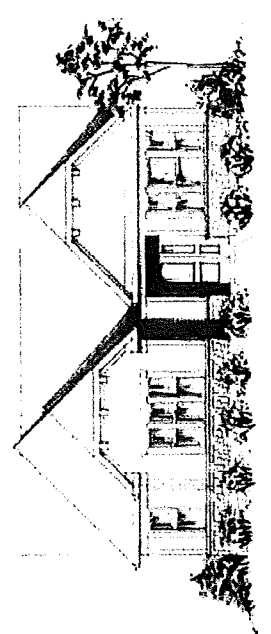
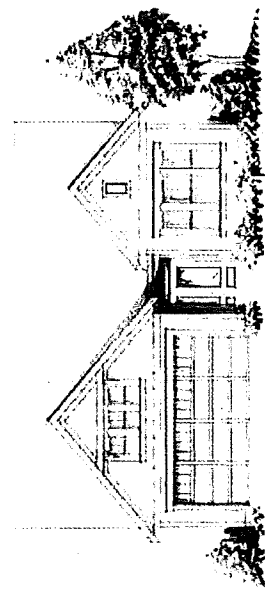
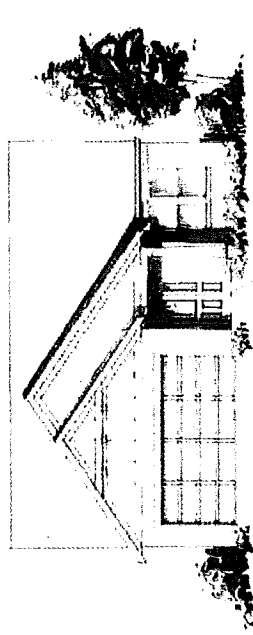
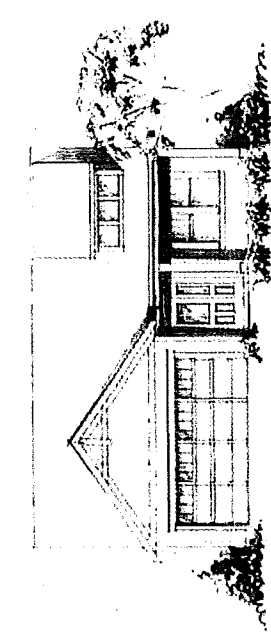


Second Level

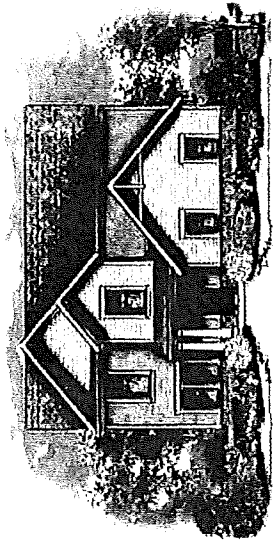
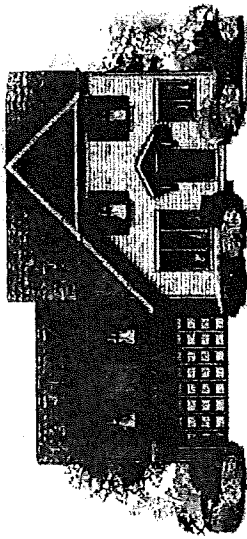
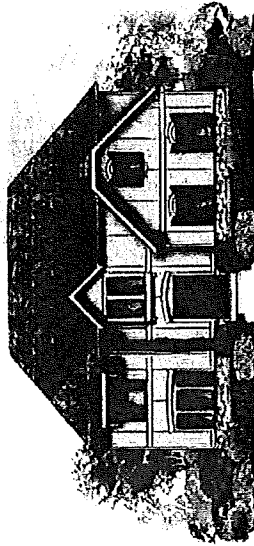
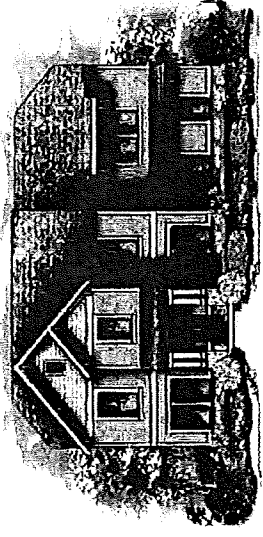
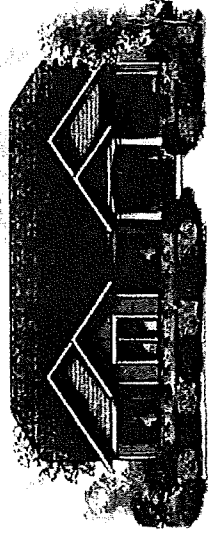
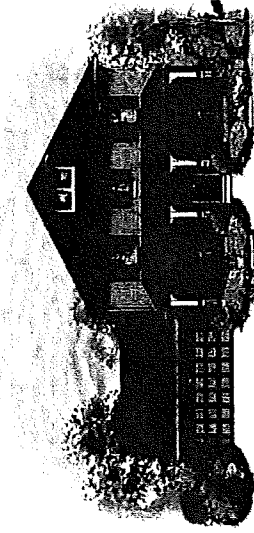
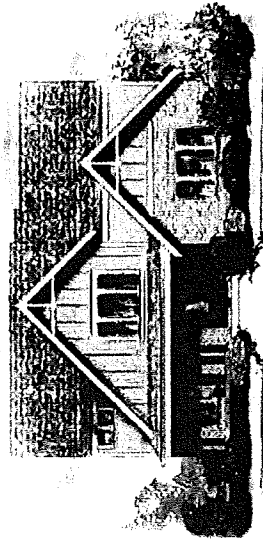
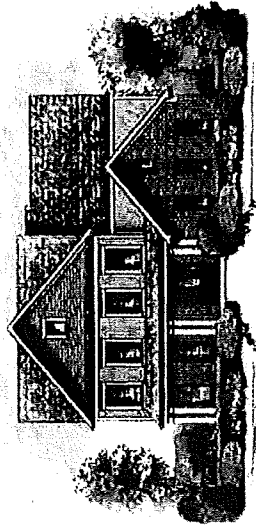
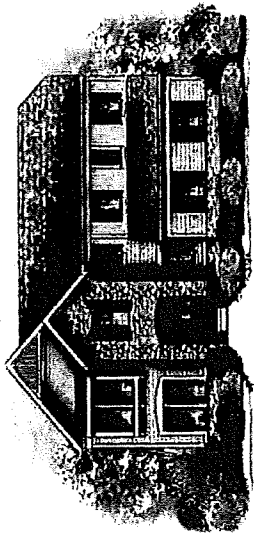


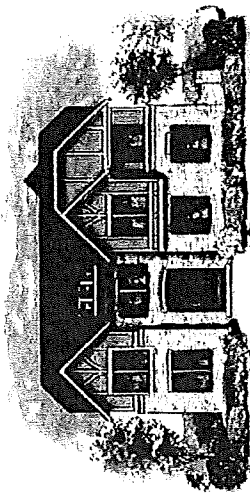
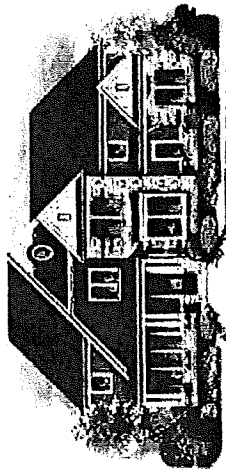
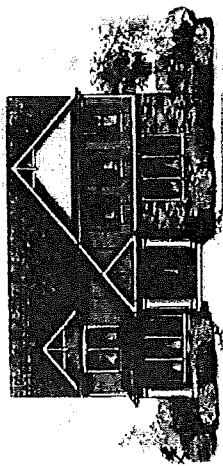
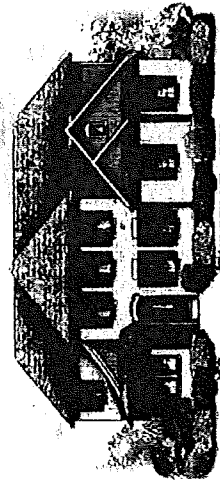
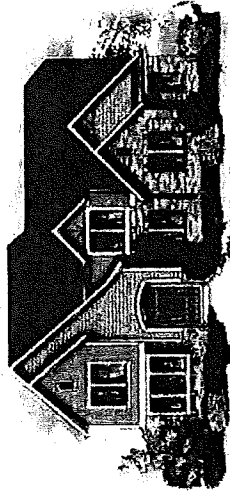
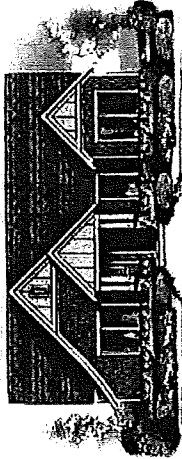
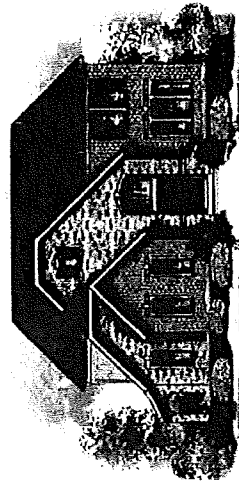
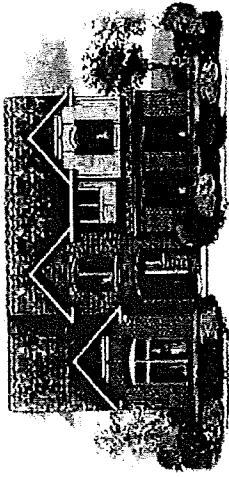
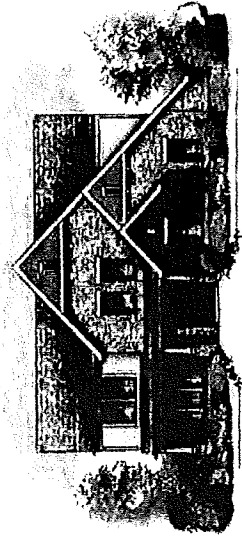
Optional Super Shower at Owner's Suite

Note: Not all plans and elevations are available in all communities. Room sizes may vary due to elevation and siding material selected. The elevations and floor plans in this brochure show optional items. Because we are constantly improving our product, we reserve the right to change product features, brand names, dimensions, architectural details and design. This brochure and exterior colors shown here are for illustrative purposes only. They are not meant to represent actual product selections and may not be representative of available colors in specific communities. This is not part of a legal contract.



Patio Collection





Masterpiece

EXHIBIT

“B”

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Greg Breetz, Chairman

DATE: March 1, 2017

RE: Request of **Robert G. Rothert, Abercrombie & Associates, Inc. (applicant)** for **Traditions Development Company, Ltd. (owner)** for a Zoning Map Amendment from Agriculture (A-1) to Suburban Residential One/Planned Development (SR-1/PD) for an approximate 86.7 acre site on the north side of the terminus of Williams Road, and west of the property at 1210 Williams Road, Boone County, Kentucky; and the request of **Robert G. Rothert, Abercrombie & Associates, Inc. (applicant)** for **E-Town Development Company LLC (owner)** for a Zoning Map Amendment from Recreation @ to Suburban Residential One/Planned Development (SR-1/PD) for an approximate 409.6 acre site at 2035 Williams Road, Boone County, Kentucky. The requests are for zone changes to allow a residential development, golf course, clubhouse, swimming pool, and driving range/teaching facility for an approximate 496.3 total acre site.

REMARKS:

We, the Committee, recommend approval of the above referenced requests 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 Amendments are in agreement with the 2010 Boone County Comprehensive Plan due to the following reasons.

The 2010 Boone County Comprehensive Plan's Future Land Use Map designates the 86.7 acre north site as Rural Lands (approximately 81%), Developmentally Sensitive (approximately 17%), and Rural Density Residential and Suburban Residential (approximately 2% combined). The Developmentally Sensitive designation does not prohibit development, nor like the other designations does it outline specific contemplated land uses. Rather, the description of this designation includes the key phrase "any development on land identified as Developmentally Sensitive must be carefully assessed by the developer and the Planning Commission to determine the ability of the land to support the proposed project," meaning that each site and proposal needs to be evaluated on its own merits. The Future Land Use Map designates the 409.6 acre south site as Recreation (approximately 87%), Suburban Residential (approximately 11%), and Rural Density Residential (approximately 1%).

The Land Use Element ("17. North Hebron," pg. 180) states "some Suburban Residential and Rural Density Residential development should occur along the southern portion of Williams Road as a result of infrastructure improvements" and "land in the Williams Road area, north of I-275, is suitable for some Suburban Density residential development now that Worldwide Boulevard is completed and water and sanitary sewer are available." This section of the Land Use Element also states "conventional layout subdivisions should be discouraged because of their inefficient circulation systems and excessive site grading requirements" and "there are areas within this section of the County which are suitable for recreational uses, such as the 422 acre Traditions Golf Course on Williams Road. This section should experience considerable residential growth pressures especially around the golf course to the east."

The Housing Element ("North River/I-275 Corridor Area," p. 84) states "the Williams Road area should be evaluated in the Land Use Element for future residential growth, if infrastructure can be provided." Additionally, the Land Use Element, Housing Element, and the Goals and Objectives encourage the use of cluster or open space subdivision designs.

The Committee has evaluated the proposal and found it to be generally consistent with the Future Land Use Map and the Comprehensive Plan's text. The proposal includes several types of detached single family residential products that are arranged in "pods" or "clusters" around the existing golf course and the Developmentally Sensitive areas. The existing golf course and the Developmentally Sensitive areas at large are proposed to be retained, and new golf club/recreational facilities which correspond to the Recreation designation are proposed near the Williams Road frontage in the south site. This arrangement agrees with the Goals and Objectives ("Housing," Objective 12) which state "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."

The Concept Development Plan, which was revised through the Zone Change Committee process in response to the evidence and testimony presented at the 1/4/17 Public Hearing, commits to a maximum of four hundred and ten (410) units in the overall project. The property owner has also agreed to Condition #8 below which limits the total number of dwelling units to 410. Based on this limitation, the maximum potential residential density for the overall 496.3 acre project area (both sites combined) is approximately 0.83 dwelling units per acre.

Sanitation District #1 has confirmed that sanitary sewer capacity has been reserved for this site and that there are two potential outfall routes for this development. Additionally, an Interchange Justification Study is currently being conducted for a

potential interchange at Graves Road and I-275. The property owner has agreed to Condition #6 below which would potentially align the main intersection for this development on Williams Road with a possible extension of Worldwide Boulevard which may result from the Interchange Justification Study. The Concept Development Plan includes a boulevard style main road with a multi-use path which will provide a direct route between the southern portion of Williams Road to the north site thereby bypassing "Little Williams Road." Also, per agreed Condition #8, a maximum of forty (40) dwelling units per calendar year may be constructed in the development to afford the school district an opportunity to adequately absorb the additional students that will be generated by the development. As a point of reference, the Goals and Objectives ("Housing," Objective 5) state "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."

