

APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

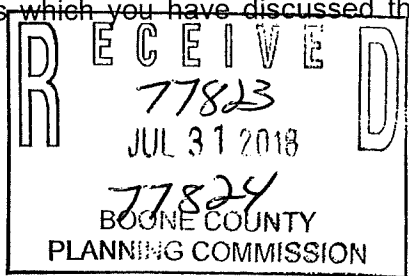
(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

RGR

- 1. Name of Project Aylor [redacted], Godsey, Akin & Miller Properties
2. Location of Project East side of Old North Bend Road South of Britt Drive
3. Total Acreage of Site 44.7277
4. Current Zoning of Site SR-1/CD & RS/CD
5. Proposed Zoning (Classification being requested) SR-3 with Variance
6. Proposed Uses (please specify each use)
ZMA 1. MultiFamily Condominium Buildings of 3 units to 8 units per building, 162 Units.
Variance 2. Variance to allow Buffer Yard "B" where Buffer Yard "C" is required.
7. Names of Applicant(s) Drees Company-Matt Mains
Phone No. 859-578-4324 Fax No. 859-426-2873 E-Mail mmains@dreeshomes.com
8. Address of Applicant(s) 211 Grandview Drive, Suite 100
Ft. Mitchell Kentucky 41017
City State Zip
9. Name of Property Owner(s) See Attached
Phone No. Fax No. E-Mail
10. Address of Property Owner(s) See Attached
City State Zip
11. Proposed Building Intensities (please specify) 162 Units on 44.7277 Acres, + Ex. House to Remain
Gross Density = [redacted] Units/Acre - 3.64
12. Are there any existing buildings on the site? Yes
How many? House & Out Building
13. Deed Book See Attached Page No. Group No.
14. Are you also applying for:
Conditional Use Permit
Yes Dimensional Variance
15. Have you submitted a Concept Development Plan? Yes
16. Have you had a pre-application meeting with BCPC Staff? Yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

- Boone County Water District
Florence 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)



Owners

Aylor Investments Limited Partnership
8847 Valley Circle Drive
Florence, Kentucky 41042
Deed Book 736, Page 84

Raymond O. Godsey, Jr.
1846 North Bend Road
Hebron, Kentucky 41048
Deed Book 943, Page 841

Akin & Miller Land Developers
10847 Omaha Trace
Union, Kentucky 41091
Deed Book 1087, Page 979

Developer

The Drees Company
211 Grandview Drive
Suite 100
Ft. Mitchell, Kentucky 41017

EXHIBIT

“A”

STAFF REPORT

Request of **Drees Company - Matt Mains (applicant)** for **Aylor Investments Limited Partnership, Raymond O. Godsey, Jr., and Akin & Miller Land Developers (owners)** for a Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3), and a Variance, for a 44.7277 acre site located on the east side of Old North Bend Road, approximately 220 feet south/southeast of the Britt Drive/Old North Bend Road intersection, to the north, south, and east of the properties at 1820 and 1828 Old North Bend Road, at the terminus of Cardinal Way and Grandview Drive, and including the tract at 1846 Old North Bend Road, Boone County, Kentucky. The request is for a zone change to allow attached residential condominiums and a Variance from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations to allow the required perimeter landscape areas to be reduced from Buffer Yard C to Buffer Yard B.

September 5, 2018

REQUESTS

The applicant has submitted the following applications:

1. A Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3) for the 44.7277 acre tract outlined above. The submitted Concept Development Plan shows that 162 townhouse/condominium dwelling units are being proposed in 30 buildings and the existing single family residence at 1846 Old North Bend Road will remain on a new lot. The proposed building intensity of the project is 3.64 dwelling units per acre. The townhouse/condominium buildings are setback a minimum of 168.6' feet from the northeast property line, 136.5' from the northwest property line, 36.2' from the southeast property line, and 36' from the southwest property line. Access to the subdivision is proposed from public streets (26' wide right-of-way and 24' of pavement) that would connect to Old North Bend Road and Cardinal Way. Notes on the plan indicate that there will be 236 garage spaces and 153 surface parking spaces. The plan also shows that grading will be kept to a minimum. Large areas in the northeast, northwest, and central parts of the site will be left undisturbed. The applicant has also provided front building renderings, floor plans, and a chart indicating there will be seventy-six (76) three bedroom units and eighty-six (86) two bedroom units.
2. A Variance to allow the perimeter landscaping buffer requirements along portions of the southeast and southwest property lines to be reduced from Buffer Yard C to Buffer Yard B. Section 3645 and Buffer Yard Table #1 of the Boone County Zoning Regulations require multi-family developments to provide Buffer Yard C plantings along property lines when the proposed development contains more than 80 units and adjoining property is residentially zoned. Buffer Yard B would be required if the proposed development had 80 units or less. The planting requirements of Buffer Yard B and Buffer Yard C are outlined below.

Buffer Yard B - Landscaping required per 100 linear feet at 20 feet wide.

- 5 evergreens from Plant List D
- Any 6 large, medium, small, or additional evergreen trees from Plant List A, B, C, or D
- 30 shrubs from Plant List E or 15 shrubs from Plant List C

Buffer Yard C - Landscaping required per 100 linear feet at 60 feet wide.

- 10 evergreens from Plant List D
- 8 large or medium trees from Plant List A or B
- 35 shrubs from Plant List C

Buffer Yard C - Landscaping required per 100 linear feet at 30 feet wide.

- 10 evergreens from Plant List D
- 8 large or medium trees from Plant List A or B
- 15 shrubs from Plant List C
- 6' high berm, fence, or masonry wall to be located in center of buffer.

PERTINENT SITE HISTORY

In 2004, Zoning Map Amendment and Variance applications were submitted for the subject properties. The properties currently located at 1820 and 1828 Old North Bend Road were also part of the applications.

Boone County Fiscal Court approved the Zoning Map Amendment application from Agricultural Estate (A-2), Rural Suburban Estates (RSE) and Rural Suburban (RS) to Suburban Residential One (SR-1) and Rural Suburban (RS) for the 47 acre site. The request rezoned approximately 31.8 acres to Suburban Residential One (SR-1) and approximately 15.2 acres to Rural Suburban (RS). The approved Concept Development Plan showed the subdivision would contain 115 residential lots (112 proposed dwellings & 3 existing dwellings), 50' wide public right-of-ways, a new curb cut on KY 237, a street connection to Cardinal Cove Subdivision, some tree preservation areas, and a detention basin. Out of the 115 lots, 90 were zoned SR-1 and 25 were zoned RS. The proposed density of the subdivision was 2.45 dwelling units per acre. The following conditions were imposed on the approval:

1. No tree removal, grading, or construction work of any kind shall occur before the North Bend Road improvements (North Bend Road Project) are completed and entirely open to the public between the I-275 interchange and Graves Road. This development shall use "Old" KY 237 for access after it has been demonstrated that the sight distance requirements from Article 32 of the Boone County Zoning Regulations are being met. Any Preliminary Plat, Grading Plan, Improvement Plan, or other Plans approved by the Boone County Planning Commission prior to the completion and opening of the North Bend Road improvements described above shall clearly state this restriction.
2. Primary access for the subdivision shall not be through Cardinal Cove Subdivision.
3. The "green areas" shown on the Concept Development Plan will be delineated as conservation easements on the subdivision final plats. No fences or structures will be permitted in the conservation easements.
4. The driveways on lots 2 and 5 must be on the eastern side of the lots.

Boone County Planning Commission denied the Variance application to allow reductions in the required sight distances at the intersection of the proposed subdivision access road and North Bend Road (KY 237). The chart below outlines the Variance that was sought.

	Section 3217 Boone Co. Zoning Regulations (2 Lane Road/45 MPH)	Submitted Sight Distance Calculations	Variance Needed
Right Turn Out of Development	720 Feet	400 Feet	320 Feet
Left Turn Out of Development	780 Feet	562 Feet	218 Feet
Entering Development Northbound (Stopping Distance Southbound)	530 Feet	400 Feet	130 Feet
Entering Development Southbound (Stopping Distance Northbound)	530 Feet	482 Feet	48 Feet

SITE CHARACTERISTICS

The overall site is 44.7277 acres in area and is comprised on three properties. The site has road frontage on Old North Bend Road, Grandview Drive, and Cardinal Way. Public water mains exist along Old North Bend Road, Grandview Drive, and Cardinal Way. A sanitary sewer main exists along the northwestern property boundary and extends to Grandview Drive.

The northernmost property (Akin & Miller) is 3.909 acres in area and has 193.62 feet of frontage on Old North Bend Road and 50 feet of frontage on Grandview Drive. The parcel contains no structures and adjoins single-family residential lots fronting on Britt Drive, Grandview Drive, and Hempfling Place. The lot is heavily wooded and contains an intermittent blue line stream. The topography of the parcel falls from 850' above sea level near Old North Bend Road to 760' above sea level where a blue line stream runs through the property.

The middle property (Aylor) is 29.928 acres in area and has 250.85 feet of frontage on Old North Bend Road. The parcel contains no structures and is heavily wooded with deciduous trees along the northeastern and southeastern property boundaries. Boone County G.I.S. shows the topography of the parcel falls from 860' above sea level near Old North Bend Road to 750' above sea level along the northeast property line.

The southernmost parcel (Godsey) is 10.8907 acre in area and has 355.72 feet of frontage on Old North Bend Road and 50' of frontage on Cardinal Way. The property is located at 1846 Old North Bend Road and contains a single family residence, swimming pool, and barn. The rear portion of this property is heavily wooded and contains rolling to severe topography. Boone County G.I.S. shows the topography of the parcels falls from 860' above sea level at Old North Bend Road to 730' above sea level along the rear property line. An intermittent blue line stream is located along the rear property boundary.

ADJACENT LAND USES AND ZONING

Northeast: Single-Family Residential Dwellings Fronting on Grandview Drive, Hempfling Place, and Blair Drive (RSE & RS)

- Northwest: Single-Family Residential Dwellings Fronting on Britt Drive (RSE)
- Southeast: Single-Family Residential Dwellings and Park in Cardinal Cove Subdivision (SR-1)
- Southwest: Single-Family Residential Dwellings Fronting on Old North Bend Road (RSE & SR-1) and Property Owned by Boone County Library (RSE & PF)

RELATIONSHIP TO COMPREHENSIVE PLAN

An Existing Land Use Map, accurate to September of 2009, and a Future Land Use Map have been produced with the use of the Boone County Geographic Information System (GIS) program. The maps are intended to be used in tandem with the accompanying text below; the future land use boundaries are approximate and subject to refinement and interpretation by the Planning Commission and county legislative bodies. The text and map should be used as a tool to aid in managing growth in Boone County. It is important to consult the Land Use Element text to learn of timing or phasing issues that may be present in a particular corridor. The Future Land Use Map may indicate future land uses for a particular area, however, the area may not be ready for development until certain infrastructure is in place or another area develops first. It is critical to note that the Future Land Use Map is a 25 year projection, and is not intended to commit all areas to development immediately... (Land Use Maps, pg. 164).

The 2010 Boone County Comprehensive Plan's "2035 Future Land Use Plan" designates the majority of the site as "Suburban Residential" and smaller areas for "Rural Density Residential" and "Developmentally Sensitive". These future land use classifications are described as follows:

Suburban Residential (SR) - "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".

Rural Density Residential (RD) - "Low density residential uses of up to one dwelling unit per acre".

Developmentally Sensitive (DS) - "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".

The Land Use Element (North Hebron Area, pg. 180) contains the following passages regarding the 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.
- B. 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.
- C. 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.
- D. 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.
- E. 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.
- F. 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.

The Land Use Element provides the following Future Land Use Development Guidelines 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. 161-162).
- 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.

Business, commercial, or industrial parks should be designed and developed to allow future residential or other uses to access through them where the corridor may extend to large developable tracts or may provide a future road connection. A roadway that is suitable for mixed use development should serve side streets for businesses rather than serving individual businesses directly, include an urban curb and gutter design, and provide pedestrian amenities and green space along the right-of-way. In this way, future residential development could be developed beyond the initial development, but be readily marketed.

Sanitary sewer issues have larger impact on where development occurs than do the other types of infrastructure in Boone County. The presence of sanitary sewer has a direct impact on the lot sizes of residential development in particular. Most residential development in outlying areas without access to sewer service typically develops on lots that are larger than an acre. In fact, accommodate leach areas. On the other hand, the presence of public sanitary sewer facilities have normally resulted an increased demand for more dense single-family residential development. This development often occurs roughly in the range of three dwelling units per acre - which typifies single family projects in Boone County at this time. There is little development occurring in Boone County between these two general density levels. As pointed out in the Housing Element, this phenomenon often results in different housing and lot characteristics adjacent to each other. In these conditions, proposed residential developments that have smaller lot sizes than surrounding land uses are recommended to utilize the following design mechanisms to address the impacts on existing development.

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

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

Highly visible portions of the proposed development site should consider green space. The style of green space, including tree types, fencing or other similar features should imitate the existing road corridor views. Grandiose subdivision entryways may not be appropriate depending on existing conditions in the corridor (Development Layout, Lot Sizes and Setbacks, pg. 162).

- C. Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these

impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering to mitigate these impacts should be an integral part of the design of proposed projects; existing site features should be used in meeting this guideline. Developments should provide buffering along public roadways, to soften the visual impact. Appropriate wooded areas and stream valleys should remain as open space within developments and between developments. Developments proposed adjacent to planned or established open spaces should provide pedestrian access where appropriate. Natural green space benefits the community as well as encourages developers to create innovative development designs through clustering of buildings and impermeable area. Typically, buffering is required and provided between unlike land uses; however, as the development of Boone County fills in previously rural areas, different lot sizes and designs of residential development sometimes impact each other. Where an appropriate gradation of lot size and setbacks cannot be designed into a proposed residential subdivision development of a significantly higher density than existing adjacent residential uses, deliberate vegetation buffering may need to be incorporated into the design to help protect low density residential areas. Buffer areas should use and supplement existing site features where possible (Buffering, pp. 162-163).

- 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. The amount of heat absorbed by impervious cover from sun radiation is decreased by landscaping, which reduces energy costs. Landscaping helps purify the air of harmful pollutants, thus reducing health impacts. It also helps reduce the quantity and improve the quality of storm water runoff, including temperature. The use of bioretention islands (water filtering basins) and grass swales should be used where possible in place of raised islands. Native species are often heartier than nursery stock and should be used wherever possible to minimize pesticides and other high impact forms of maintenance. Developments along major roadways in Boone County must include landscaping between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing land uses (Landscaping, pg. 163).
- E. Developments in Boone County must recognize the potential impacts of stormwater runoff. Developments must design and incorporate adequate provisions for the channelization and control of the rate of stormwater flow on and from the site. One goal of local storm water programs should be to minimize the amount of storm water generated by decreasing the amount of pavement and encouraging green rooftops. Creating less runoff by increasing on-site infiltration is a method of managing runoff.

Control and mitigation practices for erosion associated with developments must be provided. At a minimum, developments must seed and mulch all graded areas and provide siltation controls. Stormwater management and erosion control measures must be concurrent with site work in order to be effective. Stormwater management officials must also consider the cumulative effects of increased development runoff in watersheds (Stormwater Management and Erosion Control, pg. 163).

- F. 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. Connections between and within commercial and industrial developments allow for more efficient provision of transit service (Access Management, pg. 163).

- G. 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. 163-164).
- H. 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. The objective is to avoid the confusion and/or distraction of motorists, and to avoid the potential negative impacts of signs on the visual appearance of a development or corridor. Overhead utility lines should be placed underground wherever possible, and junction boxes screened from public view. Neo-traditional residential and commercial development should be encouraged to provide quality development that blends with the natural or historic character of parts of Boone County. This Comprehensive Plan encourages the restoration, renovation and/or adaptive re-use of historically significant structures in Boone County (Design, Signs, and Historic Preservation, pg. 164).

The Population Element contains the following passage which relates to the request:

- A. The Population Element outlines population estimates based on OKI transportation analysis zone "regions." The site is located in the Hebron region. The population of the this region is estimated to change to 15,086 in 2020 and to 17,886 in 2030 (OKI Traffic Zone Forecast, pp. 20-21).

The Housing Element provides the following comment that relates to the proposal:

- A. Multi-family housing developments should have convenient access to commercial districts or should provide their own supporting commercial uses. The developments should be designed to offer the shortest trips to the most people. High density residential developments help to hold down the cost of individual units due to many variables including lower land cost per unit, lower land development cost and building unit costs per unit. Clustering of the dwelling units allows this by requiring less site work and utility construction. Better design can correlate with more density, and walkable, multi-modal communities. This also provides a supply of affordable housing for county residents (Meeting Housing Needs, Housing Types, pg. 79).

- B. High density residential areas should be located sufficiently near and with convenient access to major streets, highways, and shopping and public facilities. A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible through creative development design, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing. Existing vegetation (such as wooded fence rows) should be retained as much as possible to provide buffer strips and stormwater filters. This serves a dual purpose in that woodland is becoming relatively scarce in the eastern uplands of the county, and these areas buffer different land uses. Housing that is proposed on smaller, remnant tracts needs to be carefully designed.

Housing development density has become an issue of concern to many existing residents in established, large lot subdivisions in suburban Boone County. Many of these areas developed during the 1960's to the 1980's when land prices were relatively low, few utilities were present, the surrounding land was agricultural, and urban/suburban development had not yet extended out to these areas. Many of these older subdivisions contain two-acre lots or larger. By contrast, most new subdivisions in Boone County are developing at around three units per acre and sponsor sewer construction if sanitary sewer is not currently available to the site. The issue arises when these new higher density subdivisions are proposed near established low density areas and centers mainly around development impacts on infrastructure and the residential character of the area (Housing Densities, 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, pg. 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 (Geographic Housing Issues, North River/I-275 Corridor Area, pp. 83-84).

The following 2017 Goals and Objectives relate to the proposal:

- A. Currently accepted and innovative design methods, land use management tools, and coordination among agencies as well as with public infrastructure shall be pursued to produce a healthy, well-designed community that supports residents and businesses (Overall, Objective 1).
- B. The makeup of Boone County's population is identified and their needs met through orderly growth (Demographics, Goal A).