2. The Committee has concluded that the Concept Development Plan, which was revised in response to the evidence and testimony presented at the 1/4/17 Public Hearing, the project narrative, and the agreed conditions, fulfill the applicable requirements of Article 15 "Planned Development District" of the Boone County Zoning Regulations, including Section 1514 "Planned Development Criteria." Compliance with Section 1514 is discussed in the Staff Report for this request, and the property owner has agreed to the conditions listed below which address these comments.
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 and Article 15 "Planned Development District" of the Boone County Zoning Regulations. 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 proposal shall comply with the attached Concept Development Plan (two sheets), which was revised in accordance with the evidence and testimony presented at the 1/4/17 Public Hearing, and the project narrative and its attachments, except when clarified or superceded by the conditions below.
2. Per the applicant's description, the design of the proposed clubhouse will follow a "southern manor concept." The first floor will include a banquet hall and kitchen, pro shop, restrooms, small dining/grill area, and a meeting/board room. The lower level will have cart storage and will include a bar/restaurant/grill, restrooms, bag

storage, and men's and women's locker rooms. The pro shop may possibly be on the lower level. The pool area will have an outdoor dining area, a cabana, and restrooms. Representative examples of the intended clubhouse design concept are attached.

3. Freestanding exterior lighting masts in the clubhouse area will be downlit and shielded.
4. The street section for the main road between the clubhouse and the terminus of "Little Williams Road" shown on the revised Concept Development Plan is approved in principle. This road includes an 8 foot wide multi-use path on the water main side, a 5 foot wide sidewalk on the opposite side, 11 foot wide travel lanes, and a separate 9 foot wide parking lane where the road immediately adjoins residential lots on the side opposite of the 8 foot multi-use path and water main. The specific curb style shall be agreed to by the Boone County Engineer and the property owner.
5. Sidewalks shall be provided on at least one side of cul-de-sac streets. For other local streets, sidewalks shall be provided on at least one side and immediately in front of all residential lots (sidewalks shall be provided on both sides of the street for the specific sections that have residential lots on both sides). Crosswalk locations shall be approved by the Boone County Engineer.
6. The revised Concept Development Plan shows the main intersection on Williams Road for this development aligning with the future Williams Road/Southcross Drive (Thornwilde Subdivision) intersection to create a four way intersection. The location of the main Williams Road intersection may be adjusted southward to align with the Worldwide Boulevard extension/Williams Road intersection if such an improvement is recommended by the pending Interchange Justification Study.
7. The developer shall construct a left hand turn lane on Williams Road into the development (northbound Williams Road to westbound main development road). The developer shall also construct a left hand turn lane on the main development road into the main clubhouse parking lot entrance (westbound main development road to southbound clubhouse parking lot). If the main development road intersection is adjusted southward per Condition #6, then a left hand turn lane shall also be provided on the main development road at the Williams Road intersection (eastbound main development road to northbound Williams Road).
8. Per the revised Concept Development Plan, a maximum of four hundred and ten (410) dwelling units may be constructed in the overall development (north and south sites combined). A maximum of forty (40) dwelling units may be constructed in the overall development per calendar year.
9. The only uses permitted in the residential phases of the development are detached

single family residences and customary accessory uses to detached single family residences.

10. The residential lots on the main development road between Williams Road and "Little Williams Road" shall have a minimum width/lot frontage of eighty feet (80'). This width/lot frontage requirement can be reduced when adjoining lots share a common driveway/access point.

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

TRADITIONS

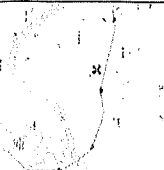


ZONE CHANGE FROM R.R. & S.R.-1/70

DATE	12-8-18
BY	J.C.
FOR	2015 WILLIAMS ROAD
PROJECT	BRIDGE COUNTY, KENTUCKY
SCALE	1" = 200'

CONCEPT DEVELOPMENT PLAN
2015 WILLIAMS ROAD
BRIDGE COUNTY, KENTUCKY

Abercrombie & Associates, Inc.
225 S. BROADWAY, SUITE 1100
MEMPHIS, TN 38102
615.251.1100
www.abercombie.com



VICINITY MAP

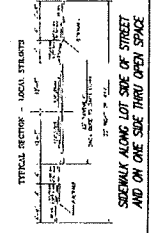
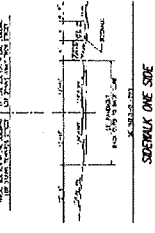
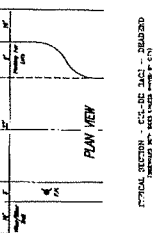
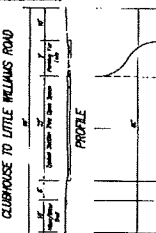
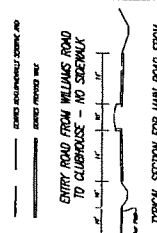
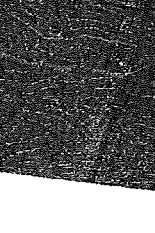
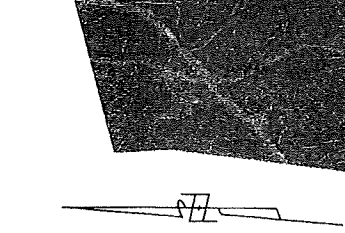
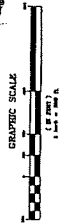
GENERAL NOTES:
1. THIS PLAN IS A PRELIMINARY DESIGN. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES.
2. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES.
3. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES.
4. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES.
5. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES.

Lot No.	Area (Acres)	Area (Sq. Ft.)
1	1.25	53,913
2	1.25	53,913
3	1.25	53,913
4	1.25	53,913
5	1.25	53,913
6	1.25	53,913
7	1.25	53,913
8	1.25	53,913
9	1.25	53,913
10	1.25	53,913
11	1.25	53,913
12	1.25	53,913
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38	1.25	53,913
39	1.25	53,913
40	1.25	53,913
41	1.25	53,913
42	1.25	53,913
43	1.25	53,913
44	1.25	53,913
45	1.25	53,913
46	1.25	53,913
47	1.25	53,913
48	1.25	53,913
49	1.25	53,913
50	1.25	53,913

LOT 1 AREA = 1.25 ACRES
LOT 2 AREA = 1.25 ACRES
LOT 3 AREA = 1.25 ACRES
LOT 4 AREA = 1.25 ACRES
LOT 5 AREA = 1.25 ACRES
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LOT 50 AREA = 1.25 ACRES



Survey Measurements to Remain

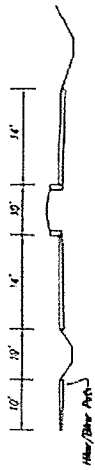


ENTRANCE ROAD AND SIDE DRIVE
EXISTING SIDEWALKS, DRIVEWAYS, AND
EXISTING DRIVEWAYS
ENTRY ROAD FROM WILLIAMS ROAD
TO CLUBHOUSE - NO SIDEWALK
TYPICAL SECTION FOR MAIN ROAD FROM
CLUBHOUSE TO LITTLE WILLIAMS ROAD
PROFILES
PLAN VIEW
TYPICAL SECTION - CUL-DE-SAC - DIMENSIONS
SHOWN ARE FOR THE ROAD AND SIDEWALK
AND SIDEWALKS ARE TO BE CONSTRUCTED
AS SHOWN
SIDEWALK ONE SIDE
TYPICAL SECTION - LOCAL STREET
SIDEWALK ALONG LOT SIDE OF STREET
AND ON ONE SIDE THIRD OPEN SPACE

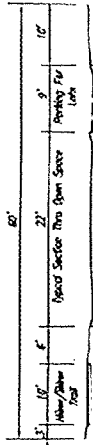
Parcel	Acreage	Land Use
A	8.5	Single Family Residential
B	8.2	Single Family Residential
C	14.3	Single Family Residential
D	5.4	Single Family Residential
E	5.3	Single Family Residential
F	8.8	Single Family Residential
G	19.0	Single Family Residential
H	14.0	Single Family Residential
I	45.6	Single Family Residential
Sub-Total	129.1 Ac.	
Golf Course/ Open Space/ Undeveloped Land	359.7 Ac.	
Right of Way Thru Open Space	7.5 Ac.	
Total	496.3	

GROSS AREA = 496.3 ACRES
 LOT & R/W = 136.6 ACRES
 OPEN SPACE = 359.7 ACRES
 DENSITY = 0.826 LOTS
 PER GROSS ACRE = 410 LOTS

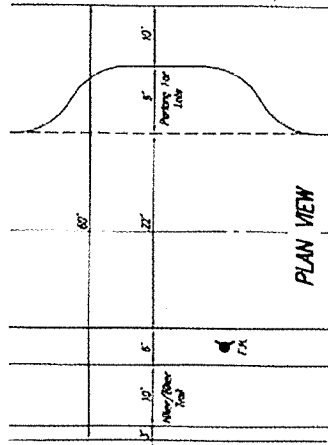
ENTRY ROAD FROM WILLIAMS ROAD
TO CLUBHOUSE - NO SIDEWALK



TYPICAL SECTION FOR MAIN ROAD FROM
CLUBHOUSE TO LITTLE WILLIAMS ROAD



PROFILE



PLAN VIEW

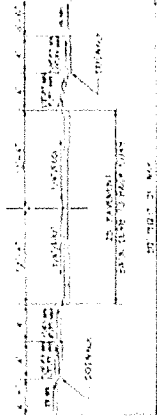
TYPICAL SECTION - CUL-DE-SACS - DEADEND
(DIMENSIONS SHOWN UNLESS NOTED BY CITY)

TRUCK STOPPING SPACES SHALL BE PROVIDED AT THE END OF THE STREET.

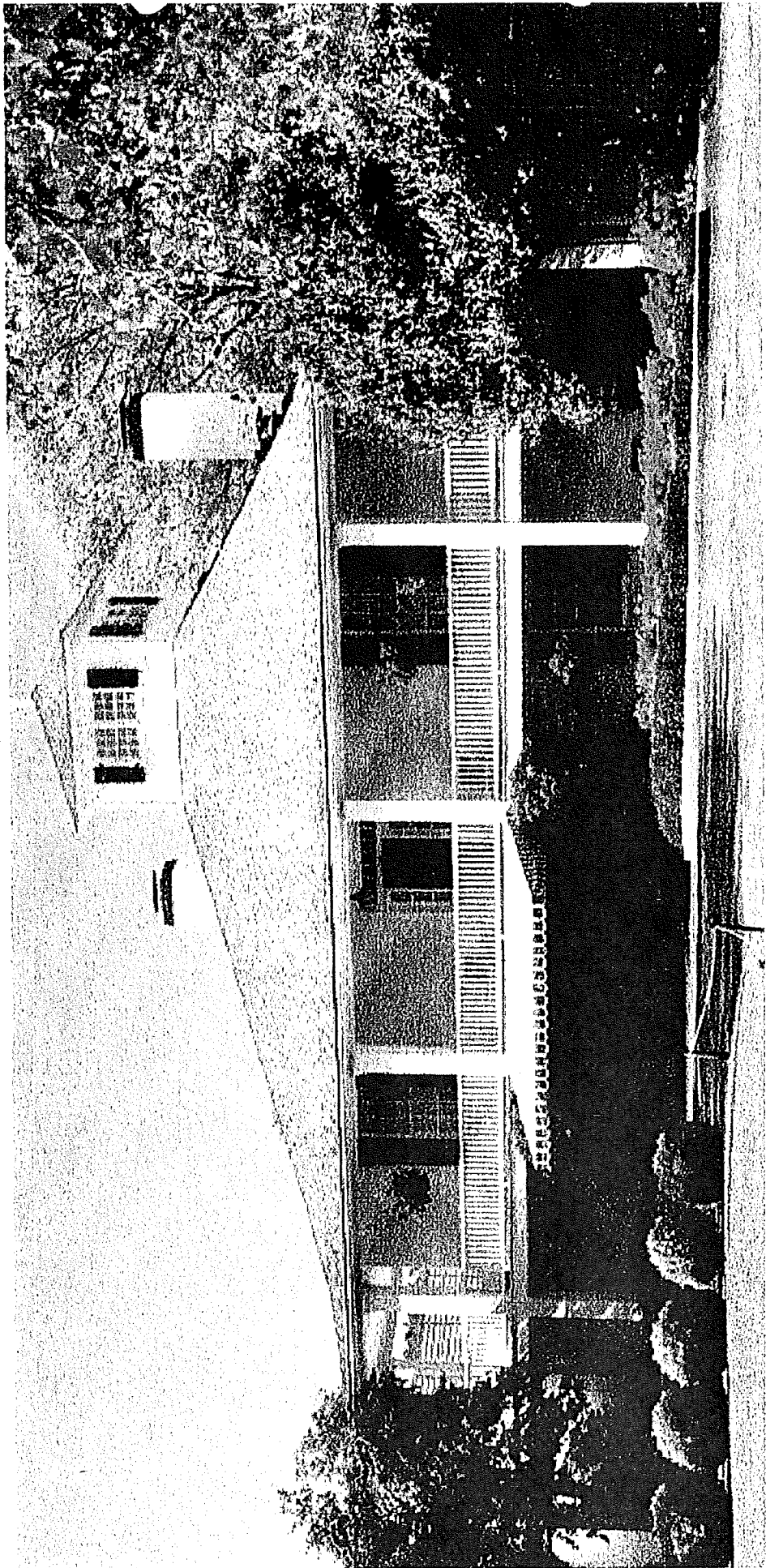


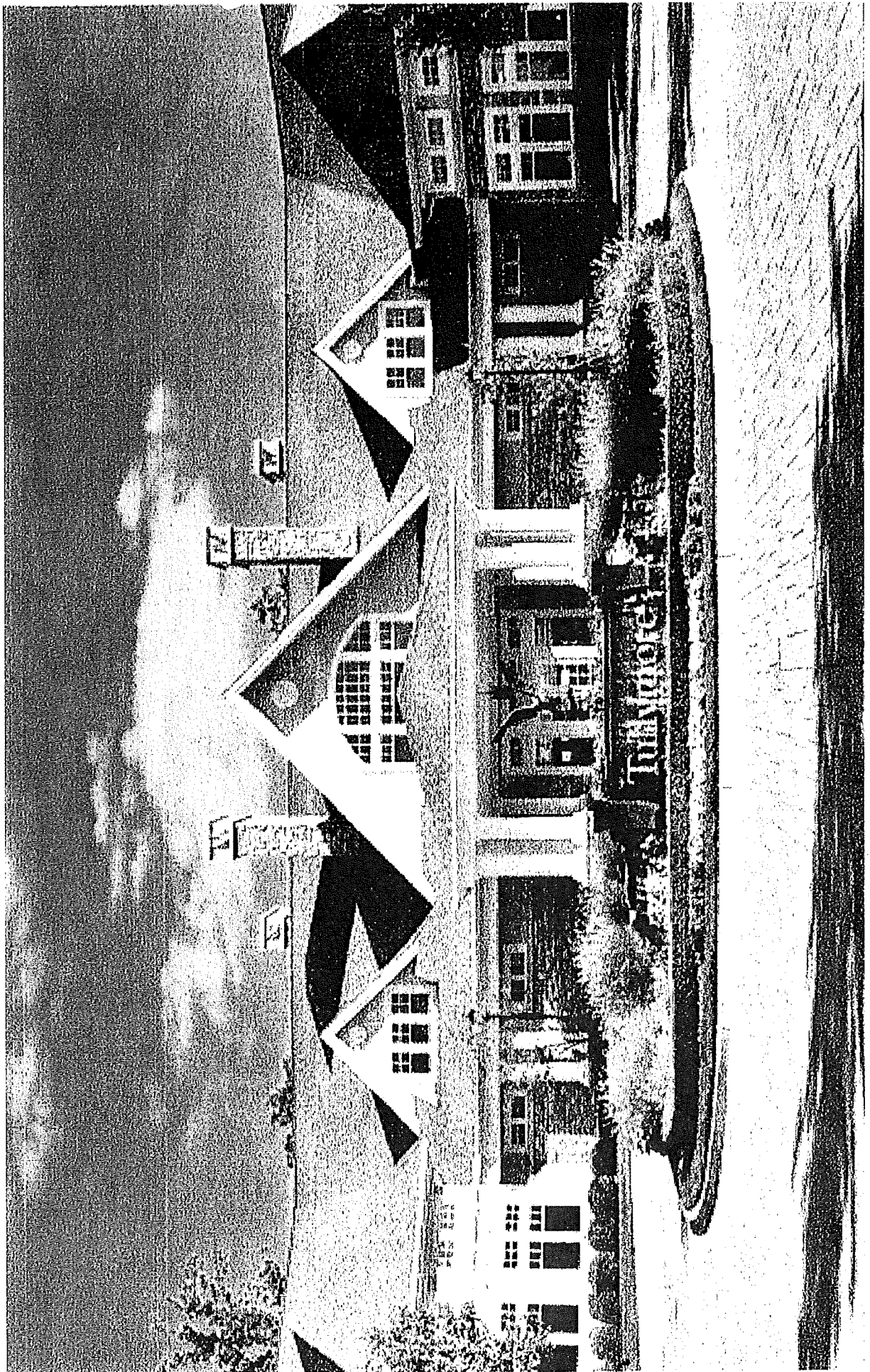
SIDEWALK ONE SIDE

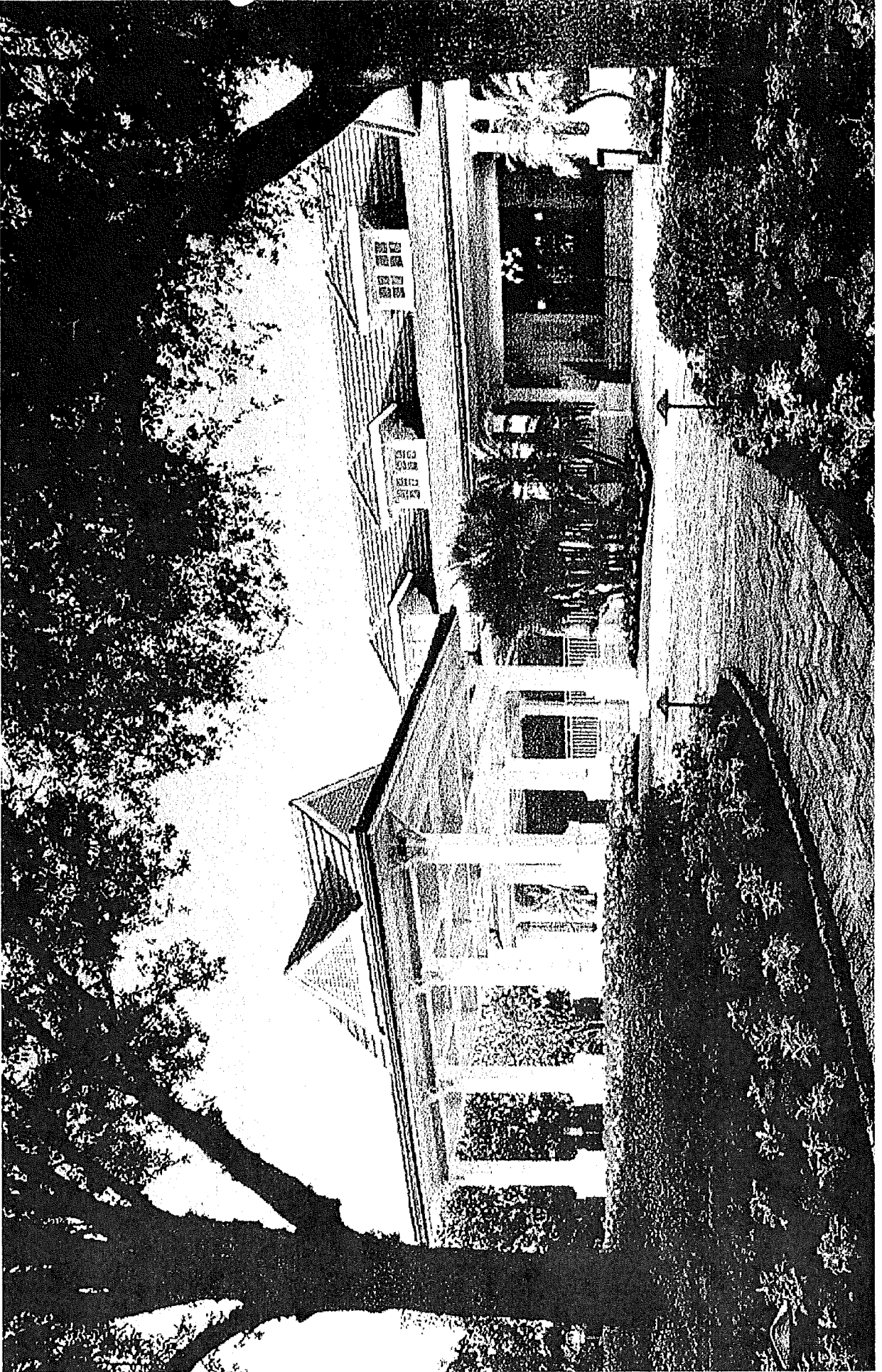
TYPICAL SECTION - LOCAL STREETS

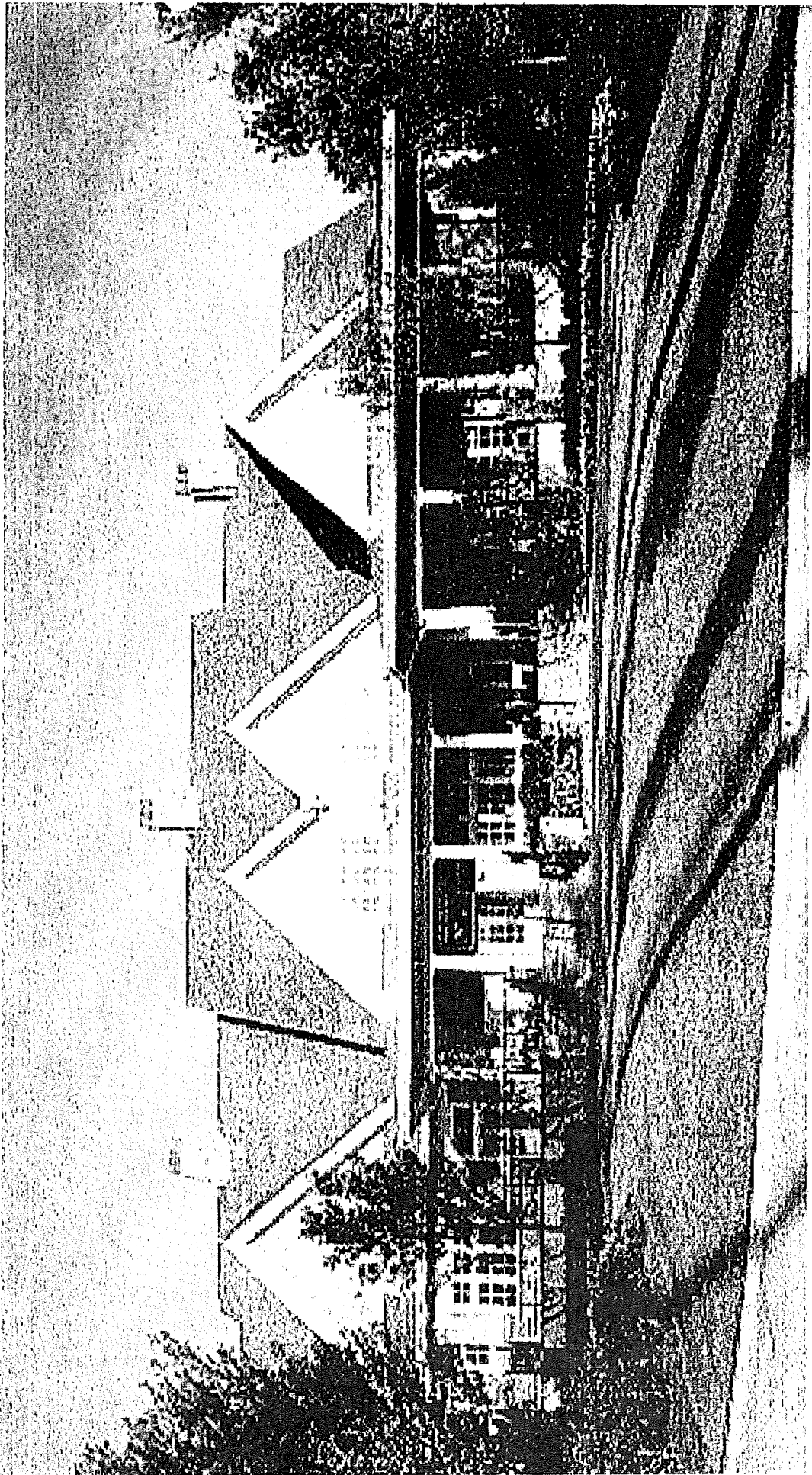


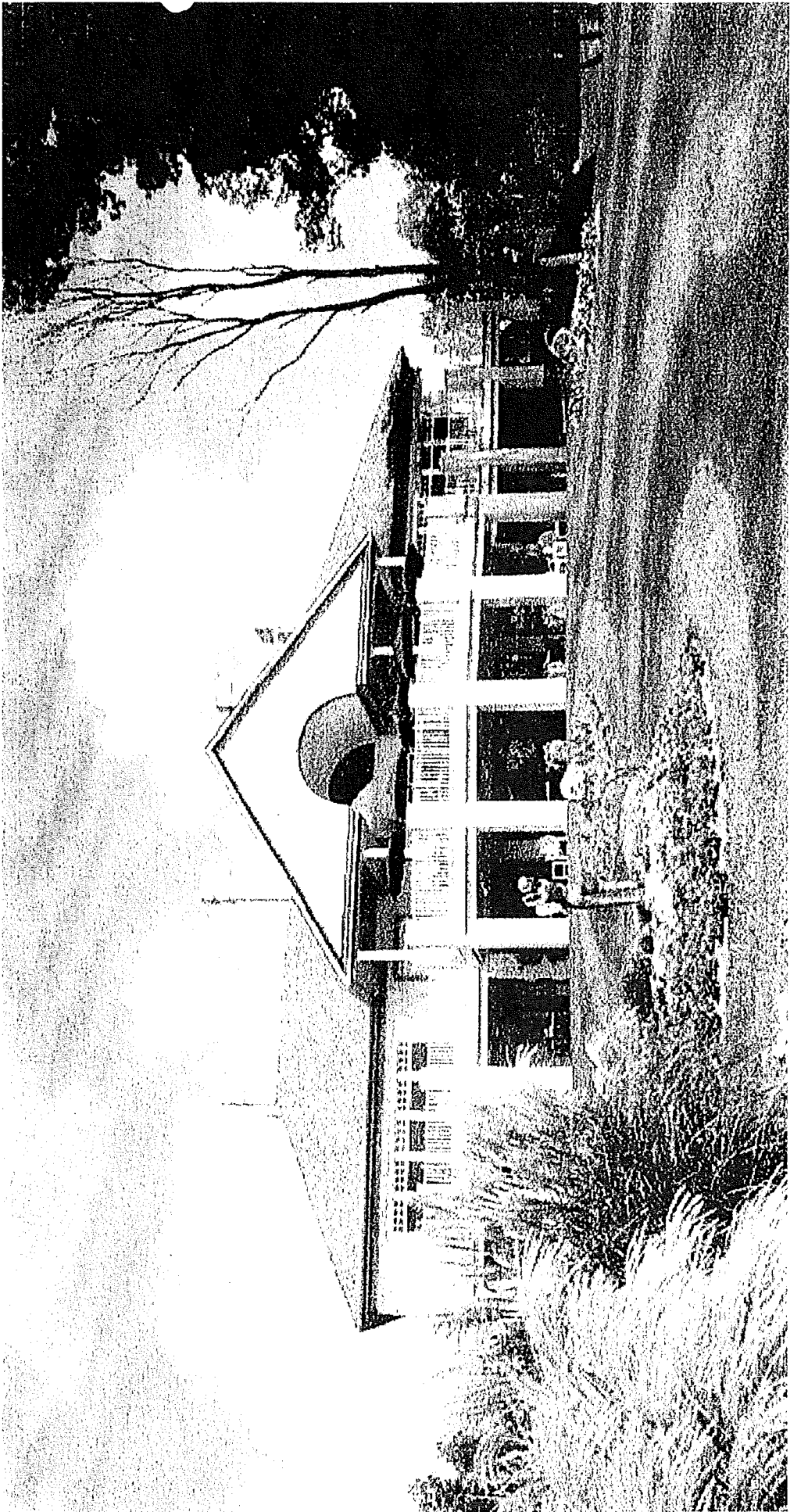
SIDEWALK ALONG LOT SIDE OF STREET
AND ON ONE SIDE THRU OPEN SPACE

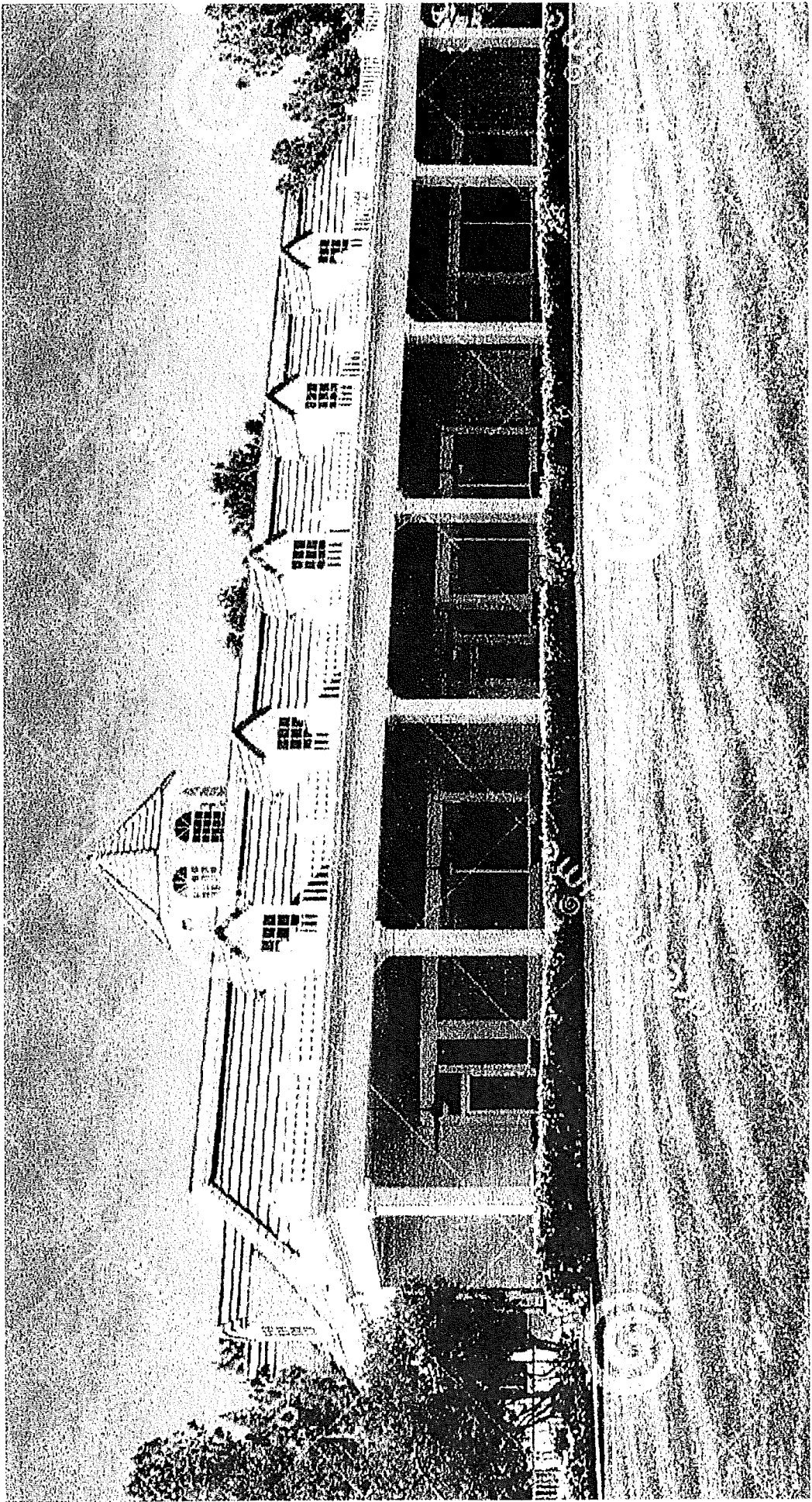












ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Greg Breetz, Chairman

DATE: January 18, 2017

ZONING MAP AMENDMENT - Greg Breetz, Chairman, Kevin Wall, Staff

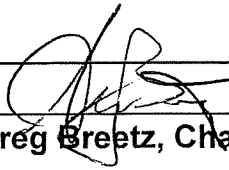
1. Request of **Robert G. Rothert, Abercrombie & Associates, Inc. (applicant)** for **E-Town Development Company LLC and Traditions Development Company, Ltd. (owner)** for a Zoning Map Amendment from Agriculture (A-1) and Recreation (R) to Suburban Residential One/Planned Development (SR-1/PD) for a 496.3 acre site located at 2035 Williams Road and at the terminus of Williams Road, Boone County, Kentucky. The request is for a zone change for a residential development, golf course, clubhouse, swimming pool, and driving range/teaching facility.

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.

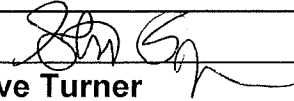
Rothert/E-Town Development/Traditions

January 18, 2017




Greg Breetz, Chairman

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred



Steve Turner

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred

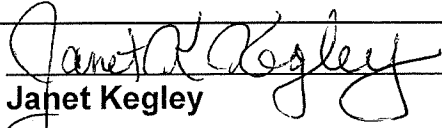


Kim Bunger

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred

Randy Bessler (Alternate)

For Project _____ Absent _____
 Against Project _____




Janet Kegley

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred

Lisa Heilman, (Alternate)

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred _____



Kim Patton

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred

Mark Hicks (Alternate)

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred _____

TOTAL: _____ DEFERRED _____ FOR PROJECT _____ ABSENT
 _____ AGAINST PROJECT _____ ABSTAIN

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Greg Breetz, Chairman

DATE: February 15, 2017

ZONING MAP AMENDMENT - Greg Breetz, Chairman, Kevin Wall, Staff


1. Request of Robert G. Rothert, Abercrombie & Associates, Inc. (applicant) for E-Town Development Company LLC and Traditions Development Company, Ltd. (owner) for a Zoning Map Amendment from Agriculture (A-1) and Recreation (R) to Suburban Residential One/Planned Development (SR-1/PD) for a 496.3 acre site located at 2035 Williams Road and at the terminus of Williams Road, Boone County, Kentucky. The request is for a zone change for a residential development, golf course, clubhouse, swimming pool, and driving range/teaching facility.

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.

Rother/E-Town Development/Traditions

February 15, 2017

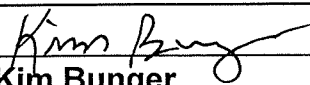


Greg Breetz, Chairman

For Project Absent _____
 Against Project _____
 Abstain _____ Deferred _____

Steve Turner

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred _____

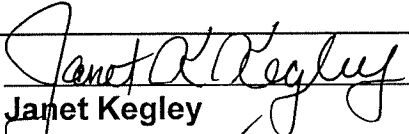


Kim Bunger

For Project Absent _____
 Against Project _____
 Abstain _____ Deferred _____

Randy Bessler (Alternate)

For Project _____ Absent _____
 Against Project _____

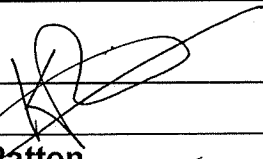


Janet Kegley

For Project Absent _____
 Against Project _____
 Abstain _____ Deferred _____

Lisa Heilman, (Alternate)

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred _____



Kim Patton

For Project Absent _____
 Against Project _____
 Abstain _____ Deferred _____

Mark Hicks (Alternate)

For Project _____ Absent _____
 Against Project _____
 Abstain _____ Deferred _____

TOTAL: _____ DEFERRED _____ FOR PROJECT _____ ABSENT _____
 _____ AGAINST PROJECT _____ ABSTAIN _____

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
January 4, 2017
7:30 P.M.**

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Greg Breetz
Mr. Kim Bunger, Secretary/Treasurer
Mrs. Lori Heilman
Mr. Mark Hicks
Mrs. Janet Kegley
Mr. Don McMillian
Mr. Kim Patton
Ms. Lisa Reeves
Mr. Bob Schwenke
Mr. Brad Shipe
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Matt Apke
Mr. Charlie Reynolds
Mr. Charlie Rolfsen, Chairman

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
Mr. Mitchell A. Light, Asst. Zoning Administrator
Mr. Todd K. Morgan, AICP, Senior Planner

Kim Bunger, Secretary/Treasurer called the Public Hearing to order at 7:49 P.M. and introduced the first item on the Agenda:

ZONING MAP AMENDMENT - Greg Breetz, Chairman, Kevin Wall, Staff

1. Request of **Robert G. Rothert, Abercrombie & Associates, Inc. (applicant) for E-Town Development Company LLC and Traditions Development Company, Ltd. (owner)** for a Zoning Map Amendment from Agriculture (A-1) and Recreation ® to Suburban Residential One/Planned Development (SR-1/PD) for a 496.3 acre site located at 2035 Williams Road and at the terminus of Williams Road, Boone County, Kentucky. The request is for a zone change for a residential development, golf course, clubhouse, swimming pool, and driving range/teaching facility.

Staff Member, Kevin Wall, presented the Staff Report, which included a PowerPoint presentation (see Staff Report). The request is for 2 zone changes for one large project. It involves 2 sites. One site is at the end of Williams Road. It is 87 acres in size. The request is from A-1 to SR-1/PD. The other site is actually the Traditions Golf Course site. It is 410 acres in size. The request is to rezone this site from Recreation (R) to SR-1/PD. The total project size is about 497 acres. Mr. Wall showed photographs of the project site. The Future Land Use Map from the Comprehensive Plan designates the site as Rural Lands (RL) and Developmentally Sensitive (DS) on the north parcel. There is also Suburban Density Residential (SD) and some Rural Density Residential (RD). The actual golf course is mostly Recreation (R) and some Suburban Density Residential (SD) and some Rural Density Residential (RD) near Kingsley Chase Subdivision. The site has some steep areas near the perimeter. Mr. Wall showed the submitted Concept Development Plan. The main part will be served by a new