- C. Promote quality of life amenities to retain current residents and attract new residents in order to have a stable and diversified population (Demographics, Goal A, Objective 3).
- D. Provide appropriate services, housing, employment, and shopping opportunities in order to meet the needs of the population in all geographic areas of the County (Demographics, Goal A, Objective 4).
- E. Safe, sound, and sanitary housing opportunities exist for all Boone County residents (Demographics, Goal B).
- F. Residential developments shall be evaluated for impact on infrastructure, environment, health and safety considerations, buffering, and design with secondary consideration given to dwelling unit type and density (Demographics, Goal B, Objective 4).
- G. Residential developments shall be encouraged to plan and build in a manner compatible with the general housing density and design planned for the area, with the existing conditions of the site, and significant site features (Demographics, Goal B, Objective 8).
- H. Housing development shall be phased to coordinate with the provision of infrastructure, services, and education facilities (Demographics, Goal B, Objective 9).
- I. Land use planning should recognize and protect natural systems (streams, wetlands, forests, etc.) essential to safety, health, economic stability, and overall quality of life (Environment, Goal A).
- J. Developmentally Sensitive and scenic areas shall be identified, mapped, and stabilized. Developments proposed in any of these areas shall be carefully designed and reviewed to minimize environmental impacts (Environment, Goal A, Objective 3).
- K. Development shall attempt to utilize existing topography and vegetation (including mature trees where possible) and preserve the existing character of the land where practical (Environment, Goal A, Objective 7).
- L. Safe, efficient, and environmentally responsible public services and facilities shall exist for all residents and businesses in Boone County (Public Facilities, Goal A).
- M. Existing infrastructure and services such as water, stormwater, wastewater, gas, electric, communication lines, and emergency and municipal services shall be utilized efficiently. The phasing of proposed development may be one way of addressing significant impacts on existing infrastructure and services (Public Facilities, Goal A, Objective 1).
- N. Priority shall be given towards maintaining, protecting, and improving the capacity and safety of the existing road system across jurisdictions (Transportation, Goal A, Objective 1).
- O. The local transportation system in Boone County shall be maintained and improved to enhance the overall safety and level of service (Transportation, Goal B).
- P. New connector streets shall be developed where needed and feasible to lessen the dependence on arterial, collector, and local streets (Transportation, Goal B, Objective 5).
- Q. Proper vehicular and pedestrian access to adjoining property shall be provided and/or retained when a property develops or redevelops (Transportation, Goal B, Objective 6).

- R. Traffic impact analysis should be used as a tool to address impacts to the existing transportation system (Transportation, Goal C, Objective 3).
- S. Roadways under local jurisdiction shall be designed to recognize the planned character of an area, and provide space for landscaping and entry features (Transportation, Goal C, Objective 6).

FINDINGS NECESSARY FOR MAP AMENDMENT

Section 308 of the Boone County Zoning Regulations states that before any map amendment is granted, the Planning Commission and legislative body shall use the following criteria:

- 1. The map amendment is in agreement with the adopted comprehensive plan and any specific study designed to further detail the Boone County Comprehensive Plan for the location in question; or
- 2. The existing zoning classification is inappropriate and that the proposed zoning classification is appropriate; or
- 3. There have been major changes of an economic, physical, or social nature not anticipated in the adopted comprehensive plan that substantially alter the area's character.

FINDINGS FOR GRANTING VARIANCES

Section 303 of the Boone County Zoning Regulations states that "at the time of filing an application for a Zoning Map Amendment, an applicant may also request a dimensional variance and/or conditional use permit for the same development".

The Planning Commission needs to evaluate the Variance request as it relates to the criteria listed in Section 251 of the Boone County Zoning Regulations:

- 1. Before any variance is granted, the Board must find that the granting of the variance will not adversely affect the public health, safety or welfare, will not alter the essential character of the general vicinity, will not cause a hazard or nuisance to the public, and will not allow an unreasonable circumvention of the requirements contained in the zoning regulations.
 - A. The requested variance arises from special circumstances which do not generally apply to land in the general vicinity, or in the same zone;
 - B. The strict application of the provisions contained in the regulations would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant;
 - C. The circumstances are the result of actions of the applicant taken subsequent to the adoption of the zoning regulation from which relief is sought.
- 2. The Planning Commission shall deny any request for a variance arising from circumstances that are the result of willful violations of the zoning regulation by the applicant subsequent to the adoption of the zoning regulation from which relief is sought.

STAFF COMMENTS

- 1. Staff would like the applicant to address the following:

- A. The zone change and variance criteria.
- B. Is a Traffic Impact Study going to be submitted? Staff recommended that one be prepared and submitted into the record.
- C. Has a sight distance study been conducted at the Old North Bend Road/Street A intersection? Staff took some photos from proposed intersection and has concerns about sight distance. Staff recommends that the access point be moved to the top of the hill (southwards) if the zone change application is approved.
- D. Is the street connection to Cardinal Way proposed to be full access or gated emergency access? It's likely most residents in the proposed development would use Cardinal Way to access KY 237 and I-275 if it's a full access street. The County Engineer has expressed a concern this could cause impacts on Cardinal Cove Subdivision residents.
- E. Are any amenities (parks, playgrounds, pools, walking trails, sidewalk systems, etc.) being proposed in the development? At a minimum, Staff recommends a sidewalk system should be installed on one side of each of street and also tie into Old North Bend Road and Cardinal Way. Staff anticipates a lot of residents would use the existing sidewalk connection that is located between the terminus of Old North Bend Road and sidewalks on KY 237.
- F. The submitted building renderings only show the front of the buildings. Staff has the following comments:
 - Label the proposed building materials?
 - What are the proposed building materials on the sides and rears of the buildings?
 - Will vinyl or composite siding materials be used on the buildings?
 - The front facade of the Oakmont seems to be constructed entirely of siding. Is this correct?
- G. When is the anticipated construction start time and phasing on the project if the zone change application is approved?

2. Section 950 of the Boone County Zoning Regulations states that "the purpose of the Suburban Residential Three (SR-3) district is to provide a compact, high suburban density neighborhood environment which permits an intermixed variety of dwelling types. Such districts will be located on suitable lands within established or proposed urban entities where adequate infrastructure facilities and services are available or proposed, and where the SR-3 zone may act as an appropriate transition between other districts."

Detached single family dwelling units, patio homes, duplexes, townhouse dwelling units, apartments, and condominium/landominium dwelling units are all principally permitted uses in this zoning district. Section 3161 of the Zoning Regulations calls out the following design standards for the SR-3 zone:

Townhouses and multi-family structures may be developed at a density not to exceed eight (8) dwelling units per acre. No building shall exceed forty-five (45) feet in height. All townhouse structures and multi-family structures shall maintain a twenty-five (25) foot front yard setback, twenty-five (25) foot rear yard setback, and a minimum five (5) foot side yard setback with a combined total of both side yard setbacks being at least fifteen (15) feet. All townhouse and accessory structures must maintain a minimum thirty (30) foot setback from all property lines of adjacent property not included as part of the townhouse or multi-family development as approved.

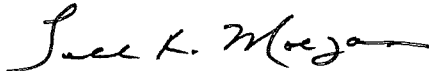
3. Staff sent out an Agency Memo and received comments back from Hebron Fire Protection District, Kentucky Transportation Cabinet, Boone County Public Works, and Sanitation District No. 1. These comments are attached to the Staff Report.
4. The following road projects are currently under construction or being planned in the North Hebron area:
 - A. Adding lanes to Worldwide Boulevard and KY 237 - Construction has started and is expected to be complete by June 2019.
 - B. Adding Lanes to KY 237 between Cardinal Way and Graves Road - The road design is expected to be complete in 2019. See the attached description of the project from the 2017 Boone County Transportation Plan.
 - C. I-275/Graves Road - The Interchange Justification Study is being reviewed by the Federal Highway Administration. Final design plans are anticipated by February 2019. See the attached description of the project from the 2017 Boone County Transportation Plan.
5. Staff recommends the following issues should be analyzed:
 - A. The proposed project consists of attached condominiums and townhouses. The "Suburban Residential" (SR) future land use designation is defined 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."
 - B. The proposed building intensity of 3.64 dwelling units per acre complies with the "Suburban Residential" future land use designation. On the other hand, this project is more dense than the 2004 zone change approval (2.45 dwelling units per acre).
 - C. The proposed plan shows that grading will be minimal and significant tree lines in "Developmentally Sensitive" areas will be preserved. On the other hand, a buffer yard Variance is being sought to reduce portions of the required buffers along the southeast and southwest property lines from 30' in width to 20' in width.
 - D. The timing of the project versus the road improvements that are planned for the North Hebron area.
6. The Planning Commission and Boone County Fiscal Court need to analyze the following findings before acting on the Zoning Map Amendment request:
 - A. The map amendment is in agreement with the adopted comprehensive plan and any specific study designed to further detail the Boone County Comprehensive Plan for the location in question; or
 - B. The existing zoning classification is inappropriate and that the proposed zoning classification is appropriate; or
 - C. There have been major changes of an economic, physical, or social nature not anticipated in the adopted comprehensive plan that substantially alter the area's character.
7. K.R.S. 100.203 (6) (b) and Section 303 of the Zoning Regulations states that Variance applications submitted with a Zoning Map Amendment shall be heard and decided by the Planning Commission.

CONCLUSION

The Zoning Map Amendment request needs to be evaluated by the Boone County Planning Commission and Boone County Fiscal Court in terms of K.R.S. 100.213, Article 3 of the Boone County Zoning Regulations, the appropriate planning documents noted herein, and the potential impacts on existing and planned uses in the area. The Future Land Use Map will need to be amended if the request is approved.

The Planning Commission needs to review the Variance application in terms of Sections 251 of the Boone County Zoning Regulations.

Respectfully submitted,



Todd K. Morgan, AICP
Senior Planner

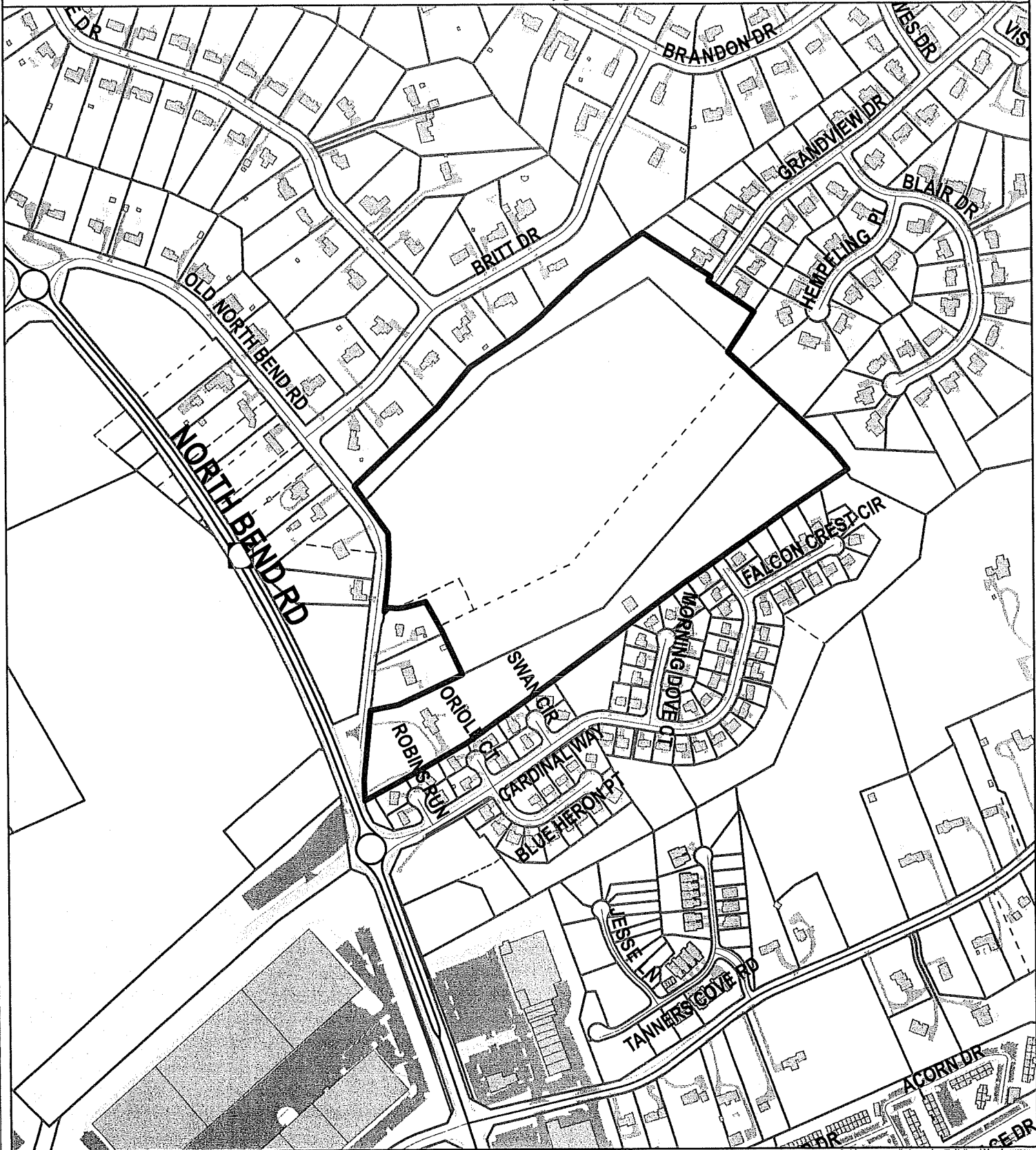
TKM/ss

Attachments:

- *Site Vicinity Map
- *Proposed Concept Development Plans
- *8/6/18 Email from Matt Mains Addressing Condo and Townhouse Units
- *Front Building Renderings and Floor Plans
- *Zoning Map
- *2035 Future Land Use Map
- *Topographical Map
- *2016 Aerial Map
- *2/6/05 Approved Concept Development Plan for 47 Acre Site
- *8/7/18 Agency Memo
- *8/8/18 Email From Andy Ifcic, Hebron Fire Protection District
- *8/9/18 Email From Carol Callan-Ramler, Kentucky Transportation Cabinet
- *8/20/18 Email From Scott Pennington, Boone County Public Works
- *8/23/18 Email from Greg Haggard, Sanitation District No. 1
- *Road Project Information from 2017 Boone County Transportation Plan
- *Written Public Comment Received to Date
- *Application

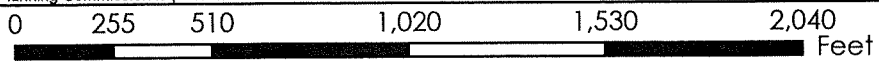
SITE VICINITY MAP

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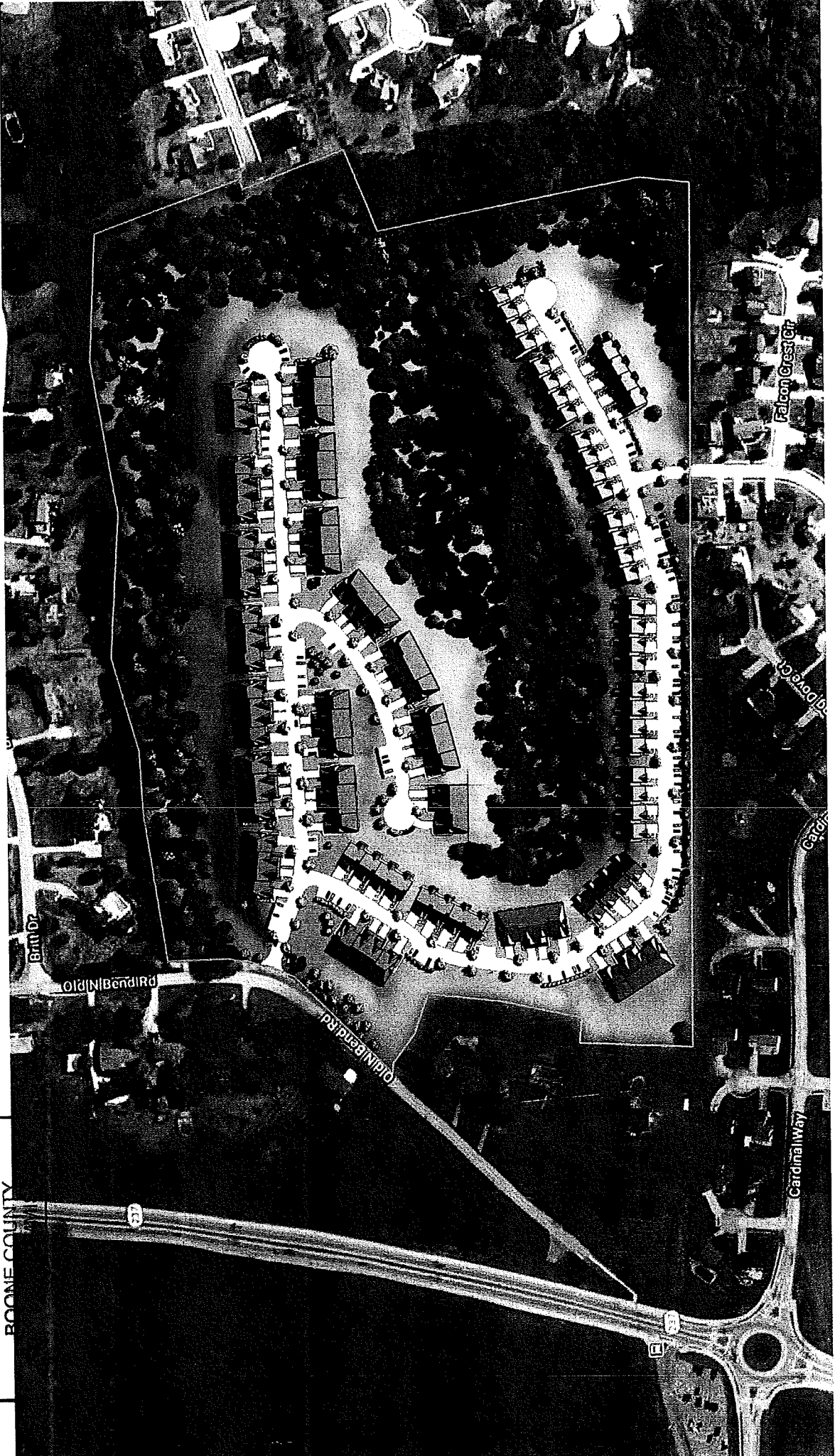


Boone County GIS
ArcMap Document: BooneMap (186).mxd

RECEIVED

AUG 30 2018

BOONE COUNTY



Todd Morgan

From: Matt Mains <MMains@dreeshomes.com>
Sent: Monday, August 06, 2018 11:15 AM
To: Todd Morgan
Subject: Aylor Property Architecture
Attachments: Brandywine - Marketing - CIN.pdf; Gramercy - Marketing - CIN.pdf; Tribeca - Marketing - CIN.pdf; Waverly - Marketing - CIN.pdf; Oakmont - Marketing - CIN.pdf; Calabasas - Marketing - CIN.pdf

Todd,

Attached is the Architecture requested and below is a chart with the Sq footage and number of Bedrooms. Please call with anymore questions.

Unit Type	# of units	Sq Ft	# of Bedrooms	Subtotal-Bedrooms
Condo				
Gramercy	44	1769	3	132
Tribeca	44	2022	2	88
Townhomes				
Brandywine	34	1867	2	68
Waverly	32	2097	3	96
Calabasas	4	1412	2	8
Oakmont	4	1242	2	8
			Grand Total	400

Regards,

Matt Mains | Development Specialist

211 Grandview Drive, Suite 100 | Ft. Mitchell, KY 41017

P: 859.578.4324 | C: 859.760.5750 | dreeshomes.com



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Gramercy

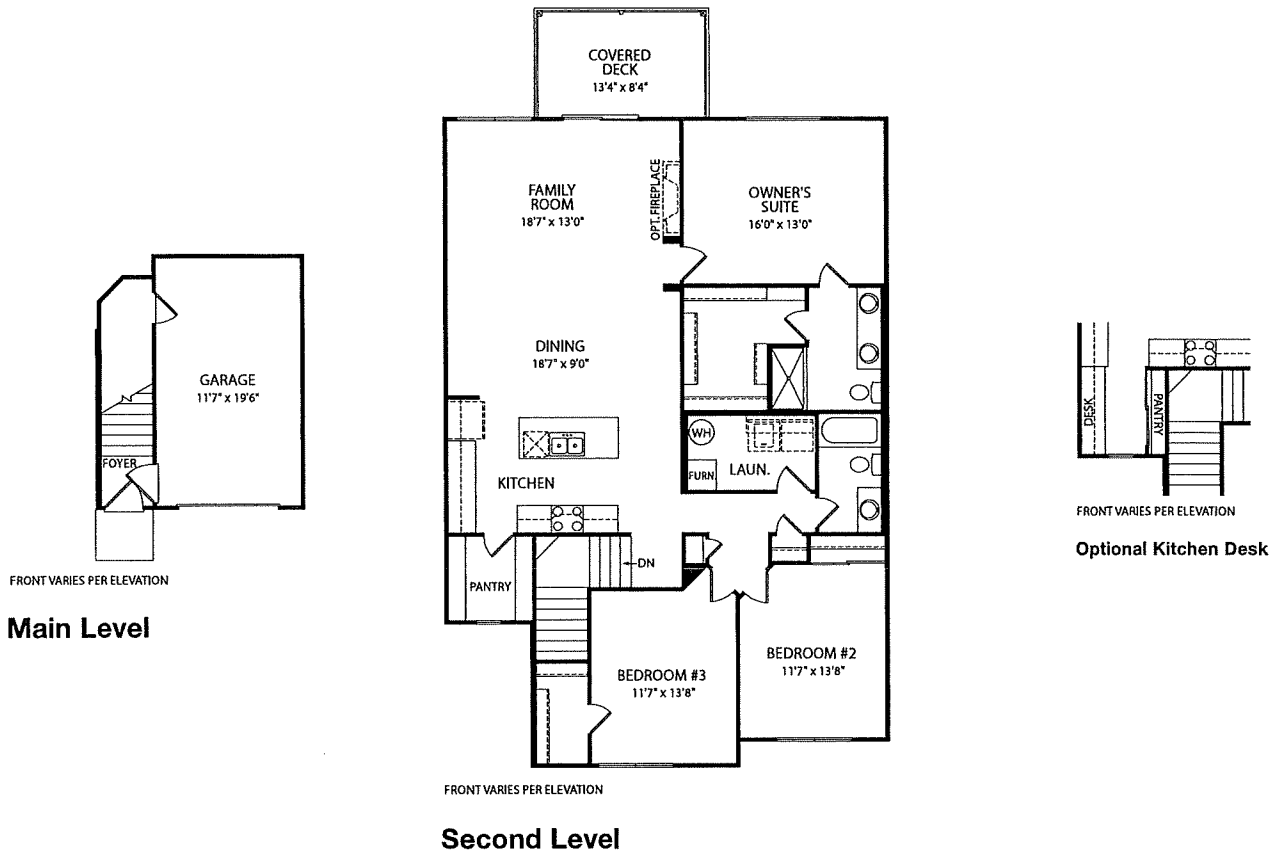


Gramercy A



Gramercy

by Drees Homes



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Tribeca

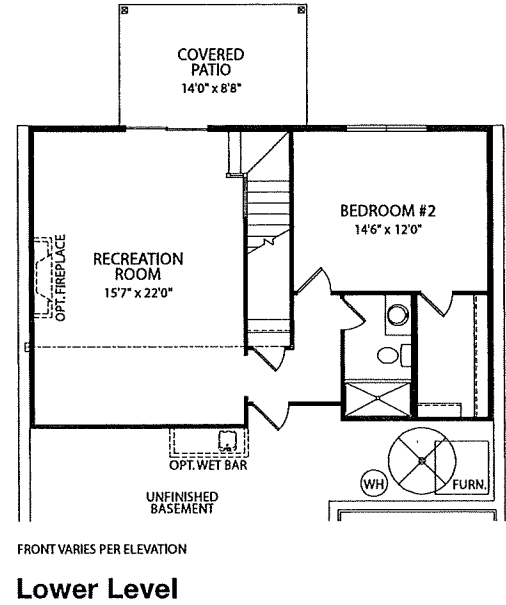
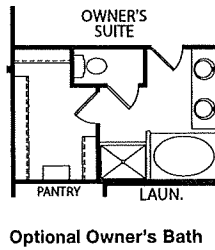
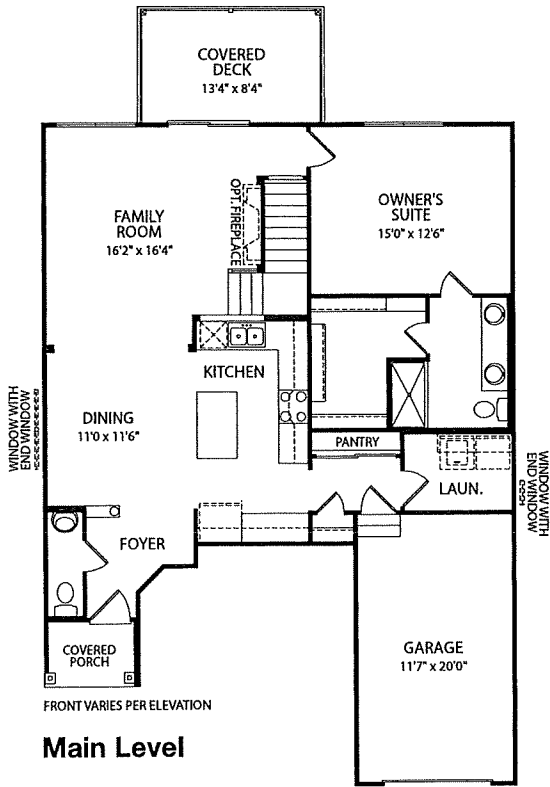


Tribeca A

Drees 
HOMES SM **90** YEARS

Tribeca

by Drees Homes



Re-order number B18665-TH

2/18

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Brandywine



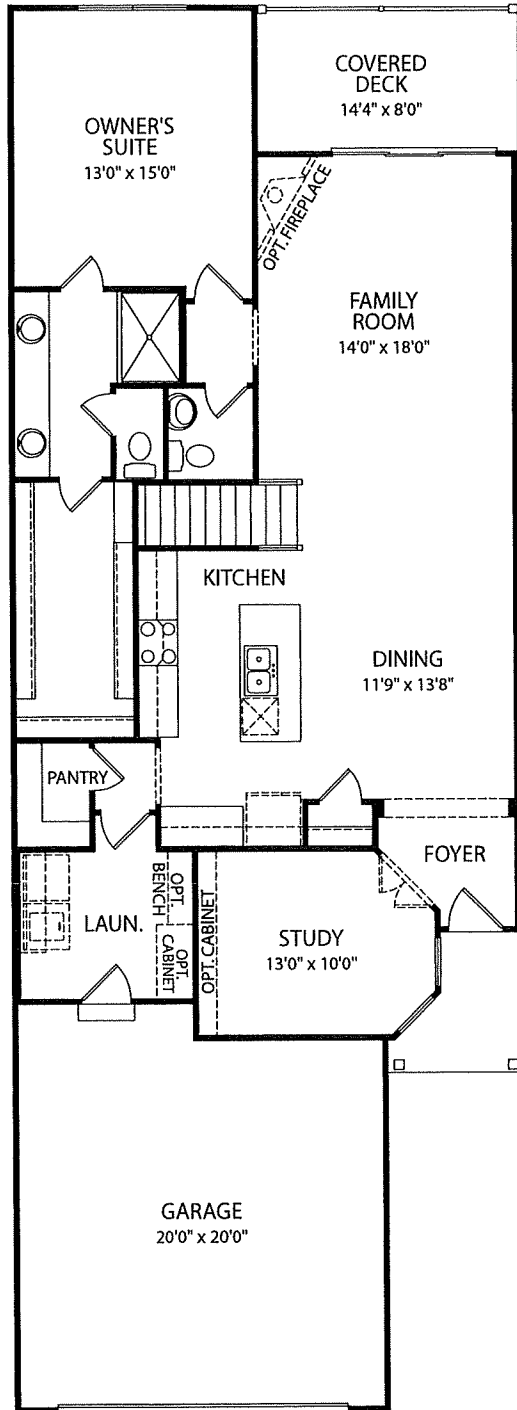
Brandywine A



Brandywine B

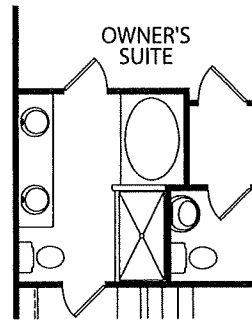
Brandywine

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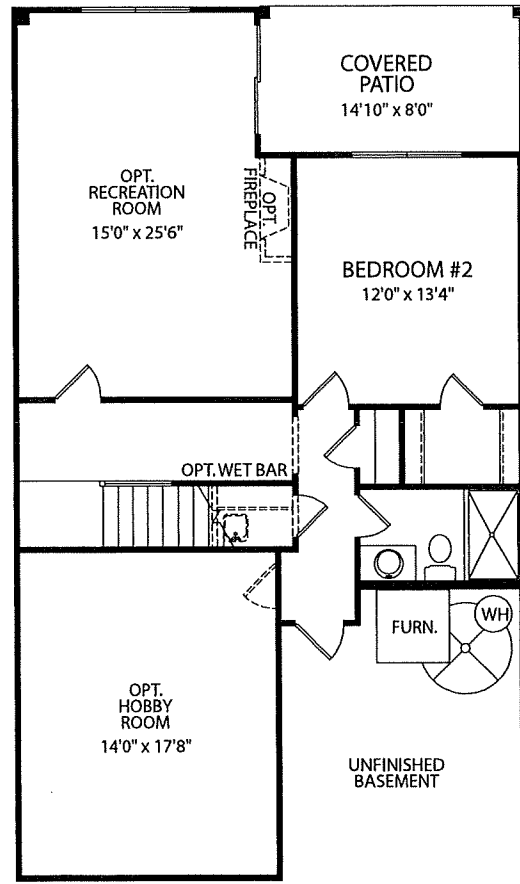


FRONT VARIES PER ELEVATION

Main Level



Optional Owner's Bath



FRONT VARIES PER ELEVATION

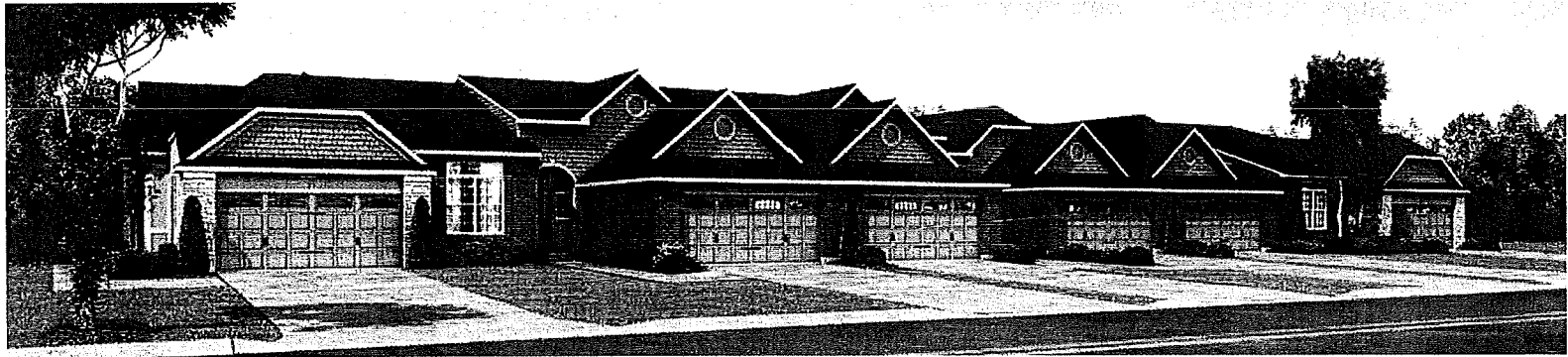
Optional Finished Lower Level



Waverly



Waverly A

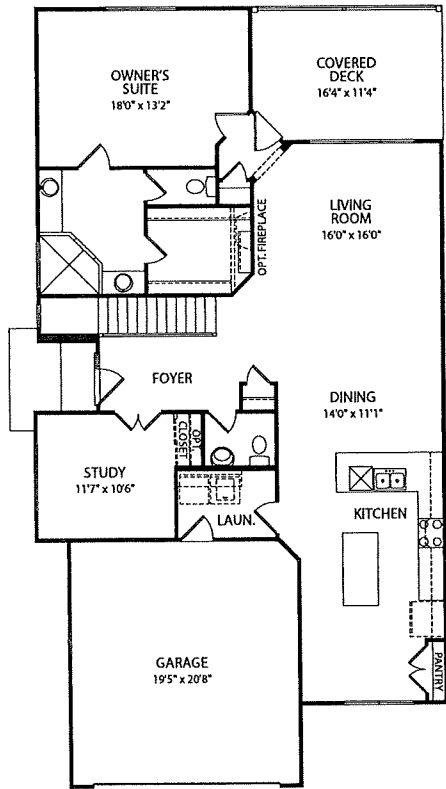


Waverly B



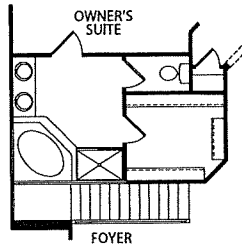
Waverly

by Drees Homes

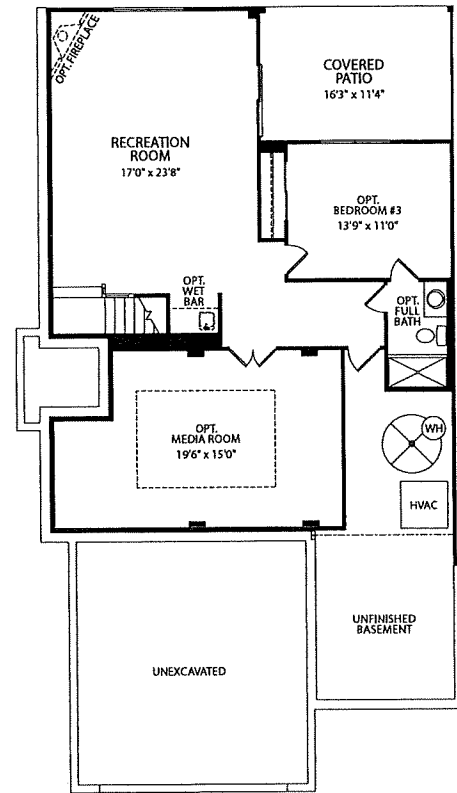


FRONT VARIES PER ELEVATION

Main Level



Optional Garden Bath



FRONT VARIES PER ELEVATION

Optional Finished Lower Level

Re-order # B18196-TH 6/18

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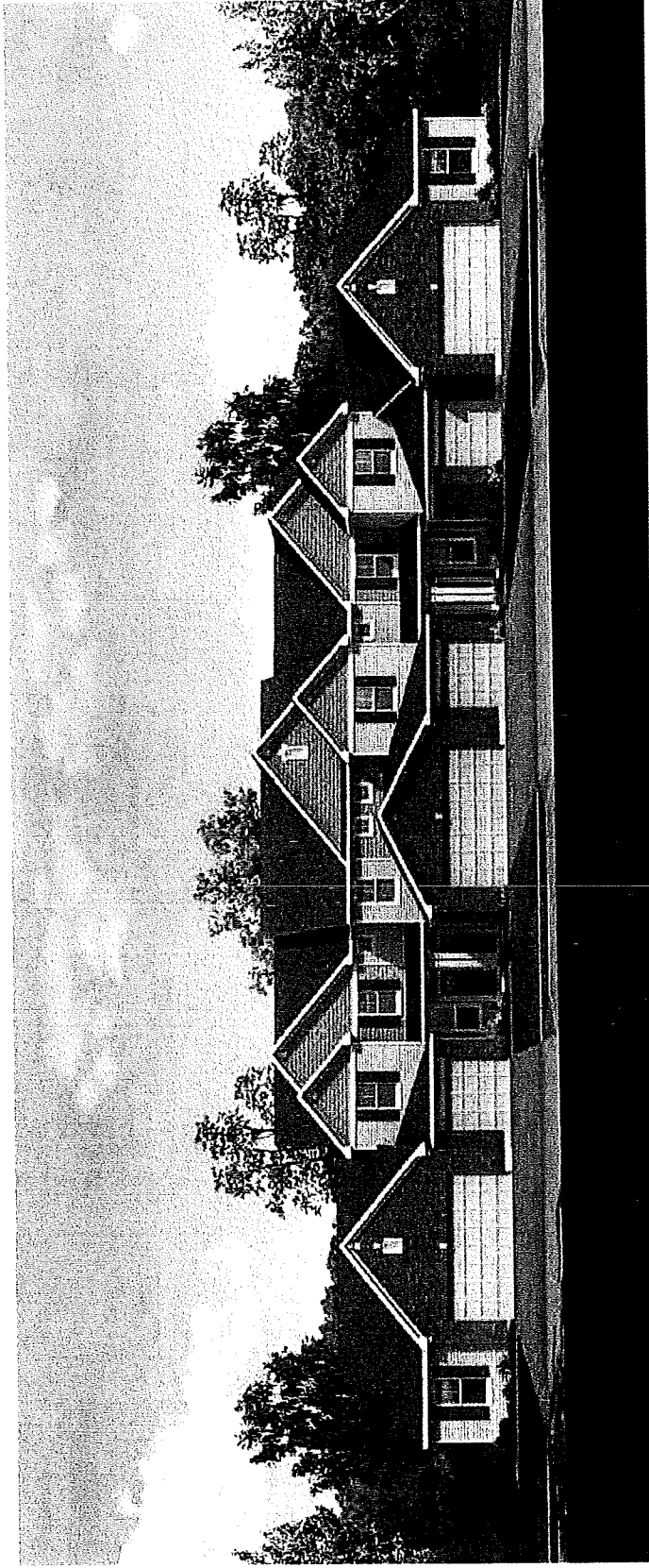
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Calabasas