collector road. It connects to Williams Road on the west side and crosses over to the northern parcel. The entrance to the development will be moved about 500 feet to the south. There are 5 clusters of housing in the south site and 2 clusters in the north site. The clusters range in size from 5.3 acres to 45.5 acres. Open space, including the golf course, is about 360 acres. This includes the clubhouse area. The proposed maximum number of dwelling units is 515 and the maximum density is 1.04 units per acre. The applicant has provided a narrative describing the details of the project. This includes dimensional standards for the proposed lots. A new clubhouse, pool and parking lot are being proposed, as well as golf teaching and practice facilities near Williams Road. The applicant also submitted a landscaping plan for the development's entrance. Mr. Wall showed photographs or images of the style of homes planned for the subdivision. They serve as examples and not final prototypes.

In terms of Staff Comments, Mr. Wall noted the references to the Boone County Comprehensive Plan, the Boone County Transportation Plan and KRS Chapter 100 are outlined in the Staff Report. In addition, the Planned Development (PD) criteria is identified in the Staff Report. The highlights are #2 Compatibility of Uses in which there should be a better definition of open space in terms of the existing wood cover being retained. It is done in a verbal manner rather than a graphic format. Also, what is the aesthetic approach to the new clubhouse and other public structures and signage? There are other comments related to street connections. The developer did provide a traffic impact study. It is attached to the Staff Report. Some of the information submitted from the study is not consistent with the current plan submitted for review. The County Engineer also submitted comments of behalf of the County Administration. These comments relate to the figures provided and the relocation of the entrance to create a four way intersection. Other comments relate to turn lanes and to the design of the internal roads. SD1 also submitted ambiguous comments related to public sanitary sewer. Boone County Schools can absorb the amount of new students if the project is phased. The Boone County Water District and the Hebron Fire

District don't have an issue with the proposed development. Mr. Wall concluded that the request needs to be evaluated based upon the three criteria outlined in Article 3 of the Boone County Zoning Regulations which serve as a basis for approving or denying a zone change request as well as the PD criteria in Article 15 of the Zoning Regulations. If approved, the Future Land Use Map would need to be amended.

At this time, Secretary/Treasurer Bunger asked if the applicant was present and wanted to proceed with its presentation?

Mr. Bob Rothert, Abercrombie & Associates, Inc., stated that he is the engineer for the project. He stated that the site has been designed to complement the golf course. It won't involve the relocation of any tees or greens. The design is attempting to preserve as much as possible of the woods and steep slopes. The main access off Williams Road will be a boulevard street with landscaped islands. The proposal includes some flexibility in lot sizes in order for each pod to have a density of 2-4 units per acre. The maximum density of 515 dwelling units is based on 4 dwelling units per acre. They will not build that amount. It will be somewhere between 2 - 4 units per acre. It may be more like 250 - 260 total units. They just want some flexibility to move different lot sizes in the pods depending on market sales. Public water will be extended from Williams Road. Boone County Water District will require a larger water main down the main road in order to provide additional water to the west in the future. It would be a 12 inch main. A sanitary pump station will be constructed on site to pump sewage to the SD1 system. Sewage could be pumped to the IDI station off Worldwide Boulevard or it could go to the Thornwilde pump station. Storm water will be directed to existing and proposed retention and detention ponds.

In terms of Staff Comments, Mr. Rothart stated that he will prepare an exhibit showing the location and amount of open space that will be saved from development. The existing cemetery will be preserved on the site. They will develop around it. At this time, they don't have a certain type of architecture selected for the clubhouse and other public buildings. However, they will provide a narrative or description. In regard to the traffic study, the consultant analyzed it based upon 350 lots knowing the development would be in the 250 - 500 unit range. If the number changes they will update the traffic study. One of the reasons they want to move the existing entrance is because it is located on the inside of a curve and it is not a great spot for sight distance purposes. If the entrance is left at its original location, something will have to be done to Williams Road in order to improve sight distance for additional traffic from the new residential uses. Mr. Rothert stated he will meet with the County Engineer. It may affect the proposed pods in the front of the development. The proposed development will complement the existing golf course because it will provide Boone County with a variety of housing options.

At this time Mr. Bunger asked if there was anyone in the audience who wanted to speak in favor or against the request?

Ms. Barbara McGraw, 1218 Williams Road, stated that when she moved to the area they said Traditions would build houses similar to Triple Crown Subdivision. The proposed homes are not keeping with this fact. There are no two acre lots like Williams Reserve. The homes will be located closer to each other than one unit per acre. It will change the make-up of the area. Little Williams Road is only one lane. It can't handle the additional traffic. She expressed a concern about

telephone service. Her telephone line comes from Graves Road. How will service be if it is not good now and hundreds of homes are built in the future?

At this time, Mr. Bunger asked if any Board Members had any comments or questions?