New from the Architect

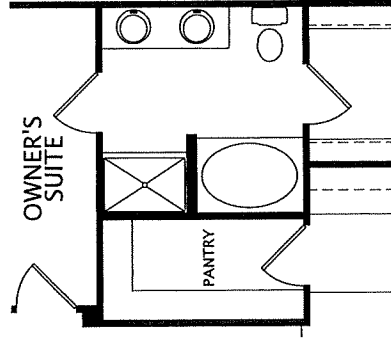
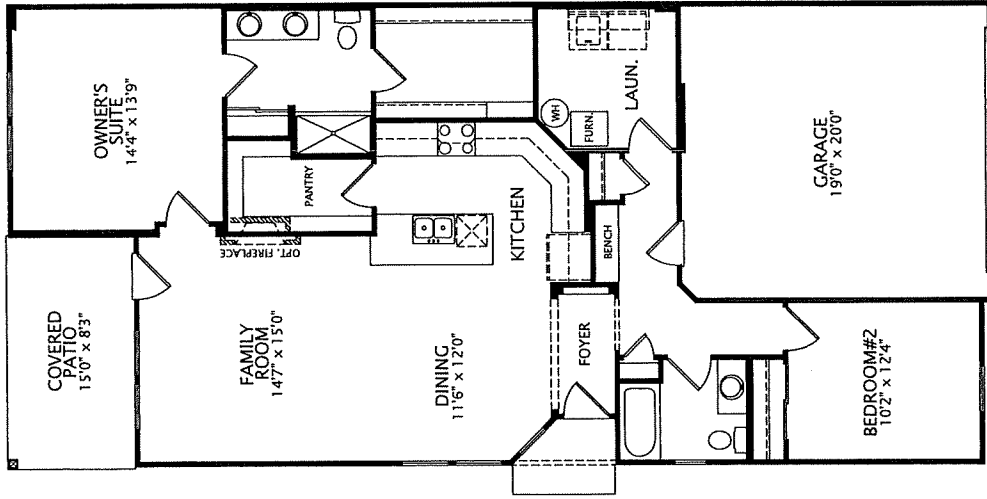


Calabasas

Drees
HOMES™
90 YEARS

Calabasas

by Drees Homes



Opt. Owners Suite
Deluxe Bath

Main Level
FRONT VARIES PER ELEVATION

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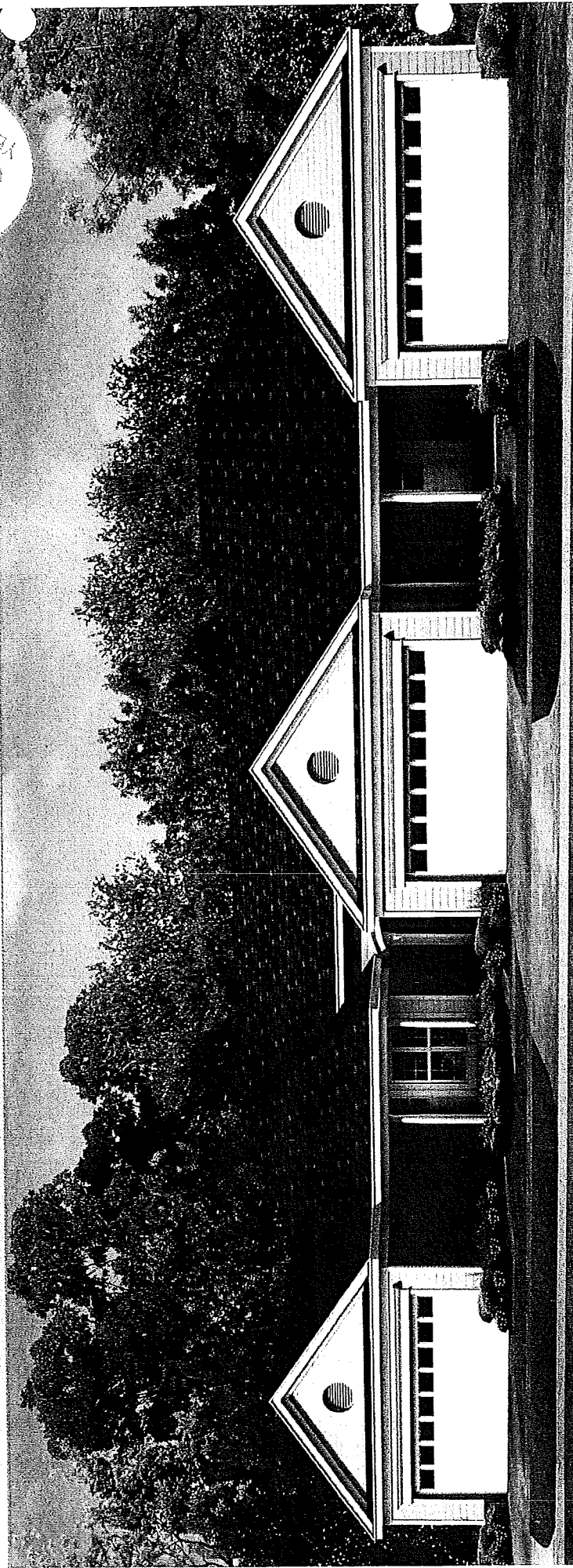
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0627/18 MWTH-TEMPORARY

Oakmont

New from the Architect

85 YEARS OF
Drees



St. Andrews

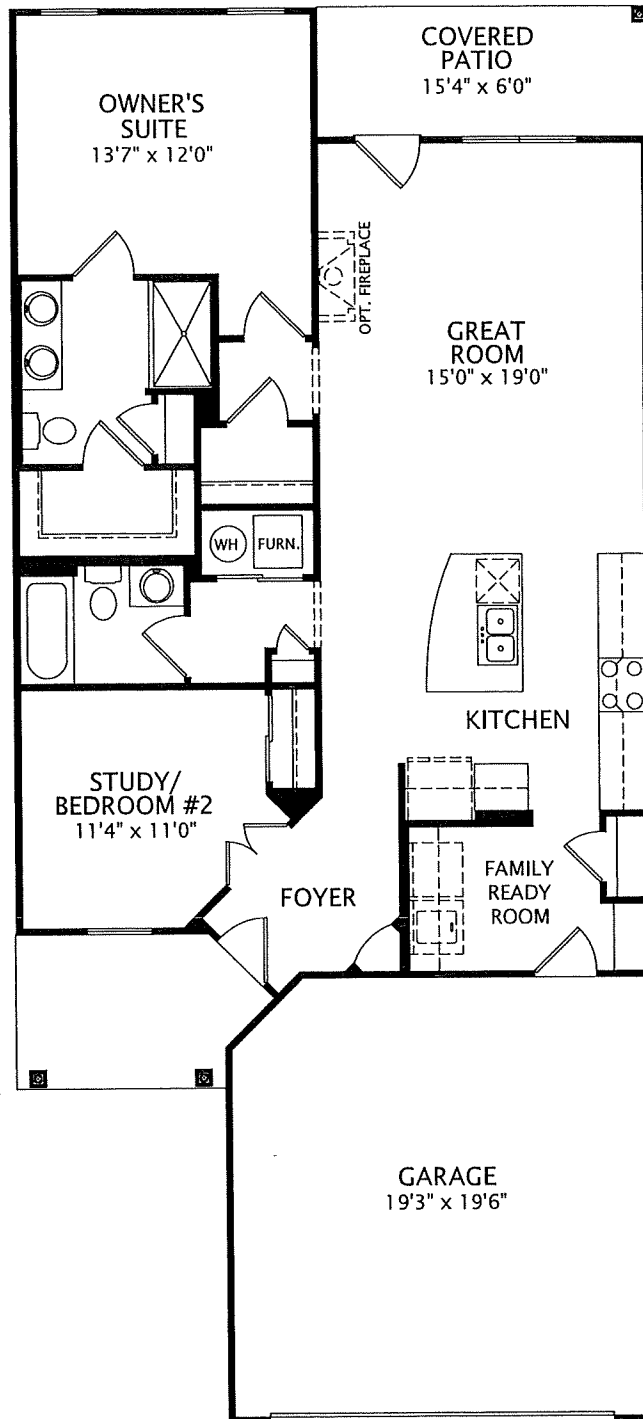
Oakmont

St. Andrews

Drees
HOMESSM

Oakmont

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Main Level
FRONT VARIES PER ELEVATION

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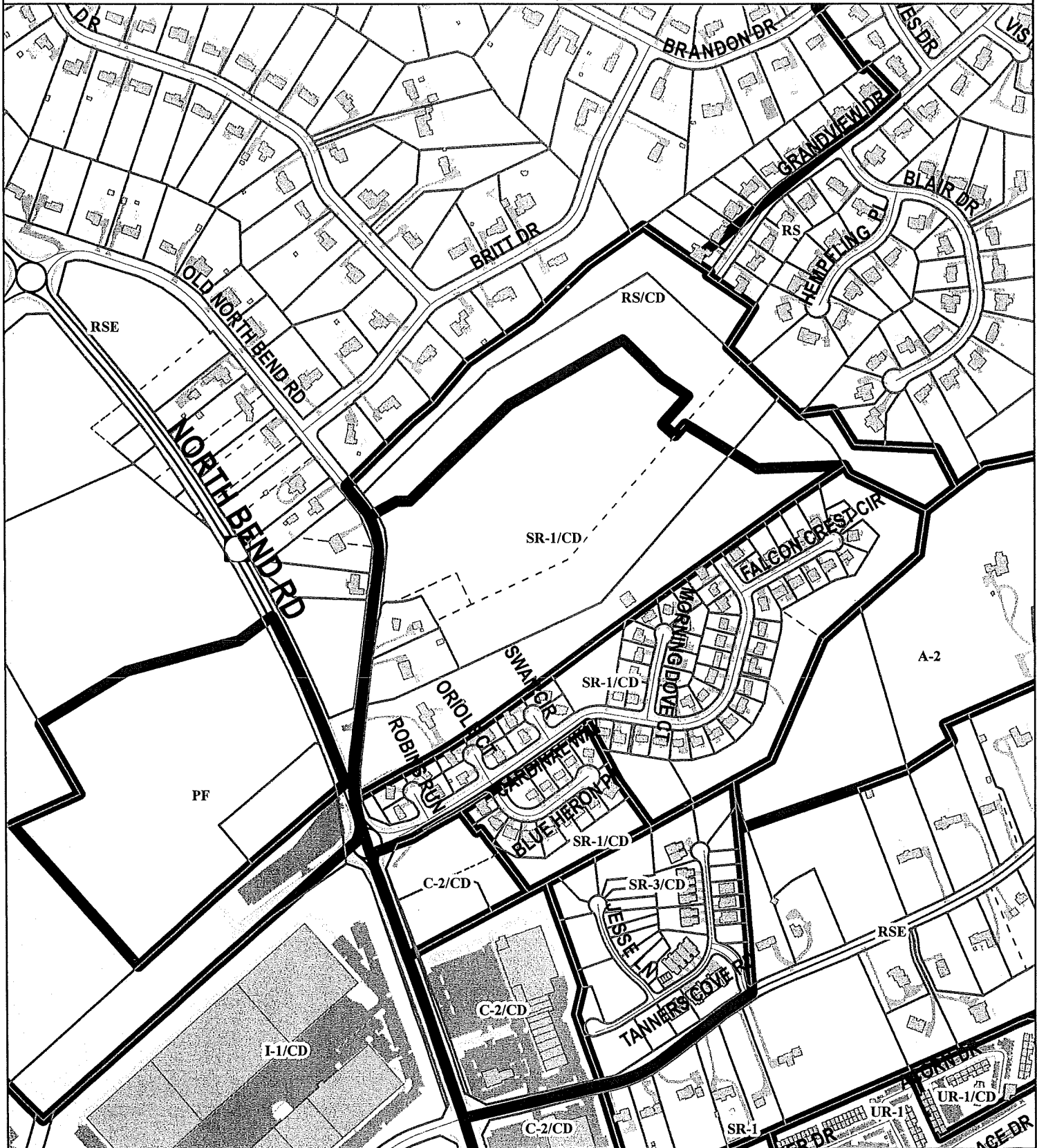
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01/14/17 MWTH-TEMPORARY



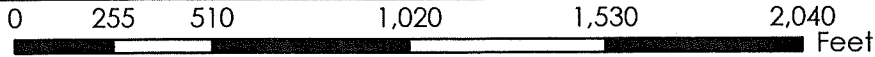
ZONING MAP

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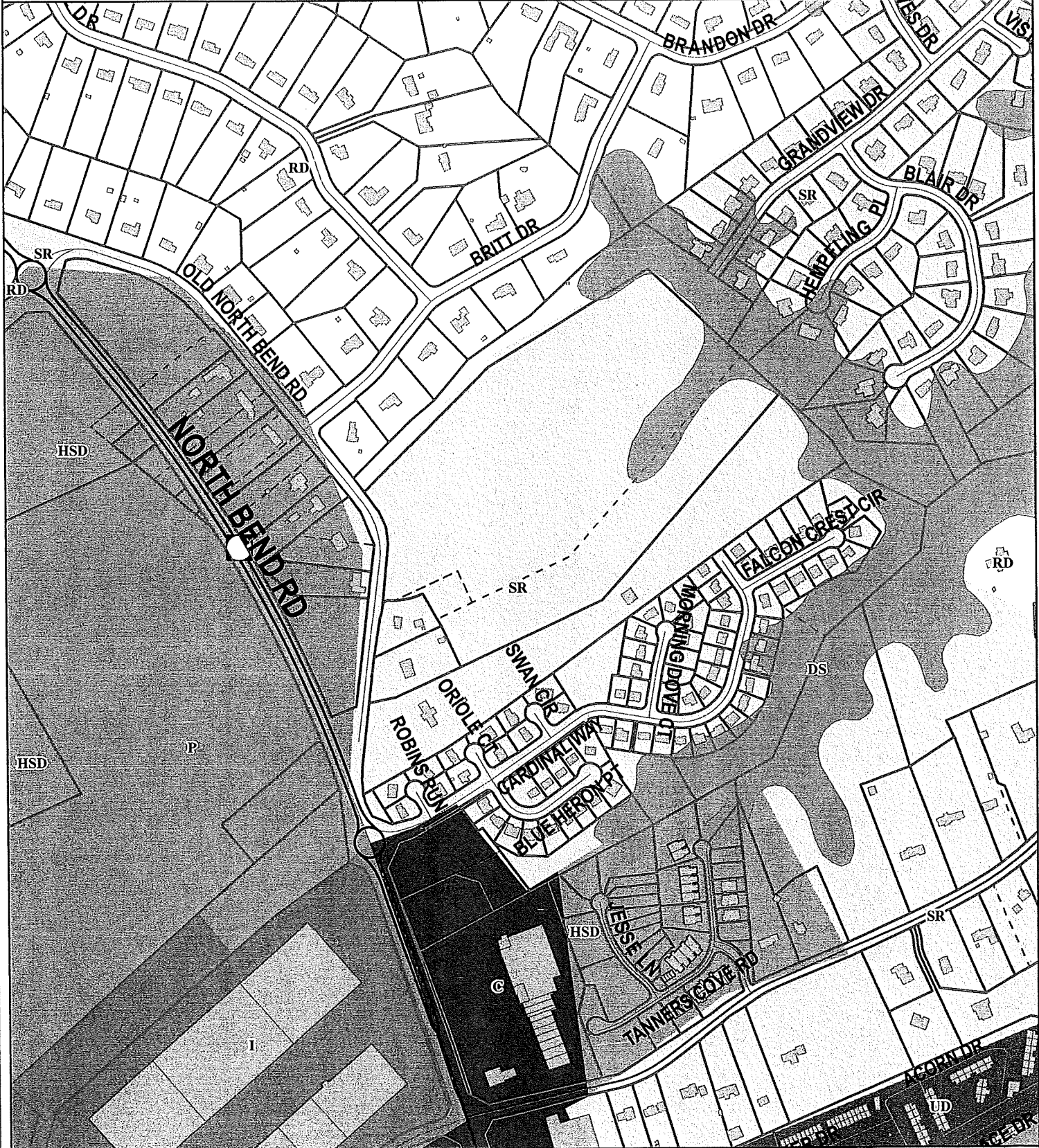
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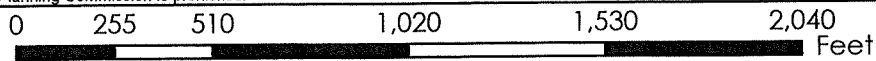
2035 FUTURE LAND USE MAP

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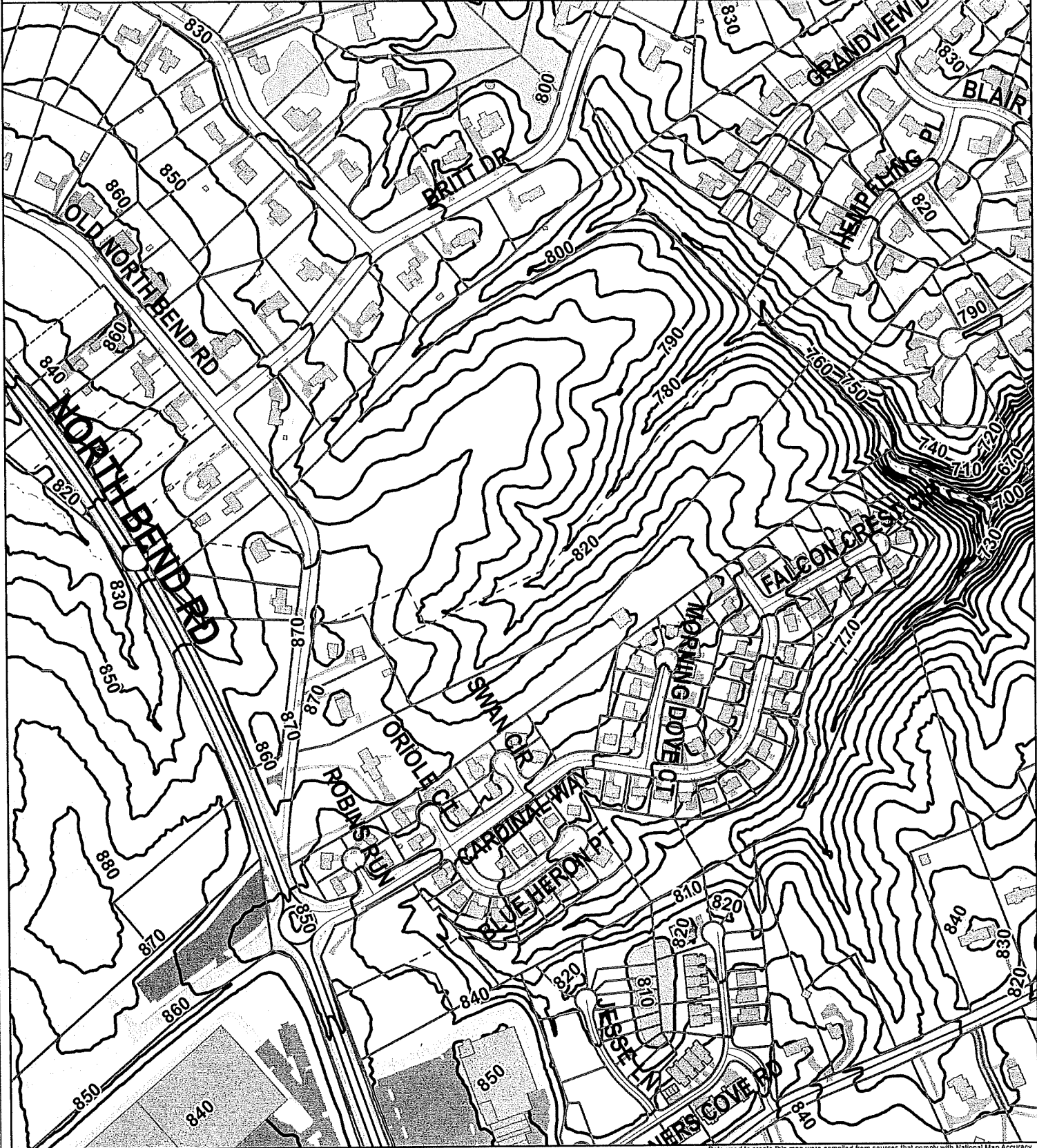