Mr. Hicks questioned why the traffic study only dealt with 350 homes versus 500 plus homes as explained by the applicant? Is there a better drawing that shows the lots and street network? The development is shown on one drawing and the scale of it is difficult to review. Mr. Rotherth replied that the narrative calls out the lot sizes and different densities. The area designated to four units per acre will have 60 foot wide lots and the area designated to be two units per acre will be over 100 foot lots. They wanted flexibility to move different size lots into different pods based on market sales. They will not go over 500 lots. Mr. Hicks inquired on how the golf course can change to residential zoning since it is planned for recreational land use and zoning? Maybe the golf course needs to be shaved off the project and remain recreational. The golf course part is really not changing. Mr. Rotherth responded that the golf course is not changing. It is considered Open Space. Mr. Hick's asked can you meet the criteria on the basis to change current zoning? Does it lock the golf course in either way? Mr. Costello responded that it is difficult to draw a zoning line around the golf course because of its design. It is similar to Triple Crown Subdivision - also in PD with a residential underlying zoning district. The submitted plan and request would limit the development to a golf course and residential use. If the owner of the golf course would decide to close the golf course, a new application to revise the original plan would be required to be submitted along with a new Public Hearing. The same procedure would occur if the applicant was requesting a Recreation zone and limiting the use to only a golf course. Triple Crown Subdivision was designed and built from the beginning to include residential uses. Traditions was the opposite. It was built primarily with a golf course in mind. The Traditions Golf Course originally was approved as a Conditional Use in an agricultural zoning district. Mr. Wall stated that the applicant just provided a color version of the submitted Concept Development Plan. He agreed to distribute it to Board Members and other interested parties. It is a lot easier to understand. Mr. Hicks asked the developer who is responsible for the proposed sanitary sewer trunk line to Thornwilde Subdivision? Is SD1 upgrading the pump station because of your development? Mr. Rotherth replied there are other capacity issues and they are trying to take some existing pump stations off line. Is there any monetary commitment from the developer to upgrade the pump station? Mr. Rotherth responded that currently they have proposed sanitary sewer service going into the IDI pump station in the industrial/commercial area. That pump station was oversized and it is also under utilized due to the number of warehouses uses versus office uses. It has more capacity. Mr. Rotherth stated that any financial commitment by the developer will be determined by SD1. The proposed pump station for the development will be located along Little Williams Road. It will be pumped up Williams Road to Thornwilde or the IDI pump station. Mr. Hicks asked if there was a plan to upgrade or widen Little Williams Road? Mr. Rotherth said that he will discuss the matter with the County Engineer.

Mr. Schwenke noted it is a big variation between 250-500 dwelling units in terms of impact on Williams Road. He suggested that the developer come up with a more definitive figure before the Zone Change Committee.

Mr. Patton expressed a concern of seeing all of the details of the project on a drawing with a

sufficient scale. There needs to be a drawing to see the proposed lots, road network in relation to the golf course. He also recommended having the applicant provide a drawing showing all of Williams Road and the proposed development since Williams Road is located at both ends of the development. This will show a potential traffic split.

Mrs. Heilman noted the developer's desire for flexibility in the number of homes but could have a big impact on proposed traffic from the development. She also expressed a concern that if the project wasn't successful and another developer bought the land, he or she may try to change the original design and put more housing or smaller lots on the property. The project will have to be evaluated based upon the maximum density. Further, Mr. Bunger stated that he would like to see more consistency per pod so there is not a mix of 100 foot lots and 50 foot lots in the same pod. Mr. Rothert continued to stress that the overall density of the site is low or about 1 unit per acre. Mr. Bunger noted that future residents should know what is planned for their community.

Mr. Breetz inquired about a possible pedestrian/bike path network since there is a neighborhood school in the area. He also expressed interest in street connections. Mr. Breetz asked the applicant to identify the open space and developmentally sensitive areas.

Mr. Patton requested if the developer considered two types of densities since the project is located on two sides of Williams Road? Could the applicant address the question at the Committee meeting?

Mr. Bunger asked the applicant to address the Board of Education letter in terms of phasing the development. What is the anticipated phasing (e.g. number of units per year)? Mr. Rothert replied that he did have a meeting with Mr. Ford from the school district a few months back. The development will not happen overnight. It will be a 10 - 15 year build out. He stated that it was his understanding that the impact could be absorbed. Mr. Bunger asked whether it could be addressed through existing schools or new schools? Mr. Rothert stated that he was not aware of any new schools.

Mr. Hicks asked whether the Planning Commission could stipulate that the developer pay a portion of the sanitary sewer upgrade based upon the number of units if flow goes towards Thornwilde? Mr. Wilson stated that the Staff would have to discuss that matter with SD1 officials.

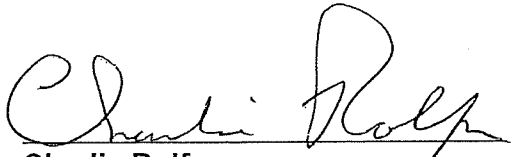
Mr. Chris Penn, owner of Traditions Golf Course, stated that the sanitary sewer flow to Thornwilde is by gravity and there is no need to upgrade it. They will only have to install a pump on their property. All effluent from their development will be diverted toward Garrison Creek and then pumped back to the gravity line. Merrell Road needs to be upgraded but most traffic will use the new boulevard rather than Williams Road because it would be in better condition. With the development of the boulevard, it will be all inclusive with utilities. What is up in the air is what happens to Worldwide Boulevard and the I-275/Graves Road Interchange Justification Study? What happens to a connector road from KY 237 to Graves Road that would be located in the existing I-275 right-of-way? There could be a four way intersection through the Montoya property lining up with the golf course entrance. He stated that they are flexible in making the development work for the free flow of traffic. Mr. Penn mentioned that they tried to model the development (density and lot sizes) after Triple Crown Subdivision. Essentially, they don't want to commit to all

100 foot lots when 10 years from now that market is not possible. Empty nesters don't want 100 foot wide lots with lots of grass to cut. The pods will be designed to meet the topography.


Mr. Bunger asked the applicant to provide the details of the sanitary sewer system at the Committee meeting. Will each of the pods have an HOA? Mr. Penn responded that he does not know at this point. The pods are separated by a lot of roadway due to the topography. Mr. Penn stated that there won't be a mix of lots in each pod. Mr. Patton asked if it would be possible to get a cross-section of the boulevard to examine grade differences and speed? Mr. Penn replied that it would be provided to the County Engineer and he also noted that the school impact was based upon the 515 figure.

Seeing no further questions or comments, Mr. Bunger announced that the Committee Meeting for this item will be on January 18, 2017 at 5:00 P.M. in this room or the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on February 1, 2017 at 7:00 P.M. Mr. Bunger closed the Public Hearing at 8:46 P.M.

APPROVED:


Charlie Rolfsen
Chairman

Attest:


Kevin P. Costello, AICP
Executive Director

ORDINANCE 2017 – 06

AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT RECOMMENDING APPROVAL, WITH CONDITIONS, FOR A REQUEST OF ROBERT G. ROTHERT, ABERCROMBIE & ASSOCIATES, INC. (APPLICANT) FOR E-TOWN DEVELOPMENT COMPANY, LLC AND TRADITIONS DEVELOPMENT COMPANY, LTD. (OWNER) FOR A ZONING MAP AMENDMENT, SUCH ZONING MAP AMENDMENT BEING A ZONE CHANGE FROM AGRICULTURE (A-1) AND RECREATION (R) TO SUBURBAN RESIDENTIAL ONE/PLANNED DEVELOPMENT (SR-1/PD) FOR A 496.3 ACRE SITE LOCATED AT 2035 WILLIAMS ROAD AND AT THE TERMINUS OF WILLIAMS 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 Agriculture (A-1) and Recreation (R) to Suburban Residential One/Planned Development (SR-1/PD) for a 496.3 acre site located at 2035 Williams Road and at the terminus of Williams 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.; and

NOW, THEREFORE, BE IT ORDAINED BY THE FISCAL COURT OF THE COUNTY OF BOONE, COMMONWEALTH OF KENTUCKY:

SECTION ONE

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 Agriculture (A-1 and Recreation (R) to Suburban Residential One/Planned Development (SR-1/PD) for a 496.3 acre site located at 2035 Williams Road and at the terminus of Williams Road, Boone County, Kentucky. The real estate which is the subject of this request for a Zoning Map Amendment in an Agriculture (A-1) and Recreation (R) zone is more particularly described in DEED BOOK 606, PAGE NO. 276 (as supplied by the applicant) as recorded in the Boone County Clerk's office.

SECTION TWO

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

This Ordinance shall be in effect and in full force from and after its adoption and publication as provided by law.

Adopted this 16th day of May, 2017

First Reading - the 18th day of April, 2017

Second Reading - the 16th day of May, 2017 Yes 4 No 0


GARY W. MOORE, Judge/Executive
Boone County Fiscal Court

Attest:



Sharon Burcham,
Fiscal Court Clerk

SUPPORTING INFORMATION



BOONE COUNTY PLANNING COMMISSION

www.boonecountyky.org/pc
www.boonecountygis.com

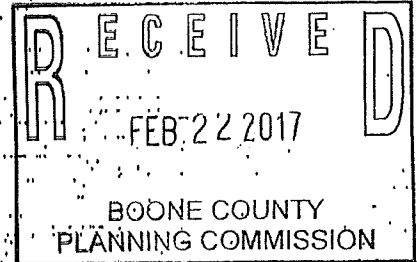
Boone County Administration Building
2950 Washington Street, Room 317
P.O. Box 958
Burlington, KY 41005

Phone (859) 334-2196; Fax (859) 334-2264
plancom@boonecountyky.org

February 21, 2017

Mr. Chris Penn
E-Town Development Company, LLC and
Traditions Development Company, Ltd.
1250 Springfield Pike
Cincinnati, OH 45215

FAX: 513-821-1081



RE: Recommended Condition of Approval for Traditions/E-Town Zone Changes from A-1 to SR-1/PD for 86.7 Acre Site at Terminus of Williams Road, and R to SR-1/PD for 409.6 Acre Site at 2035 Williams Road, Boone County, Kentucky

Dear Mr. Penn:

The following represents the condition of approval for the above referenced application as discussed by the Planning Commission's Zone Change Committee at their February 15, 2017 meeting. If you, as the property owner, agree to this condition, please so indicate by signing in the space provided at the end of this letter and return the original letter to the Planning Commission's office by Friday, February 24, 2017.

CONDITIONS

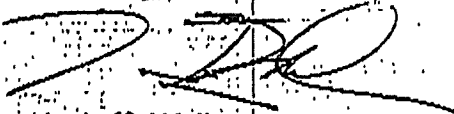
1. The proposal shall comply with the attached Concept Development Plan (two sheets), which was revised in accordance with the evidence and testimony presented at the 1/4/17 Public Hearing, and the project narrative and its attachments, except when clarified or superseded by the conditions below.
2. Per the applicant's description, the design of the proposed clubhouse will follow a "southern manor concept." The first floor will include a banquet hall and kitchen, pro shop, restrooms, small dining/grill area, and a meeting/board room. The lower level will have cart storage and will include a bar/restaurant/grill, restrooms, bag storage, and men's and women's locker rooms. The pro shop may possibly be on the lower level. The pool area will have an outdoor dining area, a cabana, and restrooms. Representative examples of the intended clubhouse design concept are attached.
3. Freestanding exterior lighting masts in the clubhouse area will be downlit and shielded.

Mr. Chris Penn
February 21, 2017
Page 2

4. The street section for the main road between the clubhouse and the terminus of "Little Williams Road" shown on the revised Concept Development Plan is approved in principle. This road includes an 8 foot wide multi-use path on the water main side, a 5 foot wide sidewalk on the opposite side, 11 foot wide travel lanes, and a separate 9 foot wide parking lane where the road immediately adjoins residential lots on the side opposite of the 8 foot multi-use path and water main. The specific curb style shall be agreed to by the Boone County Engineer and the property owner.
5. Sidewalks shall be provided on at least one side of cul-de-sac streets. For other local streets, sidewalks shall be provided on at least one side and immediately in front of all residential lots (sidewalks shall be provided on both sides of the street for the specific sections that have residential lots on both sides). Crosswalk locations shall be approved by the Boone County Engineer.
6. The revised Concept Development Plan shows the main intersection on Williams Road for this development aligning with the future Williams Road/Southcross Drive (Thornwilde Subdivision) intersection to create a four way intersection. The location of the main Williams Road intersection may be adjusted southward to align with the Worldwide Boulevard extension/Williams Road intersection if such an improvement is recommended by the pending Interchange Justification Study.
7. The developer shall construct a left hand turn lane on Williams Road into the development (northbound Williams Road to westbound main development road). The developer shall also construct a left hand turn lane on the main development road into the main clubhouse parking lot entrance (westbound main development road to southbound clubhouse parking lot). If the main development road intersection is adjusted southward per Condition #6, then a left hand turn lane shall also be provided on the main development road at the Williams Road intersection (eastbound main development road to northbound Williams Road).
8. Per the revised Concept Development Plan, a maximum of four hundred and ten (410) dwelling units may be constructed in the overall development (north and south sites combined). A maximum of forty (40) dwelling units may be constructed in the overall development per calendar year.
9. The only uses permitted in the residential phases of the development are detached single family residences and customary accessory uses to detached single family residences.
10. The residential lots on the main development road between Williams Road and "Little Williams Road" shall have a minimum width/lot frontage of eighty feet (80'). This width/lot frontage requirement can be reduced when adjoining lots share a common driveway/access point.

Mr. Chris Penn
February 21, 2017
Page 3

Sincerely,



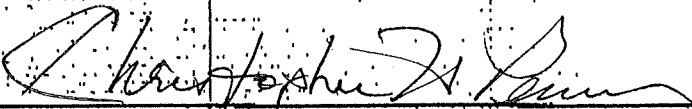
Kevin T. Wall
Director, Zoning Services

KTW/tlb

enclosures

AGREEMENT

I, the authorized representative of the property owners of the 86.7 acre site at the terminus of Williams Road and the 409.6 acre site at 2035 Williams Road, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment applications.



2-21-17

Mr. Chris Penn
authorized representative for property owner(s)
E-Town Development Company LLC and Traditions Development Company, Ltd.