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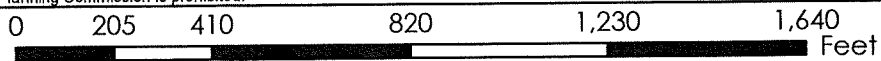
TOPOGRAPHICAL MAP

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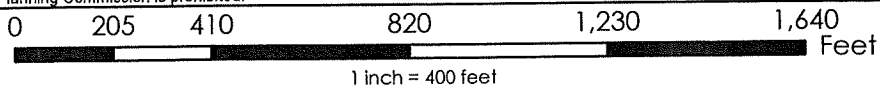
2016 AERIAL MAP

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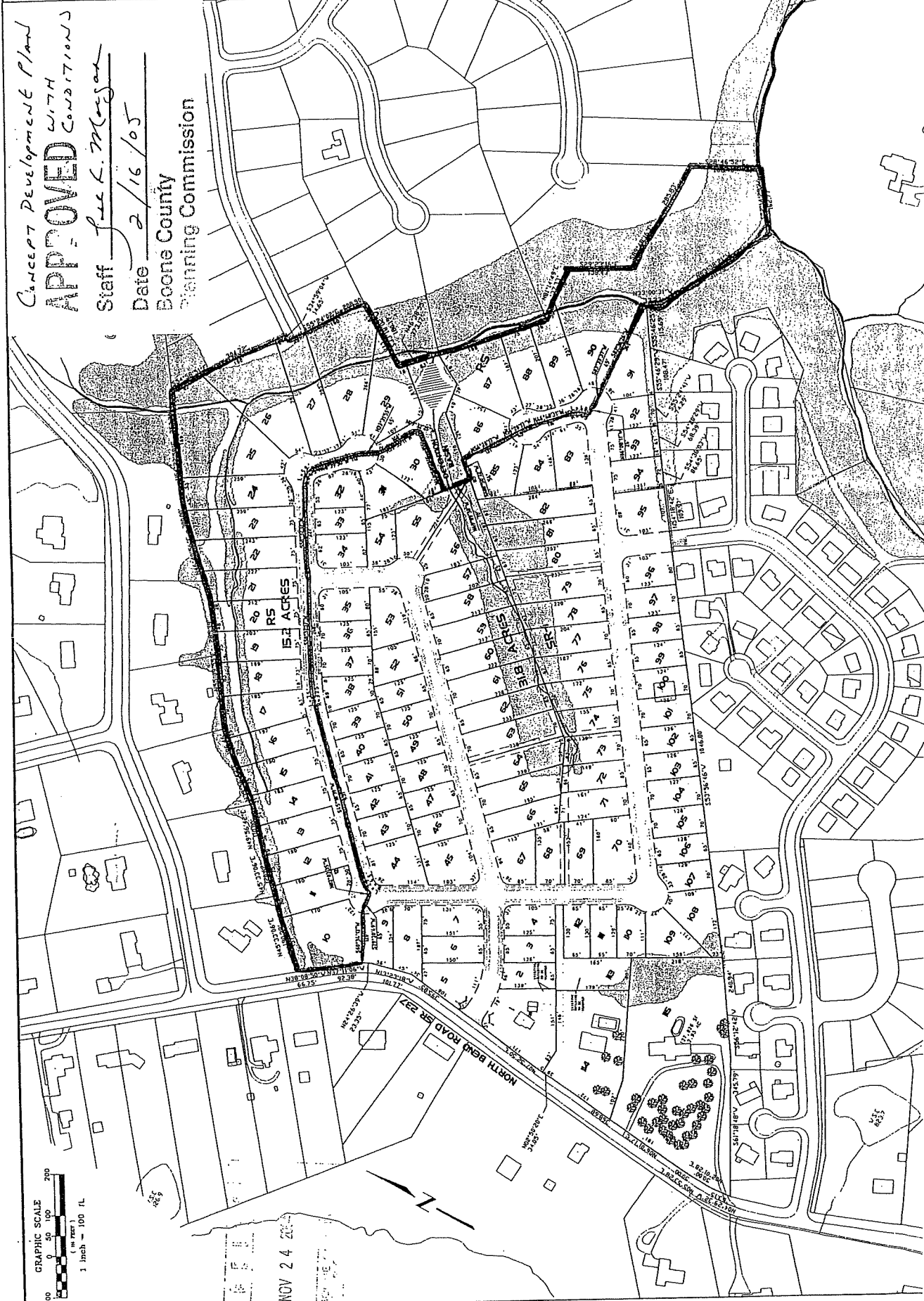


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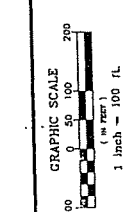


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Concept Development Plan
APPROVED
 WITH
 CONDITIONS
 Staff: Lee K. Morgan
 Date: 2/16/05
 Boone County
 Planning Commission



NOV 24 2004
 PL



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

TO: Andy Aman, Sanitation District No. 1
Carol Callan-Ramler, Kentucky Transportation Cabinet
Keith Feldhaus, Boone County Water District
Mike Ford, Boone County School District
Greg Haggard, Sanitation District No. 1
Andy Ifcic, Hebron Fire Protection District
Scott Pennington, Boone County Public Works
Matthew Webster, Assistant County Administrator

FROM: Todd K. Morgan, AICP, Senior Planner, Zoning Services *TKM*

DATE: August 7, 2018

RE: Request of **Drees Company - Matt Mains (applicant)** for **Aylor Investments Limited Partnership, Raymond O. Godsey, Jr., and Akin & Miller Land Developers (owners)** for a Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3), and a Variance, for a 44.7277 acre site located on the east side of Old North Bend Road, approximately 220 feet south/southeast of the Britt Drive/Old North Bend Road intersection, to the north, south, and east of the properties at 1820 and 1828 Old North Bend Road, at the terminus of Cardinal Way and Grandview Drive, and including the tract at 1846 Old North Bend Road, Boone County, Kentucky. The request is for a zone change to allow attached residential condominiums and a Variance from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations to allow the required perimeter landscape areas to be reduced from Buffer Yard C to Buffer Yard B.

I have enclosed copies of the Concept Development Plans for the above referenced requests. The plans show 162 townhouse and condominium units are proposed on a 44.7277 acre tract (proposed building intensity of 3.62 dwelling units per acre). Access to the development is proposed from public streets that connect to Old North Bend Road and Cardinal Way. The applicant has provided a chart indicating there will be 76 three-bedroom units and 86 two-bedroom units.

I have also enclosed a copy of the Concept Development Plan that was approved by the Planning Commission and Boone County Fiscal Court in 2005. The approval allowed 115 single-family residential dwellings (112 proposed and 3 existing) in the 47 acre subdivision (proposed building intensity of 2.45 dwelling units per acre). 31.8 acres of land was rezoned to Suburban Residential One (SR-1) and 15.2 acre of land was rezoned to Rural Suburban (RS). Access to the development was shown from public streets that connected to North Bend Road and Cardinal Way.

Agency Memo
August 7, 2018
Page 2

The public hearing for this request has been scheduled for September 5, 2018, at 7:30 P.M.

Please review the request relative to your agency's policies and service abilities and provide any comments to me in writing by August 21, 2018. Please provide a written response, even if your agency has no comments on the proposal. Comments can be e-mailed to tmorgan@boonecountyky.org. Your feedback is greatly appreciated.

Todd Morgan

From: Andrew Ifcic <AIfcic@hebronfire.org>
Sent: Wednesday, August 08, 2018 7:12 AM
To: Todd Morgan
Subject: RE: Zoning Map Amendment and Variance Requests by the Drees Company to allow townhouses and condominiums on a 44.7727 acre property on Old North Bend Road, Boone County, KY

Todd,

I have no comments at this time on this project.

Thanks, Andy

Andy Ifcic, Captain
Hebron Fire Protection District
3120 Northbend Road Hebron, KY
P: 859-586-9009
F: 859-586-9059
aifcic@hebronfire.org
www.hebronfire.org

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-

From: Todd Morgan
Sent: Tuesday, August 07, 2018 9:26 AM
To: Aman, Andy (aaman@sd1.org); 'Carol.Callan-Ramler@ky.gov'; kfeldhaus@fuse.net; 'mike.ford@boone.kyschools.us'; 'Greg Haggard'; Andrew Ifcic; Scott Pennington; Matthew Webster
Subject: Zoning Map Amendment and Variance Requests by the Drees Company to allow townhouses and condominiums on a 44.7727 acre property on Old North Bend Road, Boone County, KY

Please see the attached memo and plans.

Thanks,

Todd K. Morgan, AICP
Senior Planner, Zoning Services
Boone County Planning Commission
(859) 334-2196

Todd Morgan

From: Callan-Ramler, Carol A (KYTC-D06) <Carol.Callan-Ramler@ky.gov>
Sent: Thursday, August 09, 2018 3:48 PM
To: Todd Morgan
Subject: RE: Zoning Map Amendment and Variance Requests by the Drees Company to allow townhouses and condominiums on a 44.7727 acre property on Old North Bend Road, Boone County, KY

Hi Todd,

KYTC D6 reviewed the plans and have no comments.

Thanks,

Carol

From: Todd Morgan [<mailto:TMorgan@boonecountyky.org>]
Sent: Tuesday, August 07, 2018 9:27 AM
To: Aman, Andy (aaman@sd1.org) <aaman@sd1.org>; Callan-Ramler, Carol A (KYTC-D06) <Carol.Callan-Ramler@ky.gov>; kfeldhaus@fuse.net; Ford, Mike <mike.ford@boone.kyschools.us>; 'Greg Haggard' <GHAGGARD@sd1.org>; Andrew Ifcic <aifcic@boonecountyky.org>; Scott Pennington <spennington@boonecountyky.org>; Matthew Webster <mwebster@boonecountyky.org>
Subject: Zoning Map Amendment and Variance Requests by the Drees Company to allow townhouses and condominiums on a 44.7727 acre property on Old North Bend Road, Boone County, KY

Please see the attached memo and plans.

Thanks,

Todd K. Morgan, AICP
Senior Planner, Zoning Services
Boone County Planning Commission
(859) 334-2196

Todd Morgan

From: Scott Pennington
Sent: Monday, August 20, 2018 5:40 PM
To: Todd Morgan
Cc: Daniel Rice; Daniel Menetrey
Subject: Drees Company - Matt Mains (Applicant) - Zoning Map Amendment - Old North Bend Rd - Comments

Todd,

My comments for the requested zoning map amendment for the Drees development off of Old North Bend Road:

- The proposed development notes public streets, but the County would not accept the street system as noted. With the narrow streets, reduced width R/W, closely spaced driveways, multiple parking areas adjacent to the street, and no sidewalks, the street design is more fitting of a development w/ streets maintained by a HOA. These proposed streets do not fit the County system.
- As North Bend Road originally served as the primary inlet/outlet for the plan in 2005, there are concerns w/ the proposed plan as Cardinal Way would likely become the primary inlet/outlet for the development. No concerns w/ the secondary access in the 2005 plan, but I believe the homeowners along Cardinal Way would have serious concerns about increased traffic on their street in the proposed plan.
- Not necessarily a concern about the number of dwelling units in the proposed plan, but the increased number of units along with Cardinal Way likely becoming the primary access does present a problem.
- Is there a Traffic Impact Study for the proposed development?

Thank you.

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

Todd Morgan

From: Haggard, Greg <ghaggard@sd1.org>
Sent: Thursday, August 23, 2018 2:10 PM
To: Todd Morgan
Cc: Aman, Andy
Subject: Re: Zoning Map Amendment and Variance Requests by the Drees Company to allow townhouses and condominiums on a 44.7727 acre property on Old North Bend Road, Boone County, KY

Todd,

There is public sanitary sewer available to serve the proposed development. However, sanitary sewer capacity must be reserved prior to the approval of any improvement plans or connections to the system. Inquiries regarding available capacity and the reservation of capacity may be directed to Daniel Doss at ddoss@sd1.org. Also, the proposed development must follow all Northern Kentucky Stormwater Rules and Regulations. Andy Aman at aaman@sd1.org may be contacted for direction regarding grading, clearing and land disturbance.

Please let us know if you have any questions.

Best regards,

On Tue, Aug 7, 2018 at 9:26 AM, Todd Morgan <TMorgan@boonecountyky.org> wrote:

Please see the attached memo and plans.

Thanks,

Todd K. Morgan, AICP

Senior Planner, Zoning Services

Boone County Planning Commission

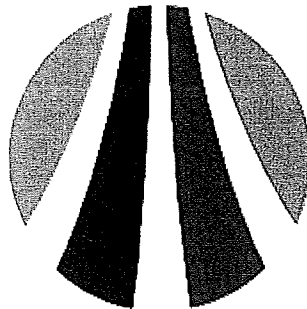
(859) 334-2196

--

Greg Haggard



Select Page



KY 237 (North Bend Road) Widening

Project Information

Facility: KY 237 (North Bend Road)

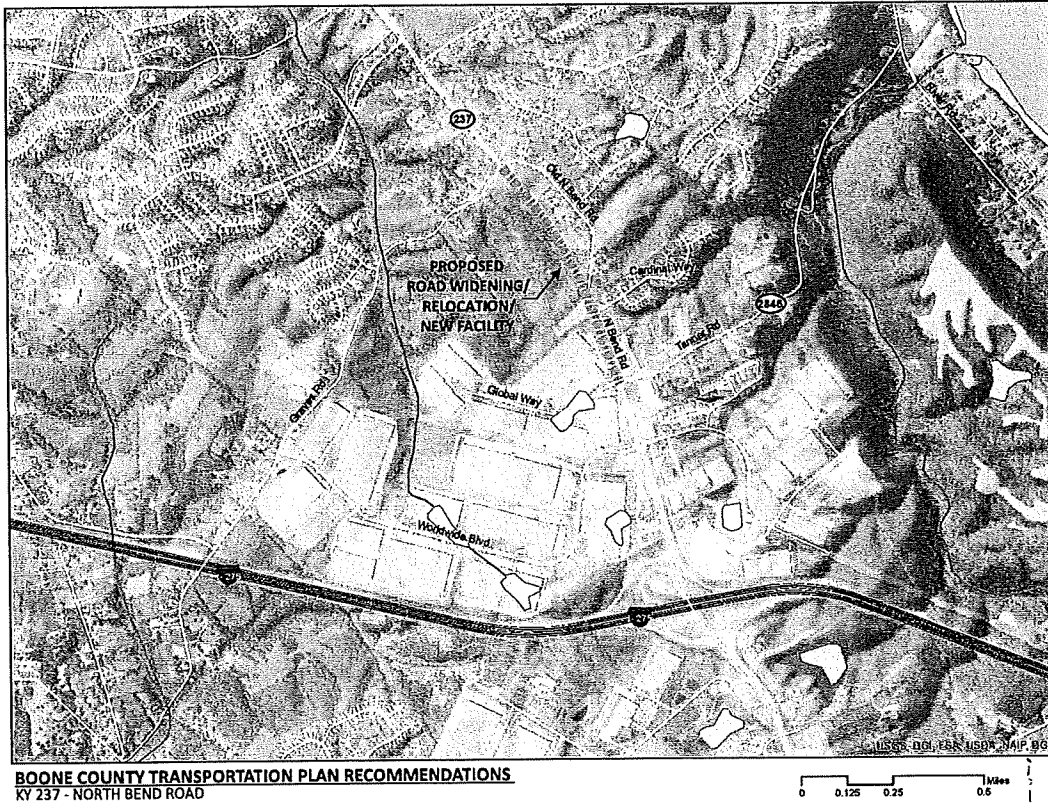
Location: KY 2846 (Tanner Road)/Global Way to Graves Road

Project Type: Roadway Widening/Relocation/New Facility

Priority Level: Tier 1

Project Description:

- Widen KY 237 (North Bend Road) and increase capacity at the two roundabouts at Graves Road and Cardinal Way to reduce congestion.



Cost Estimate:

Design	Utilities	Right of Way	Construction	TOTAL
\$1,150,000	\$750,000	\$3,500,000	\$7,500,000	\$12,900,000

Benefits:

- The two roundabouts on KY 237 (North Bend Road) at Graves Road and Cardinal Way will be widened to accommodate future traffic volumes and reduce congestion.
- Congestion related crashes are expected to decrease as a result of this project.
- The proposed project will complete a widened route from the I-275 interchange with Graves Road to the commercial and industrial development along KY 237 near the existing I-275 interchange.

Challenges:

- Additional right-of-way will be needed to implement improvements.
- Alternative analysis will be important to examine the expected impacts to the volume and distribution of traffic at the roundabouts from the proposed Graves Road interchange.
- Two-lane roundabouts are typically less pedestrian friendly than one-lane roundabouts. Alternatives should include provisions to safely accommodate pedestrians.
- The project will require a strong public involvement component to educate the community on navigating a one-lane roundabout as compared to a two-lane roundabout.

Existing Conditions

Functional Classification: Major Collector

Existing ADT: 15,390 vehicles per day

2040 Forecasted ADT: 18,300 vehicles per day

Truck Volume: 5%

Congestion:

- Existing KY 237 in the Hebron area is severely congested.
- The future interchange at Graves Road in combination with planned residential and industrial development is expected to increase the amount of traffic and the proportion of trucks on KY 237, including the Graves Road and KY 2846 intersections.
- After construction of the Graves Road interchange, the approach volume distribution at the KY 237 and Graves Road roundabout is expected to change.

Land Use/Socio-Economic/Environmental:

- KY 237 to the south of this project primarily serves a mix of multi-family housing, commercial and industrial land uses, as well as a connection to the I-275 interchange.
- KY 237 to the north of this project primarily serves residential land uses.
- By the year 2040, over 3,000 new jobs are expected in the Hebron Area.
- In the Hebron Area, population is expected to grow by over 12,000 homes by the year 2040.

Safety:

- The frequency of crashes along KY 237 within the project limits is approximately 60 percent higher than the statewide average for similar roadways.

Multi-Modal:

- There are existing multi-use paths along both sides of KY 237 that should be re-installed with the widening project.
- There is a TANK Park & Ride lot located in the north-west quadrant of the KY 237 and Cardinal Way roundabout.

About

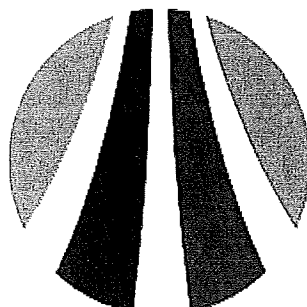
The Boone County Transportation Plan was conducted by the Ohio-Kentucky-Indiana Regional Council of Governments at the request of the Boone County Fiscal Court.

Contact

Robyn Bancroft, Project Manager
rbancroft@oki.org
513-619-7662



Select Page



Graves Road Interchange

Project Information

Facility: I-275

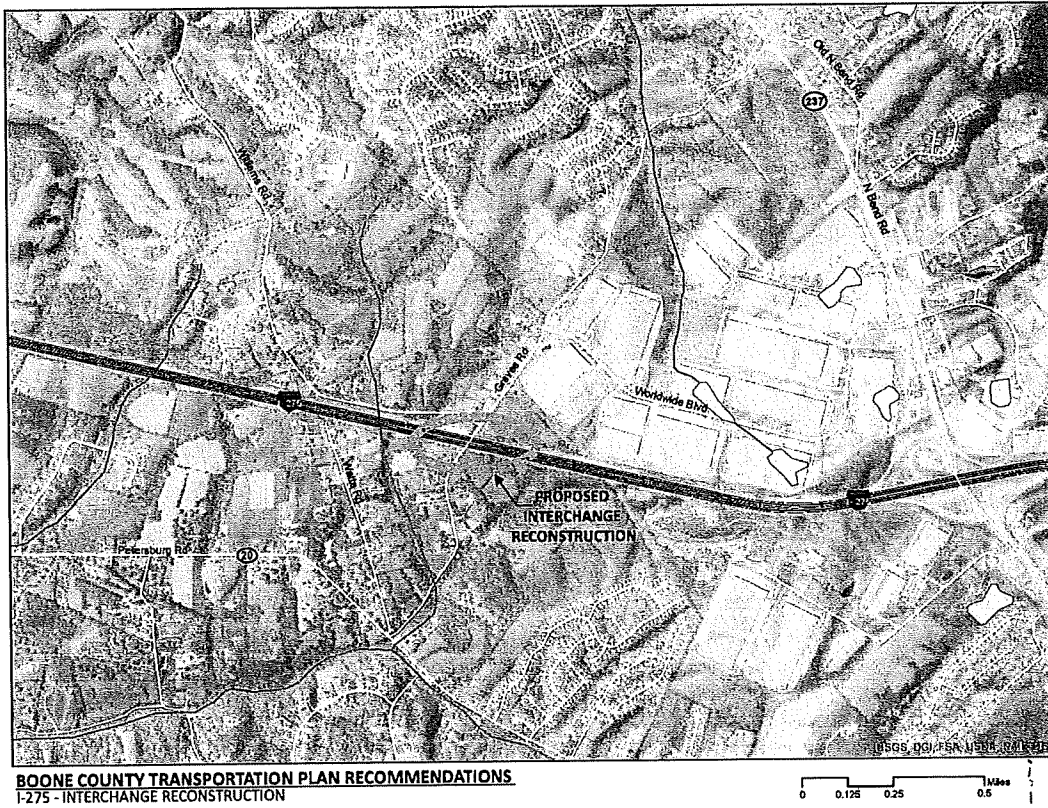
Location: Graves Road

Project Type: Roadway Widening/Relocation/New Facility

Priority Level: Tier 1

Project Description:

- Construct a new interchange on I-275 at Graves Road to improve mobility and reduce congestion in the Hebron area as recommended in the Kentucky Transportation Cabinet’s Graves Road Interchange Justification Study.
- Include improvements to Graves Road from KY 237 (North Bend Road) to KY 20 (Petersburg Road).
- Install a multi-use path on Graves Road to accommodate bicycles and pedestrians.



Cost Estimate:

Design	Utilities	Right of Way	Construction	TOTAL
\$4,000,000	\$2,000,000	\$12,710,000	\$23,700,000	\$42,410,000

Benefits:

- A new interchange on I-275 at Graves Road will provide alternate access to I-275 for residents, businesses and trucks in the Hebron area, thereby alleviating travel demand and congestion on KY 237.
- Safety will be improved by correcting geometric deficiencies on Graves Road.
- Added roadway capacity provided by Graves Road will accommodate future increases in traffic volumes expected from the interchange construction and future development in the Hebron area.
- Improvements to Graves Road and additional access to I-275 will enhance access to a TANK Park & Ride lot and provide new, potentially more efficient transit routing options.
- The Graves Road multi-use path will connect to the existing KY 237 path, the proposed KY 20 (Petersburg Road) path from Graves Road to KY 237, and the surrounding Boone County bicycle/pedestrian network. This recommendation is consistent with Boone County's overall goal of improved bicycle and pedestrian connectivity and safety. Click **HERE** for a map of multi-use paths in Boone County.

Challenges:

- Potential historic sites on the National Register of Historic Places are located in the project area.
- The Graves Road interchange and improvements will require additional right-of-way.

Existing Conditions**Functional Classification:**

- I-275 – Interstate
- Graves Road – Major Collector

2040 Forecasted ADT:

- I-275 – 45,600 vehicles per day
- Graves Road – 10,100 vehicles per day

Existing ADT:

- I-275 – 33,470 vehicles per day
- Graves Road – 2,320 vehicles per day

Truck Volume:

- I-275 – 16%
- Graves Road – Not Available

Congestion:

- KY 237 (North Bend Road) in Hebron is heavily congested. OKI's Travel Time Index tool states that vehicles traveling on KY 237 experience a travel time delay of almost 50 percent.
- Additional traffic volumes are expected in the Hebron area as industrial, commercial, and residential development continues in the area.
- To avoid congestion at the I-275 interchange, many residents in the Thornwilde and Treetops subdivisions currently use Graves Road as an alternative route.

Land Use/Socio-Economic/Environmental:

- Future 2040 land use maps show the residential and industrial expansion in the Hebron area.
- There are potential historic sites on the National Register of Historic Places and a fire station identified within the project area.
- TANK route 40x serves industrial developments in the Hebron area along World Wide Boulevard, South Park Drive, Global Way, and KY 237. There is also a TANK Park & Ride lot located at the Cardinal Way/KY 237 roundabout.

Safety:

- The frequency of crashes along Graves Road is 80 percent higher than the statewide average for similar roadways. With no additional improvements, there is a high potential in the future for an increase in crashes as more vehicles use Graves Road.

Multi-Modal:

- There are no dedicated bicycle or pedestrian facilities along Graves Road. OKI's Bike Route Guide classifies this route as a "preferred route."
- There is an existing multi-use path on KY 237 that connects residential, commercial, and industrial developments.

About

The Boone County Transportation Plan was conducted by the Ohio-Kentucky-Indiana Regional Council of Governments at the request of the Boone County Fiscal Court.

Contact

Robyn Bancroft, Project Manager
rbancroft@oki.org
513-619-7662
720 E. Pete Rose Way, Suite 420
Cincinnati, OH 45202

Search

Search

From: Jennifer Pope Moore <jenniferpopemoore@mac.com>

Date: August 20, 2018 at 7:58:48 PM EDT

To: <JudgeMoore@BooneCountyKy.org>

Subject: Area between Cardinal Cove and Parlor Grove

I am writing regarding the subject lot and change in zoning to allow Drees to build various kinds of housing.

Our area is already too crowded. The traffic is becoming unbearable and this will affect our housing prices in Parlor Grove.

I am against this change and will be out of town during the zoning meeting. Please consider turning this request down so use can enjoy what we already have.

Jennifer Pope Moore
1669 Grandview Drive
Hebron, KY. 41048
513-702-4425

Todd Morgan

From: Jeff Earlywine
Sent: Wednesday, August 22, 2018 11:44 AM
To: Todd Morgan
Subject: FW: Proposed development in Hebron

FYI.

Jeff

From: Judge Moore
Sent: Tuesday, August 21, 2018 8:27 PM
To: Jeff Earlywine
Subject: Fwd: Proposed development in Hebron

Another one.

Gary W. Moore
Boone County Judge Executive

Sent from my iPhone

Begin forwarded message:

From: b wells <bobkarenwells@yahoo.com>
Date: August 21, 2018 at 7:27:29 AM EDT
To: "JudgeMoore@BooneCountyKy.org" <JudgeMoore@BooneCountyKy.org>, "commissionercflaig@boonecountyky.org" <commissionercflaig@boonecountyky.org>, "commissionerckenner@boonecountyky.org" <commissionerckenner@boonecountyky.org>
Cc: "drrobertwells@gmail.com" <drrobertwells@gmail.com>
Subject: Proposed development in Hebron
Reply-To: b wells <bobkarenwells@yahoo.com>

Greetings,

I am writing to express my concern over the new development planned for additional houses in Hebron. I have lived here for 18 years and this area has changed drastically since then, and not all of this is good. The traffic condition with the current situation, ie number of houses already built, Amazon traffic and growing population of young drivers, is making it impossible to go anywhere in a reasonable time frame. At 6:00 to get out of the neighborhoods to 275 takes at least 15 min. With the North Pointe development still ongoing and more houses being built, our traffic concerns are already getting worse. It is irresponsible to plan more growth when the current system is at it limits and failing. Hebron still has land but that does not mean we need to build on all of it. Our standard of living and home values have a lot to lose with additional housing. As a member of this community for 18 years, I strongly oppose this proposal.

Karen Wells
Parlor Grove Subdivision
Hebron KY

Todd Morgan

From: Jeff Earlywine
Sent: Wednesday, August 22, 2018 11:43 AM
To: Todd Morgan
Subject: FW: Hebron Re-zoning

From: Judge Moore
Sent: Tuesday, August 21, 2018 8:04 PM
To: Jeff Earlywine
Subject: Fwd: Hebron Re-zoning

FYI

Gary W. Moore
Boone County Judge Executive

Sent from my iPhone

Begin forwarded message:

From: Zachary Miles <zachary.miles.84@gmail.com>
Date: August 21, 2018 at 11:29:32 AM EDT
To: <JudgeMoore@boonecountyky.org>
Subject: Hebron Re-zoning

To Whom It May Concern:

It has just come to my attention that there will be a hearing in September regarding a possible zoning change to 30 acres of land in between the Parlor Grove subdivision and the Cardinal Cove subdivision, just off of 237 in Hebron. Apparently, there are certain parties that would like to have it re-zoned to be able to put high-density housing in that 30 acres.

This greatly concerns me as a Parlor Grove and Hebron resident.

Firstly, we are being told that the exit to this new "subdivision" will impact Old SR-237. Which means that us Parlor Grove residents will be lining-up just to get onto Old SR-237, before we have to fight to get onto SR-237 at the roundabout. This new "high-density" subdivision will have the right-of-way over Parlor Grove residents for getting onto Old SR-237. Getting onto SR-237 at the roundabout is already hard enough due to the high amount of traffic that already exists on 237, being that it's a bottleneck to the residential AND commercial areas of Hebron. Even if an exit is added from I-275 to Graves Rd, as planned, the enormous increase that we're going to get in commercial traffic due to Amazon, et al, is going to put a lot of pressure on Graves Rd and SR-237. We don't need to add yet more residents to the problem, particularly not the amount from a "high-density" neighborhood.

Secondly, I can't see how this would at all positively impact the public services in Hebron. I was told when I moved here that the water treatment for this area is already overloaded. Creating the necessity

to add more water treatment plants, as well as other public services, will do nothing to lower my costs. Northern Boone County is already saturated with the housing market. We don't need to add more.

Thirdly, adding a "high-density" housing subdivision next to my neighborhood, whether that would be apartments, condos, duplexes or patio homes, etc, will do nothing to improve the value of my home. I paid a premium for the type of seclusion that we enjoy in Parlor Grove, and adding a large amount of thru-traffic at the front of our subdivision will do nothing to help. Having a "high-density" neighborhood next door to mine will scare off many potential buyers for those of us that wish to sell.

Fourthly, I have several friends who live in the Thornwilde Subdivision. It's my understanding that they recently have had their own high-density housing added. Not one of these several persons that I speak with on a regular basis is happy about this. Again, more pressure on a group of people using the same local resources.

I would greatly appreciate any assistance that you can provide in helping deny this re-zoning request. The fact of the matter is that we Hebron residents DO NOT WANT this. Thank you for your consideration.

Zachary Miles

1618 Brandon Dr.

Hebron, KY 41048

(859)802-4330

Todd Morgan

From: Sara Smith
Sent: Thursday, August 30, 2018 11:17 AM
To: Todd Morgan
Subject: FW: Zoning Amendment Proposal Old North Bend Rd

From: Justin Steinhard [mailto:justin.steinhard@rrd.com]
Sent: Thursday, August 30, 2018 11:13 AM
To: Planning Commission General Account
Subject: Zoning Amendment Proposal Old North Bend Rd

Mr. Morgan,

I am the property owner at 2283 Britt Drive that backs up on the property where the amended zoning change is looking to take place. I hope that the zoning commission will deny the request from the Drees Company to change the zoning at this location to high occupancy housing with Condos, and Town Homes.

The Drees company hosted a forum yesterday to listen to the potential issues about this development. The consensus of the 100 plus neighbors that were in attendance is that the rezoning would be bad for the community for multiple reasons.

1) The traffic circles, and current road's leading to Old North Bend Road are not able to sustain an additional 400 cars at peak hours. There is already a 3-5 minuet delay (15-20 cars backed up) to get out of Old North Bend Road to get into the roundabout, and a 20-25 minuet delay to get from my house to the 275 with the current traffic. With this additional traffic this will add an additional 10-15 minuets on my trip to get onto 275 in the morning, and afternoons.

It was obvious that the the independent traffic report that was done at the behest of Drees was not through, and didn't have the due diligence to provide a reasonable answer to the affects that this new traffic would have on the neighborhood. This report was done without a onsite study, and only looking at average densities and traffic, but didn't not take into account the park and ride, or the traffic from Amazon, and the other warehouses or the make up of the community.

2) The second issue was the safety concern of our children in the area. Both areas that would be affected have a high level of children populations, and also young adult drivers. The streets are already very narrow, and are dangerous to the children that play in and around the area. The extra cars, travel, and movement in and out of these neighborhoods is going to have catastrophic results on the safety in these neighborhoods.

Construction equipment is notorious for their lack of safety and concern for the laws and rules of the roads. Adding this equipment is not going to make the area safer, along with the noise pollution from this equipment that will obscure audible warnings in these areas.

3) The third concern was for the environmental impact along Water, Sewage, Electrical and other utilities that enter into the subdivision. Drees had mentioned that they were going to hook up to these services already in place for Parlor Grove. We asked if these would suffice for the new construction, and no answer was given. The current utilities have been in place for 15 years. The ground has settled, animals bedding and

territories established, the cleared area has grown back. We don't want this area disturbed especially if the waste water (with ground contamination, and water run off) are going to flow into the creek that runs adjacent to this utility area.

It is obvious that Drees has not conducted an environmental impact study to see the affects of the changing topography, woods, water run off, and uprooting ground contamination will have on the surrounding area.

The build out for this neighborhood is expected to be in the 7-9 year range. This is lots of noise pollution, construction equipment with leaks and disregard to safety of our children, and contamination to the environment.

4) The last and final issue that was brought up was the affects this community will have on the surrounding land values. Parlor Grove is currently a very desirable neighborhood to live with a majority of the homes that are approaching the half a million dollar value. Home sales are very strong, and the market has a desire for more of these homes.

Inundating the market with condos and town homes in such close proximity in the \$200,000 price range is going to decrease the prices of these homes. We should not short change existing home owners and tax payers in the changing of this zoning for no upside to the community. When we asked Drees about this they indicated that they had never studied the effects of building in this manner on the surrounding home values.

Some research by myself and my real estate attorney found that in the Arcadia, and Highlands, and Eagle Ridge subdivisions the affect to current housing previous to their building to post building was a 30% reduction in the house values on average. The also length of sales went up from an average of 36 days to 86 days on the market for the homes that sold.

In summary the proposed zoning change will not benefit the community. The current zoning is sufficient to provide similar homes to the current market and residences that are in the area. The only benefit to this building would be to Drees in there profit, but not to the community. Drees has done the very least expected to investigate the affects this community will have on the surrounding area, and provided a attitude of disregard and indifferent to the members of the community.

I would urge your community to reject this proposal. If you decided not to reject this, I would urge you to request a 24 month study on the environmental impact, utilities usage, traffic affect, and safety to the surrounding area.