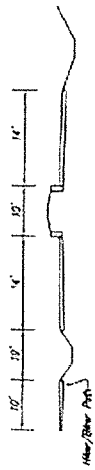
Date

cc: Robert Rothert, Abercrombie & Associates; FAX: 513-245-5161

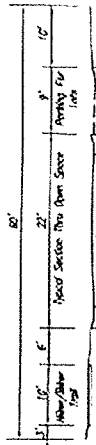
Parcel	Acreage	Land Use
A	8.5	Single Family Residential
B	8.2	Single Family Residential
C	14.3	Single Family Residential
D	5.4	Single Family Residential
E	5.3	Single Family Residential
F	8.8	Single Family Residential
G	19.0	Single Family Residential
H	14.0	Single Family Residential
I	45.6	Single Family Residential
Sub-Total	129.1 Ac.	
Golf Course/ Open Space/ Undeveloped Land	359.7 Ac.	
Right of Way Thru Open Space	7.5 Ac.	
Total	496.3	

GROSS AREA = 496.3 ACRES
 LOT & R/W = 136.6 ACRES
 OPEN SPACE = 359.7 ACRES
 DENSITY = 0.826 LOTS
 PER GROSS ACRE = 410 LOTS

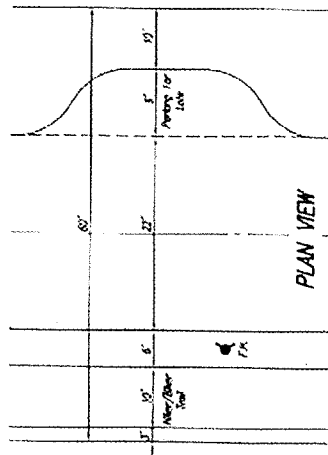
ENTRY ROAD FROM WILLIAMS ROAD
TO CLUBHOUSE - NO SIDEWALK



TYPICAL SECTION FOR MAIN ROAD FROM
CLUBHOUSE TO LITTLE WILLIAMS ROAD



PROFILE



PLAN VIEW

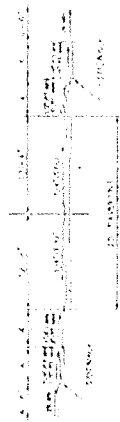
TYPICAL SECTION - CUL-DE-SACS - DEADEND

DESIGNED FOR THIS AREA WITH 10' SIDEWALK

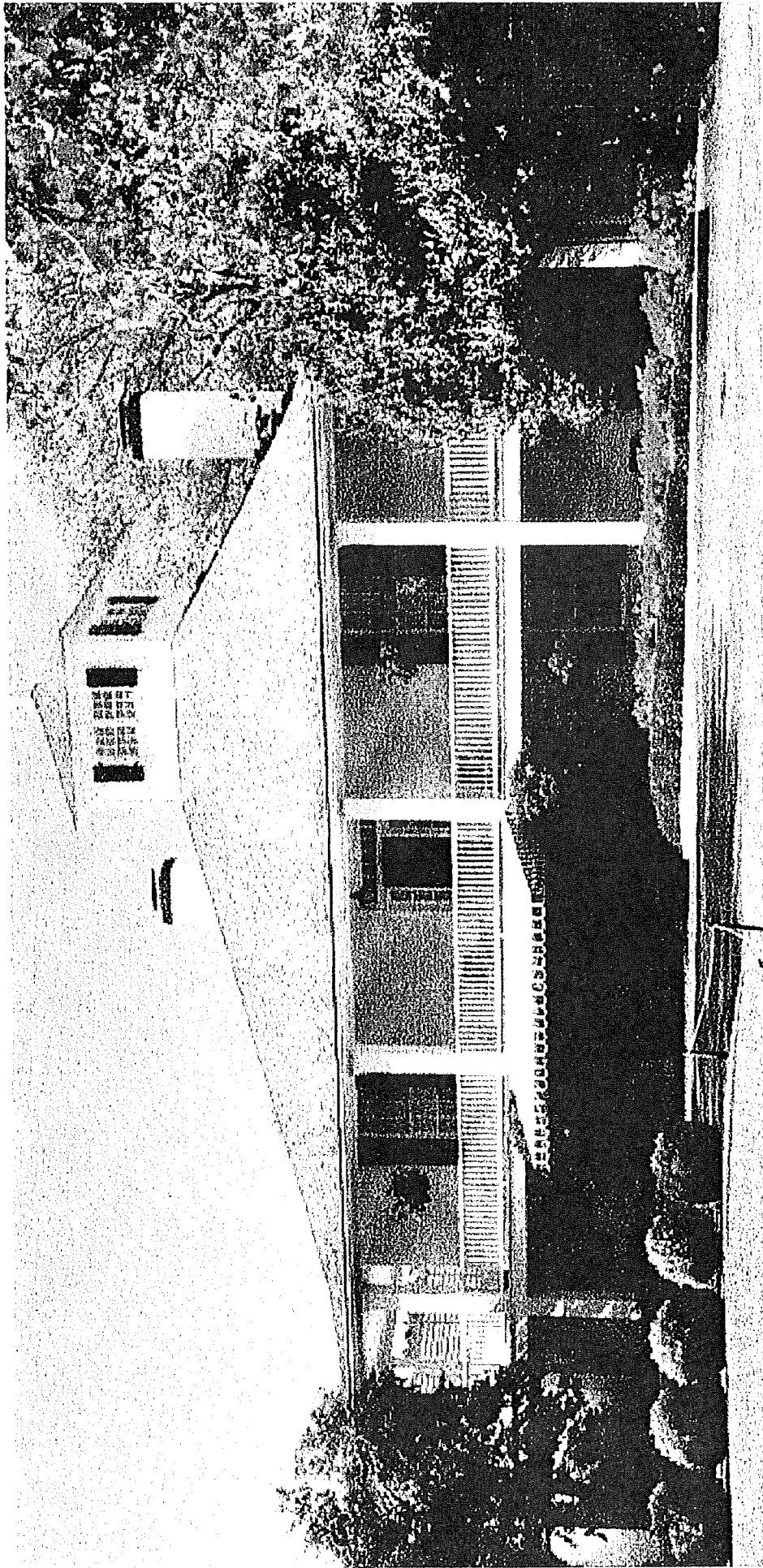


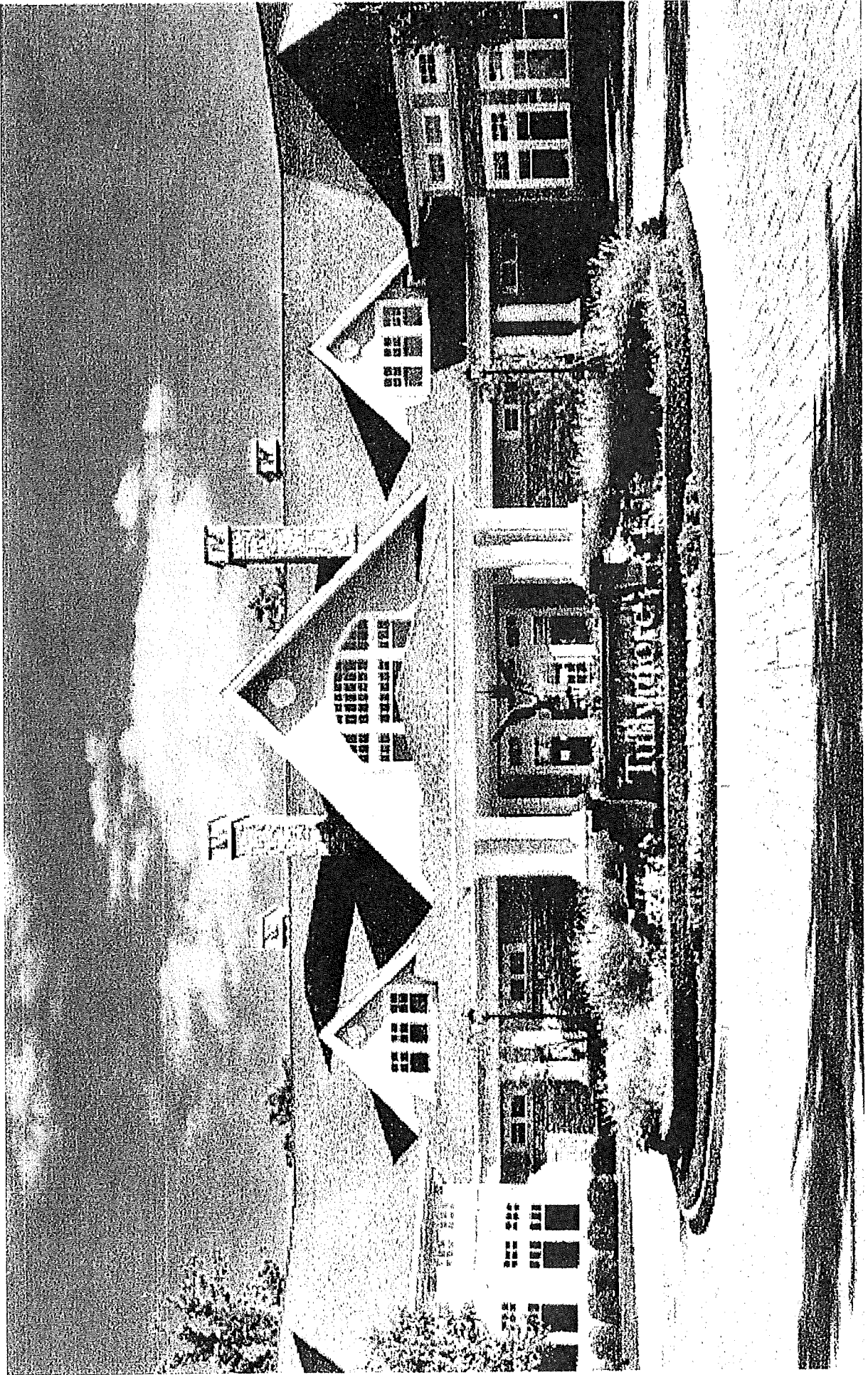
SIDEWALK ONE SIDE

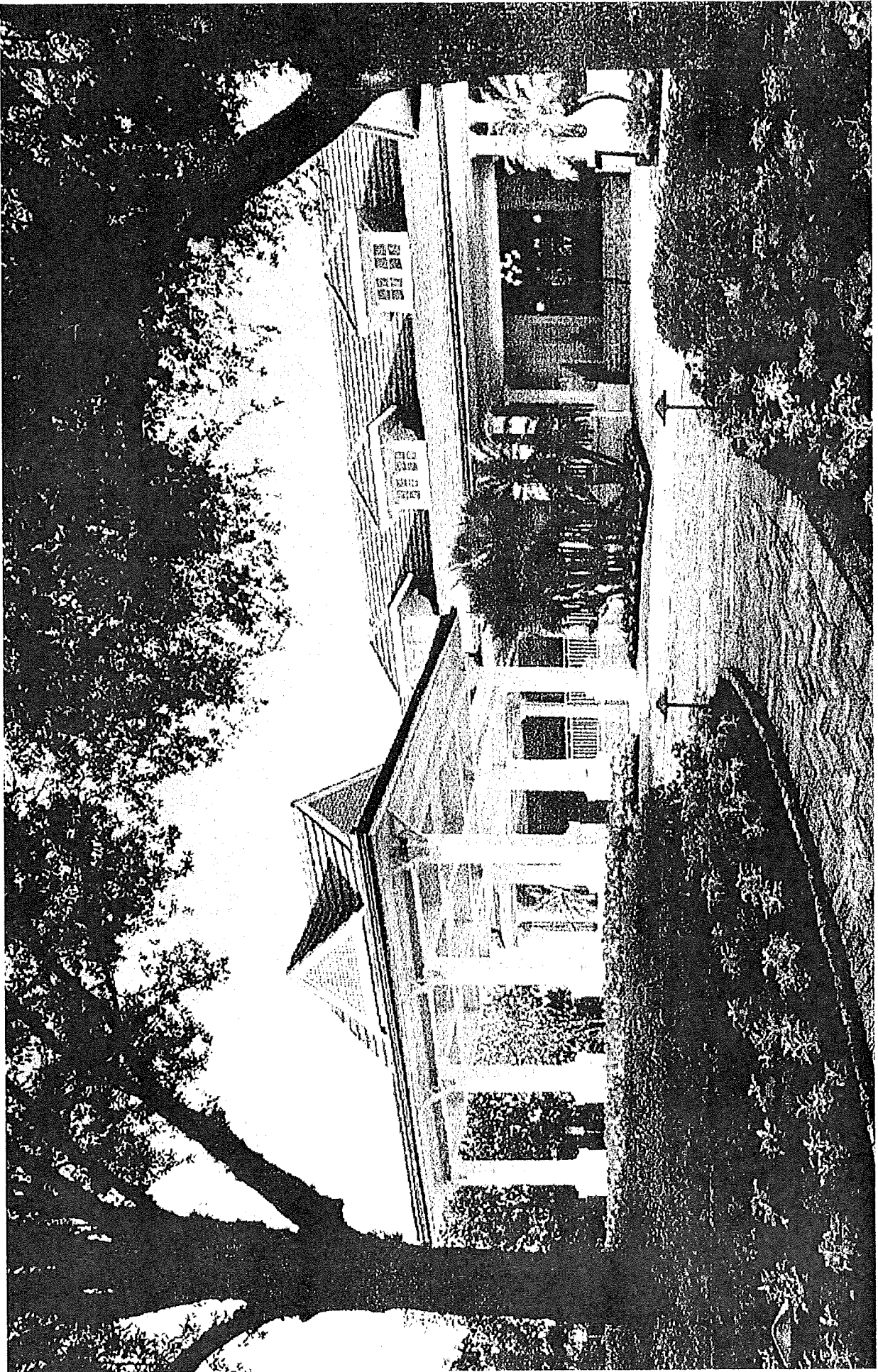
TYPICAL SECTION - LOCAL STREETS

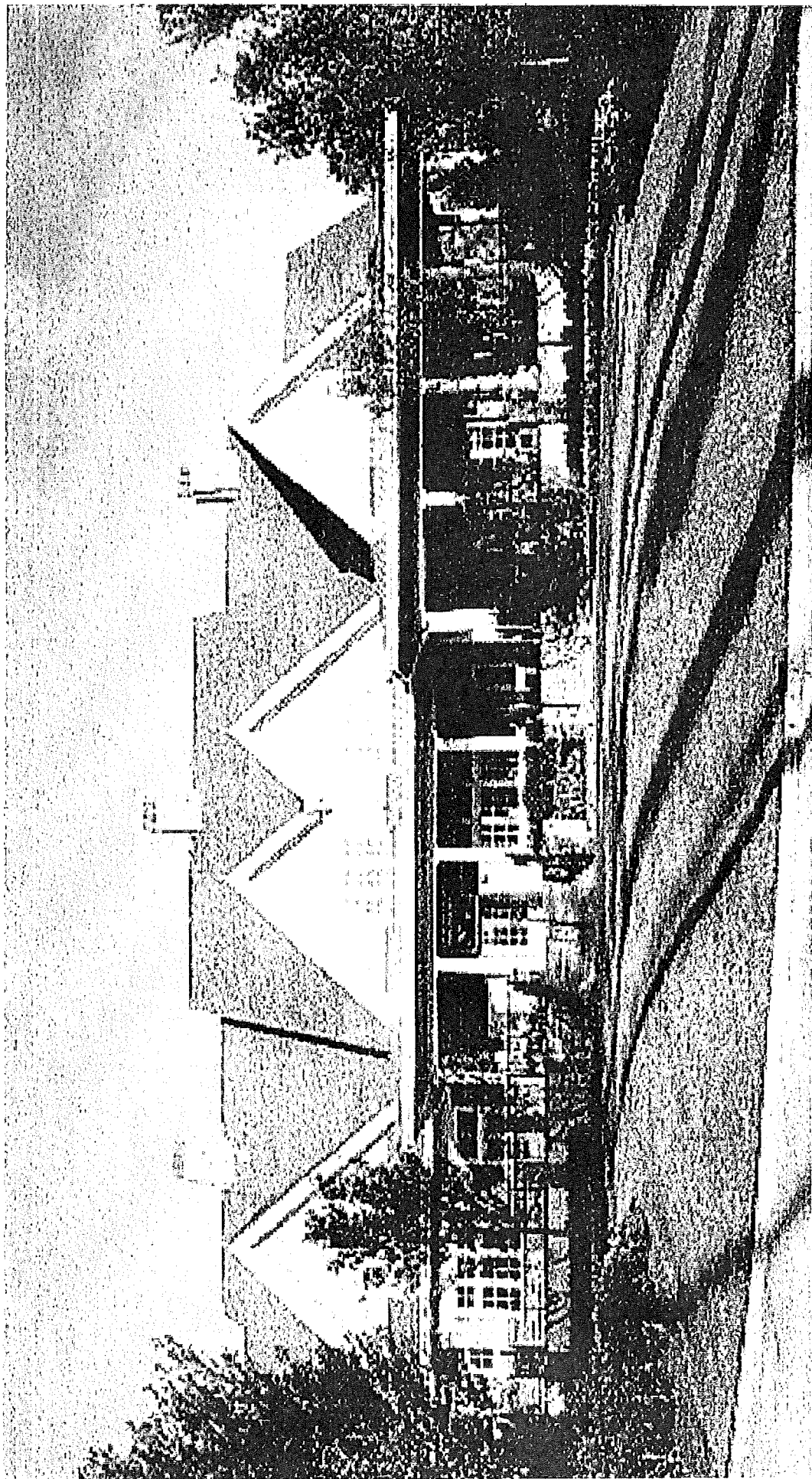


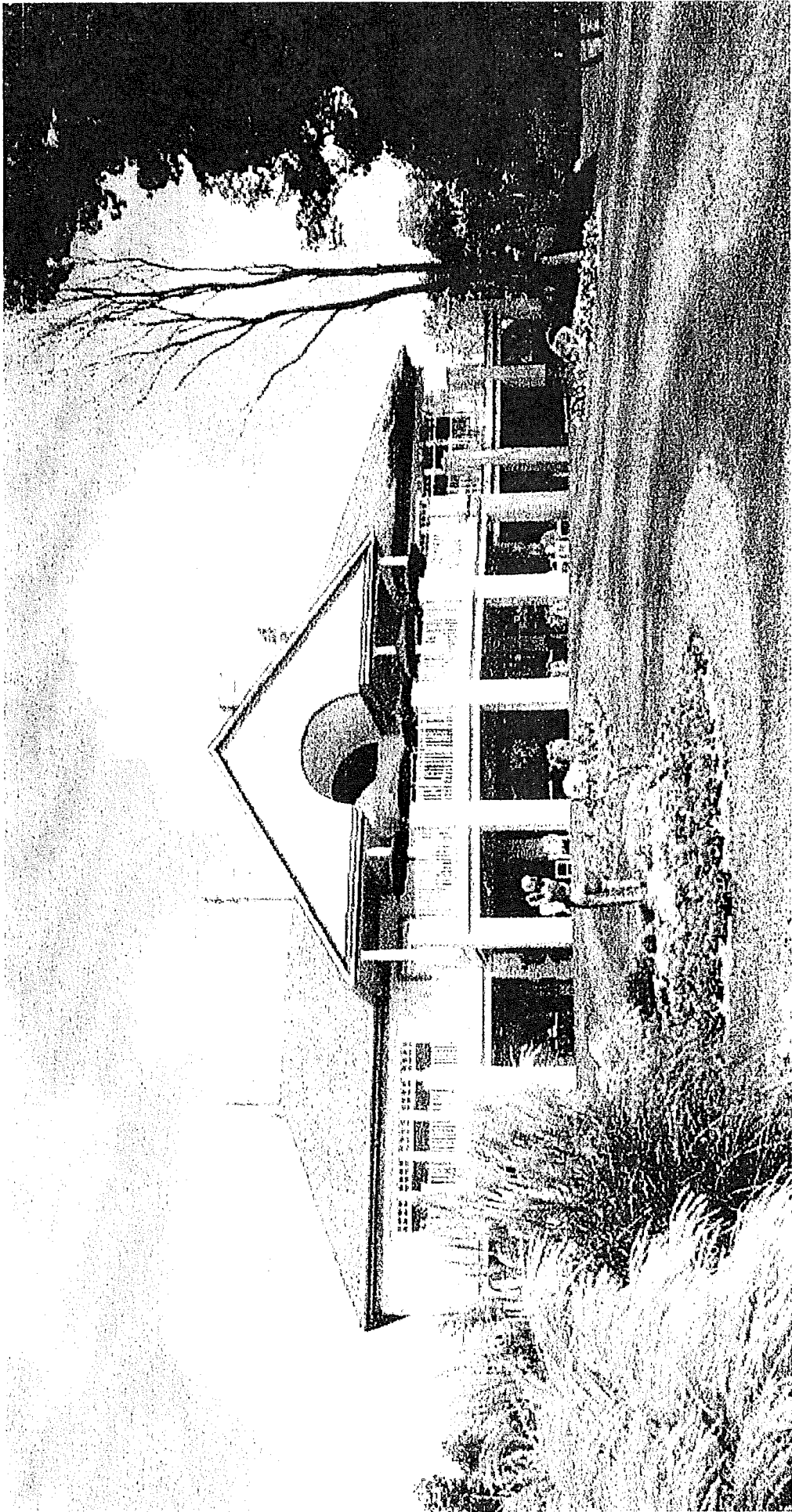
SIDEWALK ALONG LOT SIDE OF STREET
AND ON ONE SIDE THRU OPEN SPACE

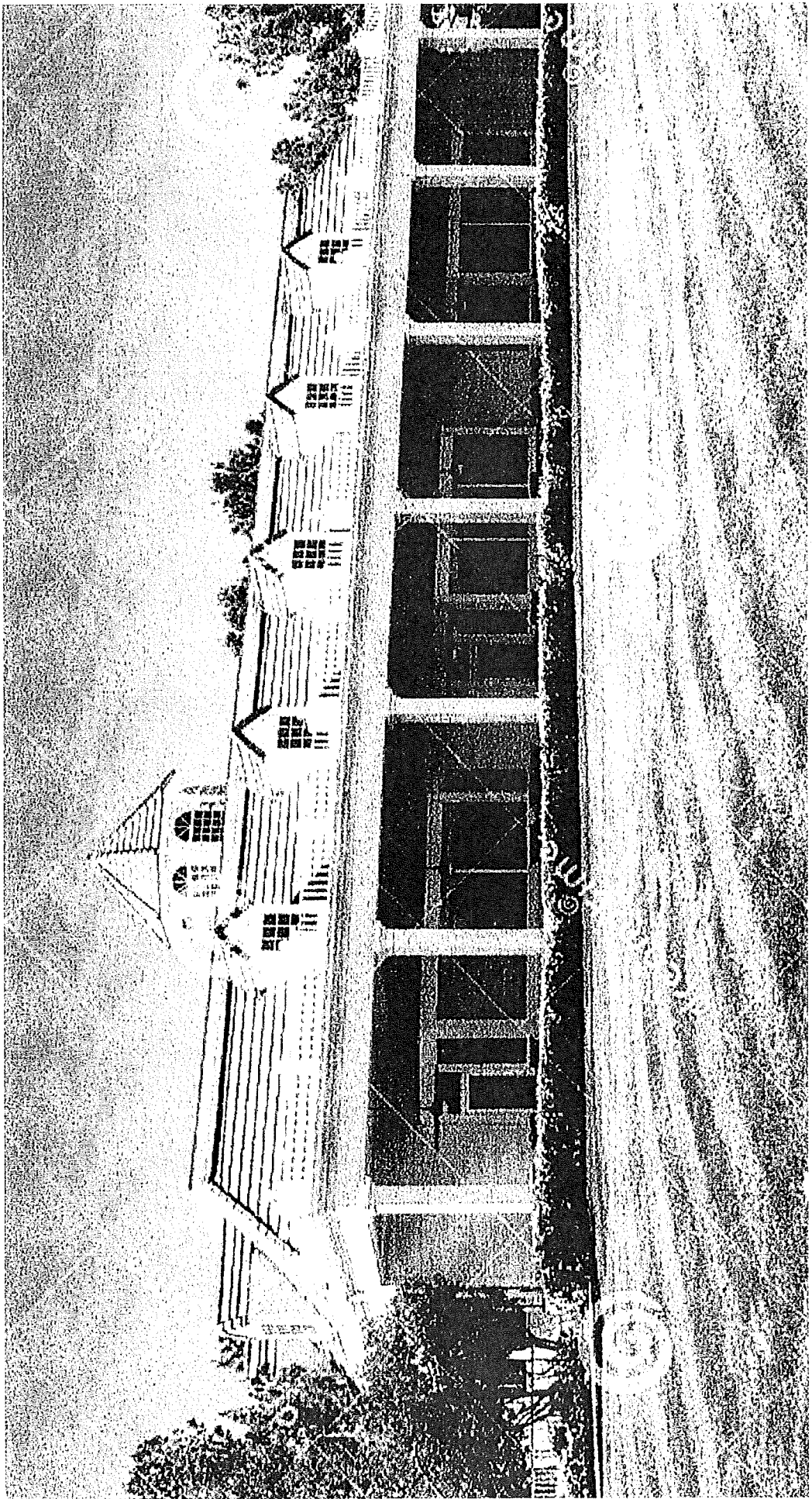












LKN

CERTIFICATE OF LAND USE RESTRICTION

- 1. NAME AND ADDRESS OF PROPERTY OWNER(S)
E-Town Development Company LLC
1250 Springfield Pike
Cincinnati, OH 45215
- 2. ADDRESS OF PROPERTY