Thank you,
Justin Steinhard

--
Justin Steinhard | Customer Service Rep. | R R Donnelley
8740 Global Way | West Chester, OH 45069
Direct Phone#: 513-870-7416 Fax: 513-870-4041
Justin.Steinhard@rrd.com
www.rrdonnelley.com

APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

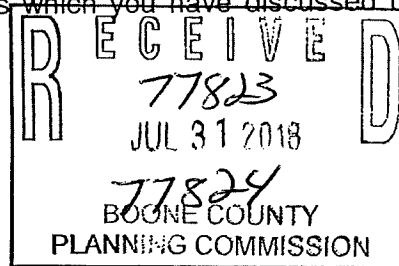
(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

1262

- 1. Name of Project Aylor [redacted], Godsey, Akin & Miller Properties
2. Location of Project East side of Old North Bend Road South of Britt Drive
3. Total Acreage of Site 44.7277
4. Current Zoning of Site SR-1/CD & RS/CD
5. Proposed Zoning (Classification being requested) SR-3 with Variance
6. Proposed Uses (please specify each use)
ZMA 1. MultiFamily Condominium Buildings of 3 units to 8 units per building, 162 Units.
Variance 2. Variance to allow Buffer Yard "B" where Buffer Yard "C" is required.
7. Names of Applicant(s) Drees Company-Matt Mains
Phone No. 859-578-4324 Fax No. 859-426-2873 E-Mail mmains@dreeshomes.com
8. Address of Applicant(s) 211 Grandview Drive, Suite 100
Ft. Mitchell Kentucky 41017
City State Zip
9. Name of Property Owner(s) See Attached
Phone No. Fax No. E-Mail
10. Address of Property Owner(s) See Attached
City State Zip
11. Proposed Building Intensities (please specify) 162 Units on 44.7277 Acres,
Gross Density = 3.62 Units/Acre
12. Are there any existing buildings on the site? Yes
How many? House & Out Building
13. Deed Book See Attached Page No. Group No.
14. Are you also applying for:
Conditional Use Permit
Yes Dimensional Variance
15. Have you submitted a Concept Development Plan? Yes
16. Have you had a pre-application meeting with BCPC Staff? Yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

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



EXHIBIT

“B”

DREES COMPANY/AYLOR/GODSEY/AKIN & MILLER
FINDINGS OF FACT FOR DENIAL

October 3, 2018

The requested Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3) to allow a townhouse and condominium development should be denied for the following reasons:

1. The proposal is not in agreement with the Boone County Comprehensive Plan for the following reasons:

A. The Comprehensive Plan's 2035 Future Land Use Map designates the majority of the zone change site for Suburban Residential (SR) uses. This future land use classification is defined "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" (pg. 160).

The proposal for a 162 unit attached townhouse and condominium development is not consistent with the 2035 Future Land Use Map.

B. The proposal is not consistent with the following passages from the land use element:

- "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" (North Hebron Area, pg. 180).
- "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. Connections between and within commercial and industrial developments allow for more efficient provision of transit service" (Access Management, pg. 163).

The proposal is not consistent with the 2035 Future Land Use Map and would add further traffic impacts to the KY 237 corridor before needed road construction projects are complete. Final road design plans to add lanes between the KY 237 roundabouts and for the I-275/Graves Road Interchange Project are not expected to be complete until 2019 and the road construction time lines are still unknown.

C. The project is not in agreement with the following Goals and Objectives:

- Residential developments shall be evaluated for impact on infrastructure, environment, health and safety considerations, buffering, and design with secondary consideration given to dwelling unit type and density (Demographics, Goal B, Objective 4).
- Residential developments shall be encouraged to plan and build in a manner compatible with the general housing density and design planned for the area, with the existing conditions of the site, and significant site features (Demographics, Goal B, Objective 8).
- Priority shall be given towards maintaining, protecting, and improving the capacity and safety of the existing road system across jurisdictions (Transportation, Goal A, Objective 1).

The attached condominium and townhouse development is not compatible with the general housing density and design planned for the area since it is exclusively a detached single-family residential area. In addition, additional traffic should not be added in the North Hebron/Old North Bend Road area until the road projects mentioned above are constructed and open to the public.

2. No legitimate rationale has been identified which demonstrates that:

- A. The existing zoning classification of Rural Suburban (RS) and Suburban Residential One (SR-1) is inappropriate and the proposed zoning classification of Suburban Residential Three (SR-3) is appropriate, or
- B. There have been major changes of economic, physical, or social nature not anticipated in the adopted comprehensive plan that substantially alter the area's character.

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Kim Patton, Chairman

DATE: September 19, 2018

ZONING MAP AMENDMENT AND VARIANCE - Kim Patton, Chairman, Todd Morgan, Staff

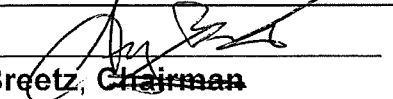
2. Request of Drees Company - Matt Mains (applicant) for Aylor Investments Limited Partnership, Raymond O. Godsey, Jr., and Akin & Miller Land Developers (owners) for a Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3), and a Variance, for a 44.7277 acre site located on the east side of Old North Bend Road, approximately 220 feet south/southeast of the Britt Drive/Old North Bend Road intersection, to the north, south, and east of the properties at 1820 and 1828 Old North Bend Road, at the terminus of Cardinal Way and Grandview Drive, and including the tract at 1846 Old North Bend Road, Boone County, Kentucky. The request is for a zone change to allow attached residential condominiums and a Variance from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations to allow the required perimeter landscape areas to be reduced from Buffer Yard C to Buffer Yard B.

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.

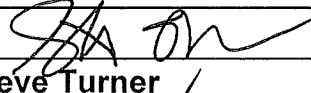
Drees Company/Aylor/Godsey/Akin & Miller

September 19, 2018



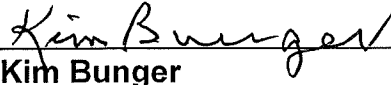
Greg Breetz, Chairman

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)

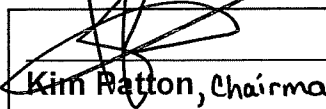
For Project ___ Absent ___
 Against Project ___

Janet Kegley

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

Lisa Heilman, (Alternate)

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

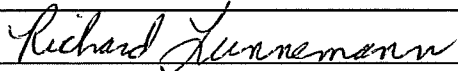


Kim Patton, Chairman

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

Mark Hicks (Alternate)

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



Richard Lunnemann (Alternate)

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

TOTAL: ___ DEFERRED 3 FOR PROJECT ___ ABSENT
2 AGAINST PROJECT ___ ABSTAIN

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Greg Breetz
Mrs. Lori Heilman
Mr. Mark Hicks
Mr. Rick Lunnemann
Mr. Don McMillian
Mr. Kim Patton
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mr. Brad Shipe
Mr. Steve Turner, Temporary Presiding Officer
Mr. Kenny Vaught

COMMISSION MEMBERS NOT PRESENT:

Mr. Kim Bungler, Secretary/Treasurer
Mrs. Janet Kegley

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Kevin P. Costello, AICP, Executive Director
Mr. Todd K. Morgan, AICP, Senior Planner
Mr. Robert Jonas, AICP, Director, Planning Services

Chairman Rolfsen called the Public Hearing to order at 7:41 P.M. and introduced the second item on the Agenda:

ZONING MAP AMENDMENT AND VARIANCE - Todd Morgan, Staff

2. Request of **Drees Company - Matt Mains (applicant)** for **Aylor Investments Limited Partnership, Raymond O. Godsey, Jr., and Akin & Miller Land Developers (owners)** for a Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3), and a Variance, for a 44.7277 acre site located on the east side of Old North Bend Road, approximately 220 feet south/southeast of the Britt Drive/Old North Bend Road intersection, to the north, south, and east of the properties at 1820 and 1828 Old North Bend Road, at the terminus of Cardinal Way and Grandview Drive, and including the tract at 1846 Old North Bend Road, Boone County, Kentucky. The request is for a zone change to allow attached residential condominiums and a Variance from Section 3645 "Buffer Yards" of the **Boone County Zoning Regulations** to allow the required perimeter landscape areas to be reduced from Buffer Yard C to Buffer Yard B.

Staff Member, Todd Morgan, presented the Staff Report, which included a PowerPoint presentation (see Staff Report). The site is 44.7277 acres in size. It has frontage on Old North Bend Road, Grandview Drive and Cardinal Way. The request involves a Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3) to allow a townhouse and condominium development. The proposal includes 162 townhouse/condominium dwelling units in 30 different buildings. There are 76 one bedroom units and 86 two bedroom units. The existing residence at 1846 Old North Bend Road will remain on a new lot. The building intensity for the project is 3.64 dwelling units per acre. Access to the development is off Old North Bend Road. Access is also proposed through a connection with Cardinal Way. There is no street connection to Grandview Drive. The streets are proposed to be public, 26 foot right-of-way and 24 feet of pavement. There is a total of 389 parking stalls. There are 236 garage spaces and 153 surface parking spaces.

A second part of the request is a Variance to reduce the perimeter buffer yard requirements along portions of the southeast and southwest property lines. The first one involves a request for Buffer Yard B instead of Buffer Yard C on the southeast line. The second one is along the southwest property line where the single family detached houses are located. Again, the applicant is requesting Buffer Yard B instead of Buffer Yard C. The Variance requests are identified on Pages 1 & 2 of the Staff Report. The submitted Concept Development Plan shows the disturbed limits and minimal grading areas. Significant vegetation is being retained along the perimeter property line. Minimum building setbacks are 30 feet. Setbacks range from 168.6 feet along the northeast property line to 36.2 feet along the southern property line. Mr. Morgan showed architectural renderings of the proposed units. He also showed specific slides of the variance buffer along the southern property line. The variance request is 10 feet thus reducing the buffer yard from 30 feet to 20 feet.

In terms of site history, a zone change was approved in 2005 with conditions for a 47 acre site. It involved 15.2 acres to RS and 31.8 acres to SR-1 and 110 residential lots. The proposed density was 2.45 dwelling units per acre. There was a condition that would not allow grading or construction work to occur until North Bend Road was completed. The topography of the site

falls from 850' above sea level near Old North Bend Road to 760' above sea level where a blue line stream runs through the property. There is a significant amount of vegetation on the site and much of it would be retained. Mr. Morgan showed photos of the site and adjoining properties. The Future Land Use Map designates the majority of the site as Suburban Residential (SR), and smaller areas as Rural Density Residential (RD) and Developmentally Sensitive (DS). Other references to the Comprehensive Plan are mentioned on Pages 4 - 11 of the Staff Report.

Mr. Morgan reminded the Board of the criteria for taking action on a Zoning Map Amendment and Variance request. The Variance request is only decided upon by the Planning Commission.

In terms of Staff comments, the Staff would like the Applicant to address the following:

- A. The zone change and variance criteria.
- B. Is a Traffic Impact Study going to be submitted? One was submitted after the Staff Report was written (See Exhibit 1).
- C. Has a sight distance study been conducted at the Old North Bend Road/Street A intersection? Staff took some photos from proposed intersection and has concerns about sight distance. Staff recommends that the access point be moved to the top of the hill (southwards) if the zone change application is approved.
- D. Is the street connection to Cardinal Way proposed to be full access or gated emergency access? It's likely most residents in the proposed development would use Cardinal Way to access KY 237 and I-275 if it's a full access street. The County Engineer has expressed a concern this could cause impacts on Cardinal Cove Subdivision residents.
- E. Are any amenities (parks, playgrounds, pools, walking trails, sidewalk systems, etc.) being proposed in the development? At a minimum, Staff recommends a sidewalk system should be installed on one side of each of street and also tie into Old North Bend Road and Cardinal Way. Staff anticipates a lot of residents would use the existing sidewalk connection that is located between the terminus of Old North Bend Road and sidewalks on KY 237.
- F. The submitted building renderings only show the front of the buildings. Staff has the following comments:
 - 1. Label the proposed building materials?
 - 2. What are the proposed building materials on the sides and rears of the buildings?
 - 3. Will vinyl or composite siding materials be used on the buildings?
 - 4. The front facade of the Oakmont seems to be constructed entirely of siding. Is this correct?

- G. When is the anticipated construction start time and phasing on the project if the zone change application is approved?

Mr. Morgan referred to the intent section and standards of the SR-3 zoning district as noted on Page 12 of the Staff Report.

He also sent out an Agency Memo and received comments back from Hebron Fire Protection District, Kentucky Transportation Cabinet, Boone County Public Works, and Sanitation District No. 1. These comments are attached to the Staff Report. In addition, Mr. Morgan noted the following road projects that are currently under construction or being planned in the North Hebron area:

- A. Adding lanes to Worldwide Boulevard and KY 237 - Construction has started and is expected to be complete by June 2019.
- B. Adding Lanes to KY 237 between Cardinal Way and Graves Road - The road design is expected to be complete in 2019. See the attached description of the project from the 2017 Boone County Transportation Plan.
- C. I-275/Graves Road - The Interchange Justification Study is being reviewed by the Federal Highway Administration. Final design plans are anticipated by February 2019. See the attached description of the project from the 2017 Boone County Transportation Plan.

Further, Staff recommends the following issues should be analyzed:

- A. The proposed project consists of attached condominiums and townhouses. The "Suburban Residential" (SR) future land use designation is defined 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."
- B. The proposed building intensity of 3.64 dwelling units per acre complies with the "Suburban Residential" future land use designation. On the other hand, this project is more dense than the 2004 zone change approval (2.45 dwelling units per acre).
- C. The proposed plan shows that grading will be minimal and significant tree lines in "Developmentally Sensitive" areas will be preserved. On the other hand, a buffer yard Variance is being sought to reduce portions of the required buffers along the southeast and southwest property lines from 30' in width to 20' in width.
- D. The timing of the project versus the road improvements that are planned for the North Hebron area.

Staff Comment #6 deals with the zone change and variance criteria that the Planning Commission and the Fiscal Court should consider. Staff Comment #7 deals with the fact that the Planning

Commission only takes final action on the Variance application.

At this time, Chairman Rolfsen asked if the applicant was present and wanted to proceed with their presentation?

Mr. Matt Mains, applicant for The Drees Company, introduced the Woodlands project and noted that he met with the community or the adjacent property owners. His company developed Thornwilde Subdivision and the proposed site is nearby. They have been developing Thornwilde for 20 years and are coming to a close. The site is close to Remke's Market, the future library, the Park and Ride lot, etc. The SR-3 request allows Drees to build residential owned townhouse and condominiums. The rezoning allows Drees to be more flexible in design to help minimize the development's impact - less earth moving and preservation of trees/drainage ways. There is also a shift in demographics where there is market demand for this style of home/lifestyle.

In terms of demographics, there are 9,321 residents living north of I-275 to the Ohio River, of which 2,877 are over the age of 45 (31%). The proposed type of housing is appealing to empty nesters, single parents and young professionals. Currently, there are only 144 active MLS listings in the area with only 6 of them being lifestyle or condo listings. It is consistent with the Comprehensive Plan - Suburban Residential (SR), up to 4 dwelling units per acre (3.64). It does not fit High Density Residential of up to 8 dwelling units per acre. This type of housing meets the needs of an aging population, provides a broad range of housing opportunities, encourages home ownership, clusters housing to maintain open space and is located in close proximity to stores, restaurants, library, etc. The proposed development is limited to the ridges and takes advantage of the topography. Drees would prefer that the Cardinal Way access be for emergency purposes only. The condominiums are located on the south side and the townhomes are located on the north side. They are requesting the Variance in order to minimize the grading work. Drees offered to provide more plantings in the Variance area.

Mr. Mains showed elevations of the proposed entrance, the townhouse section, condominium section, Blair Drive view, Grandview Drive view and Cardinal Way view. The project will have 57.66% (25.79 acres) of open space. The open space will be HOA maintained. He showed photographs of building architecture, building materials and street furniture from Harmony subdivision. It will be the same product. There will also be some other types of designs. He showed some interior pictures. The proposed condominium homes will range from 1,759 - 2,084 square feet with a base price of \$200,000. The proposed townhome unit will range in size from 2,002 - 2,811 square feet with a base price of \$270,000 with options at about \$30,000. The average sales price in Harmony has been \$317,000 and the average sales price in Arcadia is \$304,277.

In terms of traffic impact, there was a traffic report conducted by a traffic engineer. There was a comparison between what was previously approved and what is proposed. The type of homes proposed typically produce less kids therefore, there are less peak hour trips. There is no difference between the 2 housing types in the peak hours. It is reasonable to assume the new subdivision trips will not adversely impact Levels of Service or safe travel on the public roadway system. Much of the existing traffic problem is the bottleneck of KY 237. There are planned improvements underway on KY 237. Amenities will include a walking trail, retention basin and an

entry monument. There will be a sidewalk on one side of the internal street and a nature trail. There will be a pedestrian connection to Cardinal Cove and a sidewalk out to Old North Bend. They could make a connection to their frontage along Old North Bend.

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

Mr. J.J. Miller, 10847 Omaha Trace, stated that he is in favor of the request. He and his partner, Buck Akin, developed Parlor Grove Subdivision. There is a huge need for higher density developments, even lower income type, due to the type of businesses coming to the county. There is not enough housing in the area to meet the needs of employees. It will not impact the existing single family homes. He is part of the application as they are providing access to the sanitary sewer line and have 4 acres of leftover land. Drees will build a product that will not detract from what he has created in the past. It will not detract from Parlor Grove Subdivision.

Mr. Raymond Godsey, 1846 North Bend Road, stated that he is one of the sellers. About 8 - 10 years ago he had a builder that was going to build on the subject property. The Planning Commission controlled development of the site by not allowing it to occur until KY 237 was rebuilt. However, the developer had problems. The proposed project is a good one, mainly for the elderly and for those without kids. It will go very well in the area. It won't add more traffic to the area.

Ms. Debbie Busching, 1586 Grandview Drive, stated that she does not have a problem with the project as long as the developer keeps the units as condominiums/townhouses and not apartments. They have a good buffer and she doesn't want any more units than what is planned. Somebody will build there and it looks good to her.

Mr. Frank Dichiara, President of Cardinal Cove HOA, 1910 Robins Run, stated that the HOA agreed with the Drees Company in limiting access to Cardinal Way for emergency purposes only. It should be gated or else everyone from the proposed development will travel through to Cardinal Cove Subdivision to get to the roundabout. It is shorter than other access points. The HOA is opposed to the buffer variance request because of how close to the parking lot and buildings are to their subdivision. The 30 foot buffer requirement should be held and not reduced. They could move the buildings.

Mr. Justin Steinhard, 2283 Britt Drive, asked if the secondary entrance is closed off, does the road become a private drive? Mr. Costello replied no. Cardinal Way was set up to connect to the proposed site. The original plan for the site showed a street connection between both properties. With the new application, the Planning Commission will determine if the street connection to Cardinal Way is still appropriate based upon the density and subdivision layout. The proposed streets are to be public according to the developers. Mr. Morgan said that everyone should review Mr. Pennigton's email. Boone County Public Works will not accept the streets as proposed because of all the parking spaces that are adjacent to the right-of-way.

Mr. Joseph Caywood, 1906 Robins Run, questioned empty nesters since there will be a new library. He expressed a concern about traffic. He goes to work at 7:00 p.m. and when he pulls out

of the subdivision, people speed up so he can't get out. He is located close to the site and he is not in favor of the request.

Mr. John Schaffer, 2181 Blair Drive, reminded everyone that the Planning Commission already approved 2 strip malls and a high density residential project in the front of Thornwilde Subdivision and River's Pointe Subdivision. KY 237 is the only access and it is a 2 lane road. If the traffic backs up during peak times, fire trucks won't get through the area. Plus there is Amazon which makes KY 237 impassable from mid-November to mid-January. The lane additions only address Amazon and not the residential area. In addition, there is no guarantee that the units will be owner-occupied versus renters or apartments. The buffer could be improved if they take units out and move some of the units. Why not go back to lower density residential?