2035 Williams Road
Hebron, KY 41048
- 3. NAME OF SUBDIVISION OR DEVELOPMENT (if applicable)
Traditions

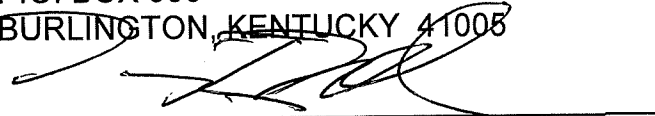
4. DEED BOOK 606 PAGE NO. 276 GROUP NO. 2003

- 5. TYPE OF RESTRICTION(S) (Check all that apply)
 - Zoning Map Amendment: Conditional Use Permit
 - From R To SR-1/PD
 - Development Plan Conditional Zoning
 - Subdivision Plat Other:
 - (Not Recorded)
 - Variance

6. NAME AND ADDRESS OF PLANNING COMMISSION, BOARD OF ADJUSTMENT, LEGISLATIVE BODY OR FISCAL COURT WHICH MAINTAINS THE ORIGINAL RECORDS CONTAINING THE RESTRICTION

RETURN TO:

BOONE COUNTY PLANNING COMMISSION
 2950 WASHINGTON STREET, ROOM 317
 P.O. BOX 958
 BURLINGTON, KENTUCKY 41005



 SIGNATURE OF COMPLETING OFFICIAL

Kevin T. Wall, AICP CDT – Director, Zoning Services
 Name and Title of Completing Official



TRADITIONS

ZONE CHANGE FROM R-1 & R-1.1 TO BTR1/2/PD



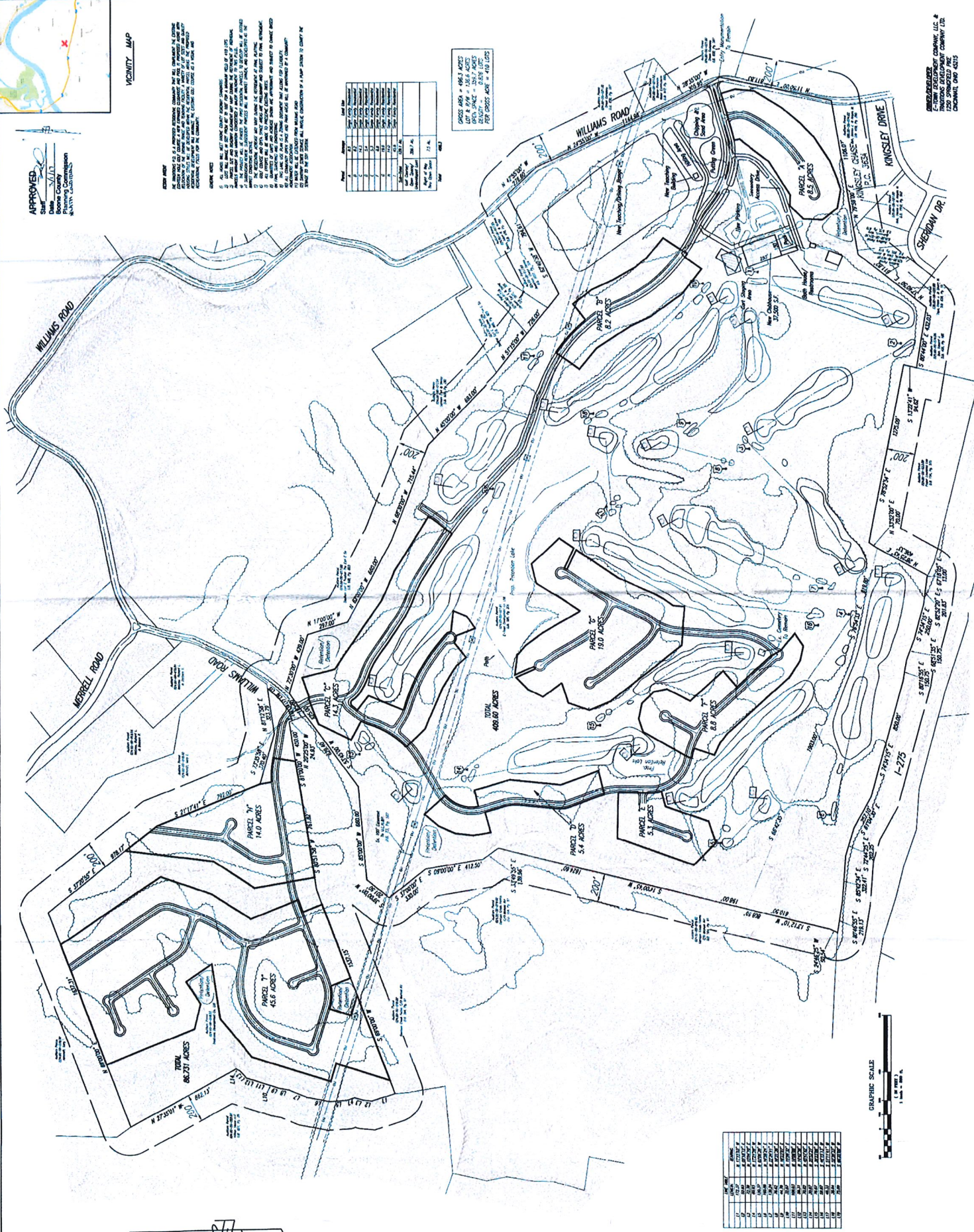
APPROVED:
Date: 3/1/17
Boone County
Planning Commission

NOTES:

1. THIS PLAN IS A CONCEPT DEVELOPMENT PLAN AND IS NOT A FINAL ENGINEERING PLAN. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
2. THE CLIENT HAS REPRESENTED THAT THE INFORMATION PROVIDED IN THIS PLAN IS TRUE AND ACCURATE TO THE BEST OF HIS KNOWLEDGE AND BELIEF.
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9. THE CLIENT HAS REPRESENTED THAT THE INFORMATION PROVIDED IN THIS PLAN IS TRUE AND ACCURATE TO THE BEST OF HIS KNOWLEDGE AND BELIEF.
10. THE CLIENT HAS REPRESENTED THAT THE INFORMATION PROVIDED IN THIS PLAN IS TRUE AND ACCURATE TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

Parcel No.	Area (Acres)	Area (Sq. Ft.)
1	45.6	1,968,000
2	5.4	234,000
3	8.8	381,600
4	19.0	828,000
5	8.2	357,600
6	14.0	604,800
7	174.3	7,565,400
8	468.0	20,361,600
9	19.0	828,000
10	8.8	381,600
11	5.4	234,000
12	45.6	1,968,000
13	5.4	234,000
14	8.8	381,600
15	19.0	828,000
16	8.2	357,600
17	14.0	604,800
18	174.3	7,565,400
19	468.0	20,361,600
20	19.0	828,000
21	8.8	381,600
22	5.4	234,000
23	45.6	1,968,000
24	5.4	234,000
25	8.8	381,600
26	19.0	828,000
27	8.2	357,600
28	14.0	604,800
29	174.3	7,565,400
30	468.0	20,361,600
31	19.0	828,000
32	8.8	381,600
33	5.4	234,000
34	45.6	1,968,000
35	5.4	234,000
36	8.8	381,600
37	19.0	828,000
38	8.2	357,600
39	14.0	604,800
40	174.3	7,565,400
41	468.0	20,361,600
42	19.0	828,000
43	8.8	381,600
44	5.4	234,000
45	45.6	1,968,000
46	5.4	234,000
47	8.8	381,600
48	19.0	828,000
49	8.2	357,600
50	14.0	604,800
51	174.3	7,565,400
52	468.0	20,361,600
53	19.0	828,000
54	8.8	381,600
55	5.4	234,000
56	45.6	1,968,000
57	5.4	234,000
58	8.8	381,600
59	19.0	828,000
60	8.2	357,600
61	14.0	604,800
62	174.3	7,565,400
63	468.0	20,361,600
64	19.0	828,000
65	8.8	381,600
66	5.4	234,000
67	45.6	1,968,000
68	5.4	234,000
69	8.8	381,600
70	19.0	828,000
71	8.2	357,600
72	14.0	604,800
73	174.3	7,565,400
74	468.0	20,361,600
75	19.0	828,000
76	8.8	381,600
77	5.4	234,000
78	45.6	1,968,000
79	5.4	234,000
80	8.8	381,600
81	19.0	828,000
82	8.2	357,600
83	14.0	604,800
84	174.3	7,565,400
85	468.0	20,361,600
86	19.0	828,000
87	8.8	381,600
88	5.4	234,000
89	45.6	1,968,000
90	5.4	234,000
91	8.8	381,600
92	19.0	828,000
93	8.2	357,600
94	14.0	604,800
95	174.3	7,565,400
96	468.0	20,361,600
97	19.0	828,000
98	8.8	381,600
99	5.4	234,000
100	45.6	1,968,000

ORIG. AREA = 486.3 ACRES
 TOTAL AREA = 203.7 ACRES
 DENSITY = 0.287 LOT
 TOTAL CHANGING AREA = 49.0 ACRES



Parcel No.	Area (Acres)	Area (Sq. Ft.)
1	45.6	1,968,000
2	5.4	234,000
3	8.8	381,600
4	19.0	828,000
5	8.2	357,600
6	14.0	604,800
7	174.3	7,565,400
8	468.0	20,361,600
9	19.0	828,000
10	8.8	381,600
11	5.4	234,000
12	45.6	1,968,000
13	5.4	234,000
14	8.8	381,600
15	19.0	828,000
16	8.2	357,600
17	14.0	604,800
18	174.3	7,565,400
19	468.0	20,361,600
20	19.0	828,000
21	8.8	381,600
22	5.4	234,000
23	45.6	1,968,000
24	5.4	234,000
25	8.8	381,600
26	19.0	828,000
27	8.2	357,600
28	14.0	604,800
29	174.3	7,565,400
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31	19.0	828,000
32	8.8	381,600
33	5.4	234,000
34	45.6	1,968,000
35	5.4	234,000
36	8.8	381,600
37	19.0	828,000
38	8.2	357,600
39	14.0	604,800
40	174.3	7,565,400
41	468.0	20,361,600
42	19.0	828,000
43	8.8	381,600
44	5.4	234,000
45	45.6	1,968,000
46	5.4	234,000
47	8.8	381,600
48	19.0	828,000
49	8.2	357,600
50	14.0	604,800
51	174.3	7,565,400
52	468.0	20,361,600
53	19.0	828,000
54	8.8	381,600
55	5.4	234,000
56	45.6	1,968,000
57	5.4	234,000
58	8.8	381,600
59	19.0	828,000
60	8.2	357,600
61	14.0	604,800
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63	468.0	20,361,600
64	19.0	828,000
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68	5.4	234,000
69	8.8	381,600
70	19.0	828,000
71	8.2	357,600
72	14.0	604,800
73	174.3	7,565,400
74	468.0	20,361,600
75	19.0	828,000
76	8.8	381,600
77	5.4	234,000
78	45.6	1,968,000
79	5.4	234,000
80	8.8	381,600
81	19.0	828,000
82	8.2	357,600
83	14.0	604,800
84	174.3	7,565,400
85	468.0	20,361,600
86	19.0	828,000
87	8.8	381,600
88	5.4	234,000
89	45.6	1,968,000
90	5.4	234,000
91	8.8	381,600
92	19.0	828,000
93	8.2	357,600
94	14.0	604,800
95	174.3	7,565,400
96	468.0	20,361,600
97	19.0	828,000
98	8.8	381,600
99	5.4	234,000
100	45.6	1,968,000

PREPARED BY:
 C. TERRY DEVELOPMENT COMPANY, LLC
 1200 SPANGLER ROAD
 BOONE COUNTY, KY 40309

TRADITIONS

ZONE CHANGE FROM R & A-1 TO SR-1/70



DATE	12-6-18
BY	J.C.
SCALE	1" = 200'
PROJECT	CONCEPT DEVELOPMENT PLAN
CLIENT	3035 WILLIAMS ROAD BOONE COUNTY, KENTUCKY

CONCEPT DEVELOPMENT PLAN
3035 WILLIAMS ROAD
BOONE COUNTY, KENTUCKY

Abercrombie & Associates, Inc.
Civil Engineering & Surveying
10000 WOODBURN AVENUE
SUITE 100
DUBLIN, OHIO 43017
614.885.8600
www.abercombie.com



VICINITY MAP

- GENERAL NOTES:**
- ALL AREAS ARE TO BE DEVELOPED UNLESS OTHERWISE NOTED.
 - ALL UTILITIES ARE TO BE DELETED UNLESS OTHERWISE NOTED.
 - ALL EXISTING UTILITIES ARE TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - ALL EXISTING UTILITIES ARE TO BE MAINTAINED UNLESS OTHERWISE NOTED.
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 - ALL EXISTING UTILITIES ARE TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - ALL EXISTING UTILITIES ARE TO BE MAINTAINED UNLESS OTHERWISE NOTED.

NO.	DESCRIPTION	AREA (AC)	PERCENT
1	NEW CONCRETE DRIVEWAYS	1.20	0.28
2	NEW ASPHALT DRIVEWAYS	1.20	0.28
3	NEW ASPHALT DRIVEWAYS	1.20	0.28
4	NEW ASPHALT DRIVEWAYS	1.20	0.28
5	NEW ASPHALT DRIVEWAYS	1.20	0.28
6	NEW ASPHALT DRIVEWAYS	1.20	0.28
7	NEW ASPHALT DRIVEWAYS	1.20	0.28
8	NEW ASPHALT DRIVEWAYS	1.20	0.28
9	NEW ASPHALT DRIVEWAYS	1.20	0.28
10	NEW ASPHALT DRIVEWAYS	1.20	0.28
11	NEW ASPHALT DRIVEWAYS	1.20	0.28
12	NEW ASPHALT DRIVEWAYS	1.20	0.28
13	NEW ASPHALT DRIVEWAYS	1.20	0.28
14	NEW ASPHALT DRIVEWAYS	1.20	0.28
15	NEW ASPHALT DRIVEWAYS	1.20	0.28
16	NEW ASPHALT DRIVEWAYS	1.20	0.28
17	NEW ASPHALT DRIVEWAYS	1.20	0.28
18	NEW ASPHALT DRIVEWAYS	1.20	0.28
19	NEW ASPHALT DRIVEWAYS	1.20	0.28
20	NEW ASPHALT DRIVEWAYS	1.20	0.28
21	NEW ASPHALT DRIVEWAYS	1.20	0.28
22	NEW ASPHALT DRIVEWAYS	1.20	0.28
23	NEW ASPHALT DRIVEWAYS	1.20	0.28
24	NEW ASPHALT DRIVEWAYS	1.20	0.28
25	NEW ASPHALT DRIVEWAYS	1.20	0.28
26	NEW ASPHALT DRIVEWAYS	1.20	0.28
27	NEW ASPHALT DRIVEWAYS	1.20	0.28
28	NEW ASPHALT DRIVEWAYS	1.20	0.28
29	NEW ASPHALT DRIVEWAYS	1.20	0.28
30	NEW ASPHALT DRIVEWAYS	1.20	0.28
31	NEW ASPHALT DRIVEWAYS	1.20	0.28
32	NEW ASPHALT DRIVEWAYS	1.20	0.28
33	NEW ASPHALT DRIVEWAYS	1.20	0.28
34	NEW ASPHALT DRIVEWAYS	1.20	0.28
35	NEW ASPHALT DRIVEWAYS	1.20	0.28
36	NEW ASPHALT DRIVEWAYS	1.20	0.28
37	NEW ASPHALT DRIVEWAYS	1.20	0.28
38	NEW ASPHALT DRIVEWAYS	1.20	0.28
39	NEW ASPHALT DRIVEWAYS	1.20	0.28
40	NEW ASPHALT DRIVEWAYS	1.20	0.28
41	NEW ASPHALT DRIVEWAYS	1.20	0.28
42	NEW ASPHALT DRIVEWAYS	1.20	0.28
43	NEW ASPHALT DRIVEWAYS	1.20	0.28
44	NEW ASPHALT DRIVEWAYS	1.20	0.28
45	NEW ASPHALT DRIVEWAYS	1.20	0.28
46	NEW ASPHALT DRIVEWAYS	1.20	0.28
47	NEW ASPHALT DRIVEWAYS	1.20	0.28
48	NEW ASPHALT DRIVEWAYS	1.20	0.28
49	NEW ASPHALT DRIVEWAYS	1.20	0.28
50	NEW ASPHALT DRIVEWAYS	1.20	0.28
51	NEW ASPHALT DRIVEWAYS	1.20	0.28
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56	NEW ASPHALT DRIVEWAYS	1.20	0.28
57	NEW ASPHALT DRIVEWAYS	1.20	0.28
58	NEW ASPHALT DRIVEWAYS	1.20	0.28
59	NEW ASPHALT DRIVEWAYS	1.20	0.28
60	NEW ASPHALT DRIVEWAYS	1.20	0.28
61	NEW ASPHALT DRIVEWAYS	1.20	0.28
62	NEW ASPHALT DRIVEWAYS	1.20	0.28
63	NEW ASPHALT DRIVEWAYS	1.20	0.28
64	NEW ASPHALT DRIVEWAYS	1.20	0.28
65	NEW ASPHALT DRIVEWAYS	1.20	0.28
66	NEW ASPHALT DRIVEWAYS	1.20	0.28
67	NEW ASPHALT DRIVEWAYS	1.20	0.28
68	NEW ASPHALT DRIVEWAYS	1.20	0.28
69	NEW ASPHALT DRIVEWAYS	1.20	0.28
70	NEW ASPHALT DRIVEWAYS	1.20	0.28
71	NEW ASPHALT DRIVEWAYS	1.20	0.28
72	NEW ASPHALT DRIVEWAYS	1.20	0.28
73	NEW ASPHALT DRIVEWAYS	1.20	0.28
74	NEW ASPHALT DRIVEWAYS	1.20	0.28
75	NEW ASPHALT DRIVEWAYS	1.20	0.28
76	NEW ASPHALT DRIVEWAYS	1.20	0.28
77	NEW ASPHALT DRIVEWAYS	1.20	0.28
78	NEW ASPHALT DRIVEWAYS	1.20	0.28
79	NEW ASPHALT DRIVEWAYS	1.20	0.28
80	NEW ASPHALT DRIVEWAYS	1.20	0.28
81	NEW ASPHALT DRIVEWAYS	1.20	0.28
82	NEW ASPHALT DRIVEWAYS	1.20	0.28
83	NEW ASPHALT DRIVEWAYS	1.20	0.28
84	NEW ASPHALT DRIVEWAYS	1.20	0.28
85	NEW ASPHALT DRIVEWAYS	1.20	0.28
86	NEW ASPHALT DRIVEWAYS	1.20	0.28
87	NEW ASPHALT DRIVEWAYS	1.20	0.28
88	NEW ASPHALT DRIVEWAYS	1.20	0.28
89	NEW ASPHALT DRIVEWAYS	1.20	0.28
90	NEW ASPHALT DRIVEWAYS	1.20	0.28
91	NEW ASPHALT DRIVEWAYS	1.20	0.28
92	NEW ASPHALT DRIVEWAYS	1.20	0.28
93	NEW ASPHALT DRIVEWAYS	1.20	0.28
94	NEW ASPHALT DRIVEWAYS	1.20	0.28
95	NEW ASPHALT DRIVEWAYS	1.20	0.28
96	NEW ASPHALT DRIVEWAYS	1.20	0.28
97	NEW ASPHALT DRIVEWAYS	1.20	0.28
98	NEW ASPHALT DRIVEWAYS	1.20	0.28
99	NEW ASPHALT DRIVEWAYS	1.20	0.28
100	NEW ASPHALT DRIVEWAYS	1.20	0.28

GROSS AREA = 462.2 ACRES
TOTAL IMPROVEMENTS AREA = 20.2 ACRES
TOTAL ASPHALT DRIVEWAY AREA = 1.20 ACRES
TOTAL CONCRETE DRIVEWAY AREA = 1.20 ACRES



LEGEND:

- EXISTING ROAD AND TO BE REMOVED
- NEW ASPHALT DRIVEWAY
- NEW CONCRETE DRIVEWAY
- NEW ASPHALT DRIVEWAY
- NEW CONCRETE DRIVEWAY

ENTRY ROAD FROM WILLIAMS ROAD TO CLUBHOUSE - NO SIDEWALK

TYPICAL SECTION FOR MAIN ROAD FROM CLUBHOUSE TO LITTLE WILLIAMS ROAD

PROFILE

PLAN VIEW

TYPICAL SECTION - CUT & FILL - SIDEWALK

SIDEWALK ONE SIDE

TYPICAL SECTION - LOCAL STREET

SIDEWALK ALONG LOT SIDE OF STREET AND ON ONE SIDE THRU OPEN SPACE