Mr. Mark Nichols, 1529 Jolee Drive, referred to the SR-3 zoning district requirements in Article 9 of the Zoning Regulations. He noted that an SR-3 zoning district should be located in urban entities with adequate infrastructure. The area is made up of Rural Suburban Estates to the north, west and east and SR-1 to the south. The area is not urban currently or planned to be in the future. Based upon the definition of Article 9, the proposed project cannot meet the requirements of SR-3. The second concern is safety. Traffic from the 162 units and 220 units from Parlor Grove Subdivision will use Old North Bend Road. A total of 382 units will use Old North Bend Road and use the second roundabout. It would be logical to direct the traffic through Cardinal Way (75 lots) and the proposed subdivision (162 units) to even out the traffic going in 2 different directions. It would be a better balance since there are only 2 lanes between the roundabouts. In addition, there are no sidewalks on Old North Bend Road. There should be sidewalks to allow residents to walk to the new library.

Ms. Barbara Jacobson, 2346 Grandview Court, stated that everyone in the room is against the request. Multi-family homes do not meet the needs of empty nesters and retirees. They don't want multi-levels. There are a lot of homes for sale in Thornwilde Subdivision. Traffic is a concern. One cannot get out of Cardinal Cove Subdivision at times. There will be more than 120 new cars or trips from this project. Retirees still drive in the early morning. Property values have declined in Thornwilde Subdivision. The project will affect her property values even though it doesn't adjoin. Drees really impacted Thornwilde Subdivision by allowing the strip mall and multi-family housing. The project is not Harmony or Arcadia. It is inappropriate because of Parlor Grove and Cardinal Cove Subdivisions. It should be single-family houses. Put the roads in first to solve traffic problems.

Ms. Joanne Ellena, 1718 Grandview Drive, stated that the animals have no where to go. There was also a cyclist killed by the old Flick's store not long ago. Traffic safety is an issue. There are 2 proposed strip malls, Toebben's development, 163 apartments in Thornwilde Subdivision, a new library, Graves Road issues and the 2 roundabouts that are a mess. Now they are going to add 162 more units (300 cars). She is ready to move.

Mr. John Salisbury, 1746 Coachtrail Drive, stated that he lived in Thornwilde Subdivision and moved to Rivershore Farms. The trails in Thornwilde are not well kept. There are a lot of homes for sale in Hebron listed in the MLS. The traffic issue has not been objectively discussed. The developer has not used mobile data. Any traffic study without mobile data is not accurate. It

becomes subjective. Mr. Salisbury reviewed the criteria for acting on a variance request. The project does affect the character of the general vicinity. He offered to do a mobile traffic study with good data at no charge.

Mr. Greg Ripberger, 1236 Rivermeade Drive, noted that half of the development in the area hasn't occurred so one cannot say it will work. The project looks great but once it gets approved, it may become a problem just like Thornwilde Subdivision with the change in the number of apartments - 163 now. He alluded that a Board member stated that if people showed up at a previous hearing, then he or she may have not voted for the request. The good news is that people are here now, so don't approve it. Originally, the site was approved pending the improvements to North Bend Road. It makes sense to allow the other projects to be built before the Board approves the pending project. By that time, one will know the true impact and what we are dealing with in terms of impact - traffic, sanitary sewer and water.

Mr. Barry Riehle, 2219 Kyle Drive, asked when the widening of KY 237 from Tanner Road to Graves Road will occur and the I-275/Graves Road Interchange? Mr. Costello replied there is no date for construction. The KY 237 widening project is currently being designed and both projects are a priority. Mr. Riehle asked what is the construction schedule of the project? He asked what is the process of increasing the number of dwelling units or developing in the HOA area? Mr. Costello responded that there would be conditions regarding the maximum number of units and if the applicant wanted to increase the maximum number later, they would have to go through the process again. Mr. Riehle inquired what is the likelihood of approving a new plan? Mr. Costello replied that it depends on the individual application and the impact of the changes. In some cases, the Board has approved changes and in other cases, the Board has denied the changes. Chairman Rolfsen also stated that the Board can set a condition that the units are condominiums and not apartments as agreed to by the applicant. He reminded everyone that the Planning Commission is a recommending body to the Boone County Fiscal Court. The Fiscal Court has the final approval/disapproval of the zone change request.

Mr. Jim McGuire, 1592 Grandview Drive, asked how do they keep this project from being a "bait and switch" like the project down the road? Mr. Costello explained that everyone has the right to come through the process if they want to propose a change. The applicant is requesting a zone change to build condominiums. Mr. Costello further stated that originally the Planning Commission approved a zone change to build the single-family detached units of the site. By law, a developer could build the single-family detached residential subdivision now without a zone change. However, the Drees Company is interested in building condominiums, thus the need for a zone change. Mr. Costello explained that the Planning Commission enforces the conditions set forth in the approval process. This includes the Concept Development Plan and the recording the conditions in the County Clerk's office.

Mr. Bill Kinsler, 2349 Grandview Court, stated that his house is located on the back side of Parlor Grove Subdivision and they have had on-going water pressure issues for a number of years. Will the additional 162 units affect this existing problem? Mr. Costello stated that a letter was sent to the Boone County Water District about this project and we received no comment to date.

Mr. Justin Steinhard, 2283 Britt Drive, asked whether an environmental impact study for this site

has been completed? There are 55 gallon drums, fire pits and other materials on the property. There are also empty paint cans on the property. Before any decision is made on this request there should be an extensive environmental study and not just a few soil samples. It should be done above and below the surface. Due diligence on the front end will prevent any long term impact.

Mr. David Miller, 1523 Jolee, asked whether anyone on the Board has a business or personal connection to The Drees Company? Mr. Wilson, attorney, replied that the members are appointed by the Judge Executive and the 3 mayors subject to approval of the City Councils and the Fiscal Court. If any of the Board members have a disqualifying interest, they always come forward and let the others know. There is no vote at tonight's meeting. The request will go to a Committee of the Commission who will make a recommendation in the form of a report to the full Board. If any Board member has an issue, they will abstain from voting at that time.

Mr. Jim Boggs, 1828 Old North Bend Road and 1820 Old North Bend Road, stated that one of his concerns is the buffer yard variance. The street will be close to his shed. He prefers the 30 foot buffer yard. He has lived there for 10 years and prefers the privacy. He doesn't want to see all the cars coming around the curve everyday. It is only fair that they install the maximum amount of shrubbery required. The area now has dead trees. He prefers the single-family housing but, if not, he wants to maintain the right buffer.

Mr. Cecil Young, 2173 Blair Drive, explained that a school bus has to cross over into 2 lanes to pull out of Parlor Grove Subdivision. It is not an issue now because there isn't any traffic but it will be if the project is built. There is some deception of who will live in the proposed units. Amazon Prime will be coming to the area. Not many single mothers can afford a \$200,000 home. Not too many retired people will want to live in a condo where somebody lives above them. Old people like it quiet. He recommended that the project not be considered until the I-275/Graves Road Interchange is constructed. If the project does move forward, there should be restrictions on the HOA that the project stays they way it is presented. The units cannot be purchased and rented out. Stop signs should be installed before the Parlor Grove entrance to slow people down on a narrow road. Pedestrians walking across the cross walks on KY 237 will back up the traffic.

Mr. Aaron Ellis, 1909 Oriole Court, stated he bought his house 3 months ago and has 3 children. Even though he only has one way in and out of the subdivision, people still drive fast on Cardinal Way. He doesn't allow his kids to ride their bikes on the sidewalks along Cardinal Way. Even if the emergency connection is built, it will be a doorway to change it in the future to a regular roadway. It is too easy to change if there is a problem at the other entrance. His main concern is the connector road and the safety of his kids.

Mr. Don Foltz, 1742 Hempfling Place, stated that due to traffic it takes his kids an hour to get to the IHM school. The units will have kids because of the good schools.

Mr. Matt Anderson, 2177 Blair Drive, stated that he interacts with pedestrians every day while driving in the area. Old North Bend doesn't have sidewalks. People use the road as a sidewalk. More housing in the area will cause a problem unless a sidewalk is installed. It is not 1990 but rather 2018 and sidewalks should be installed.

Ms. Lee Adamcik, 2191 Blair Drive, stated that she was not in favor of the request. The current single-family plan is the right fit. Sidewalks are critical on Old North Bend Road. Will the power lines on Old North Bend Road be addressed? Will they be buried. There are also power outages in the area.

Mr. Costello explained that Old North Bend is owned and maintained by the County and they would be responsible for constructing a new sidewalk. There is a program the County has in regard to installing sidewalks. That matter would involve approaching the Fiscal Court. He mentioned that burying utility lines along Old North Bend Road would cost millions. The power company will determine adequacy of power lines and connections.

Ms. Barbara Jacobson, 2346 Grandin Court, restated that she is opposed to the project. Single-family housing is appropriate for the area. There are existing homes there. Empty nesters don't want multi-story housing and the proposed project is deceptive. It is not senior living.

Ms. Joanna Ellena, 1718 Grandview Drive, stated she paid top dollar for her house and cannot get that amount today. With new people coming into the area, they can buy houses in Parlor Grove. They are not selling that fast. She doesn't see the need for the project because many homes are available.

Mr. Tom Barry, 1579 Brandon Drive, asked how many subdivisions have the Planning Commission approved in the area in the last 36 months? How many subdivisions are being processed now and what is it doing to the infrastructure? How many houses have been approved for the next 5 years? Mr. Costello responded that he doesn't have current figures available but there is a list of subdivisions and number of housing units on the Planning Commission's web page under "Active Subdivisions." He also explained that the State had those figures when they designed KY 237.

Mr. Justin Steinhard, 2283 Britt Drive, stated that the previous plan really could only accommodate about 37 - 50 homes due to the topography. The proposal shows 162 units which really affects the topography. It won't be 4 dwelling units per acre.

Ms. Mary Keller, President, Rivershore Farms, HOA, stated that the recommendation should be to reduce the number of units and make all the accommodations that the developer would have to meet. The Rivershore Farms HOA does not endorse adding more units at this time.

At this time, Mr. Bob Rothert, Abercrombie and Associates, responded to the questions and comments. In regard to the water, there would be a connection to KY 237 and Cardinal Way. The proposed use doesn't generate as much as single-family uses even with the increase in the number of units. Underground power would be looped to Cardinal Way. Duke Power does the design for the lines. He stated that he hasn't contacted the water district or power company about capacity issues.

Mr. Mains, the Drees Company, stated that they would start the project in the Fall 2019 and it would be a 5 - 9 year development schedule. They have completed a Phase I environmental study of the site and a stream/wet land survey. They are going to preserve the stream. All junk from the site will be removed. Geotechnical work will be conducted at a certain point to test the soils and

their suitability for the development. They have no intention of building or renting apartments. They are open to any conditions to resident ownership but he doesn't know if it can be restricted like Parlor Grove Subdivision. Mr. Mains offered to work with the County Engineer about the streets being public. The traffic figures are not arbitrary numbers. It refers to peak traffic hours. Those figures are similar to the figures from the previous approval. The other traffic issues in the area are under the jurisdiction of the Kentucky Transportation Cabinet. Drees is willing to install crosswalks and sidewalks on their frontage along Old North Bend Road. There is a lot of market research that goes into the type of housing Drees would like to build. Maybe it is the empty nester, maybe it is not. It includes young professional and single parents. It is maintenance free living.

At this time, Chairman Rolfsen asked if any Board members had questions or comments?

Mr. Hicks inquired about sidewalks along Old North Bend Road? Mr. Mains replied they would evaluate all their frontage for a possible sidewalk along Old North Bend Road.

Chairman Rolfsen asked about the variance request and how many homes are impacted? Mr. Morgan responded that it affects Mr. Boggs property and 4 other property owners along Cardinal Way.

Mr. Patton stated that from an environmental standpoint, the proposed project is doing less disturbance as recommended in the Comprehensive Plan. He asked the applicant to look at the cul-de-sac again and maybe there is a happy medium to disturb some of the area and move a pod down and a parking area so the variance would not be needed. It seems disproportionate that Cardinal Cove is feeling the impact and not Parlor Grove. For the audience, the state never funds road projects ahead of schedule. Boone County only gets 17 cents back for every dollar sent to Frankfort. He also encouraged the audience to participate in the Comprehensive Plan update. We are trying to balance property rights and we told the property owners that they couldn't develop the property for 8 years or until KY 237 was reconstructed.

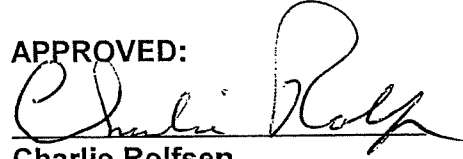
Mr. Schwenke inquired about fire protections and turning ladder trucks around in the proposed project. How big are the cul-de-sacs? Mr. Rothert replied that the cul-de-sacs are 65 foot diameter. Mr. Schwenke asked the applicant to discuss the project with the fire chief to make sure it is designed with the proper turning radius.

Mr. Breetz asked where the sanitary sewer connection will be? Mr. Rothert responded one connection will be to Cardinal Way and one to the north side of the property. Some trees will have to be removed for the construction of the sanitary sewer. He asked to see a plan of disturbed limits for construction of the utilities at the Committee meeting.

Mr. Lunnemann asked the applicant to show a plan on how to address the installation of sidewalks along their frontage on North Bend Road. What about any amenities for the project? Mr. Mains replied due to the size of the planned community, a pool and clubhouse are not feasible. They will have a walking trail, sidewalks and a pocket park.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on September 19, 2018 at 5:00 P.M. in the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on October 3, 2018 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 9:55 P.M.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

Exhibits:

1. Traffic Memorandum - John E. Pflum, P.E.



John E. "Jack" Pflum, P.E. Consulting Engineering

7541 Hosbrook Road, Cincinnati, OH 45243

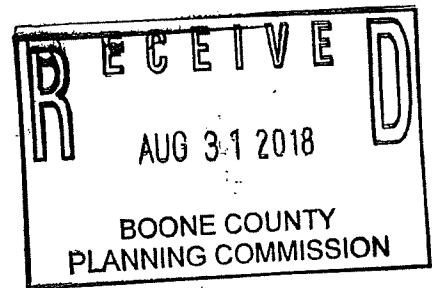
Email: jackpflum1@gmail.com

Telephone: 513.919.7814

MEMORANDUM REPORT

TO: Mr. Matt Mains, Development Specialist, Drees Homes
FROM: Jack Pflum, PE, JEP Consultants
SUBJECT: Proposed Residential Subdivision – Aylor Property

DATE: August 27 2018



Purpose and Background

The purpose of this Memorandum Report is to provide preliminary traffic information related to trip generation for the proposed subject residential subdivision. Reference is made to a site plan layout, dated June 1, 2018 prepared by Abercrombie & Associates, Inc.

It is assumed the reader of this Memorandum is familiar with the current site plan and surrounding area.

The new subdivision will consist of 162 units with a total of 86 2-bedroom and 76 3-bedroom units. There will be 44 condo units on a ground floor with an additional 44 condo units "stacked" on the second floor. The remaining 74 townhouse units are attached. There is an existing single family detached home that will remain on the site. This home will not be taken into account for new trip generation purposes since it is already included in the existing traffic stream.

Access to the public roadway system will be via Old North Bend Road; thence to the intersection with North Bend Road. A roundabout was constructed (year 2009 +/-) at the intersection of N. Bend and Graves/Old N. Bend. The roundabout conforms with current high geometric roadway standards and operates in an efficient manner.

It is anticipated that residents of the subdivision will predominately include middle age couples and "empty nesters", as well as some traditional families with children. Generally, trip rates for the proposed development will be lower than a subdivision composed of Single Family Detached housing.



Trip Generation

The Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition, is generally used as a reference for estimating new trips directly related to the proposed subdivision. In this instance, the Tenth Edition does not have an appropriate Land Use Code that adequately reflects the specific characteristics of the proposed subdivision.

The Ninth Edition of the Trip Generation Manual contains trip data for a Residential Condominium/Townhouse (Land Use Code #230) development and a Low-Rise (1 or 2 floors) Residential Condominium/Townhouse (Land Use Code #231) development.

Land Use Code #231 is used to estimate trips for the 88 stacked units (2 floors) and Land Use Code #230 is used to estimate trips for the remaining 74 attached Townhouse units. While Land Use Code #231 is not an exact match, it is considered to be a reasonable fit for estimation of trips.

Table 1 contains the estimated peak hour trip generation for the development.

Table 1 – Peak Hour Trip Generation*

Land Use	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total
#231 Stacked Condo/Townhouse	88	4	11	15	33	25	58
#230 Residential Condo/Townhouse	74	8	39	47	36	18	54
Total	162	12	50	62	69	43	112

*NOTE: ITE Trip Generation Manual, Ninth Edition

Existing Conditions and Site Reconnaissance

North Bend Road (KY 237) is a controlled access highway, in the vicinity of the subject development, divided by a median with one lane northbound and one lane southbound. It is an important connector (Major Collector) between Hebron (I-275) and residential development to the north. There is a bicycle lane on the northbound lane. There is a curb/gutter and a sidewalk on both sides. The overall KY 237 Corridor was part of a major upgraded in 2009 +/- . The upgrade included roadway widening, sidewalks, bike lanes, and installation of two roundabouts. The two constructed roundabouts serve the intersections of Old North Bend/Graves and the intersection with Cardinal Way. Pavement marking, signage, and pavement is in good condition. Posted speed limit is 45 mph



Old North Bend is a dead-end two-lane roadway with a nominal width of 22 ft. There are no curbs/gutters or sidewalks. The roadway serves residential lots with direct access driveways. A single family detached subdivision, Parlor Grove Estates, also has access to Old North Bend. Pavement and pavement markings are in good condition. A speed limit is not posted (the statutory speed limit is 35 mph). A curve is posted with a 25-mph warning sign.

Traffic Issues Related To The Proposed Subdivision

The interior street layout is in the shape of a horse-shoe. Street B intersects with Street A and thence to a single intersection with Old N. Bend (see site plan). All driveways have direct access to either Street A or Street B. Considering the modest traffic volumes associated with the new subdivision, it will not be necessary to construct exclusive turn lanes on Old N. Bend.

Safe sight distance restrictions for the intersection of Street A with Old N. Bend do not seem to be an issue. The proposed access street for the new subdivision is located on the "outside" of an existing horizontal curve (see site plan). Clear sight distance, based on field observations and Google Map measurements, appear to exceed minimum distances for safe sight distances (assumed operating speed on Old N. Bend is 35 mph) as follows:

- Passenger car completing a left turn (looking to the right) from a stop = 390 ft
- Passenger car completing a right turn (looking to the left) from a stop = 335 ft

It will be necessary to conduct an engineering survey for the purpose of validating the safe sight distance requirements.

Emergency vehicle access is always an important consideration for residential subdivisions with a single access to the public roadway system. A connection to the existing stub street in Cardinal Cove Subdivision will be required by Boone County. However, this can be an "emergency access only" if desired and approved by the County.

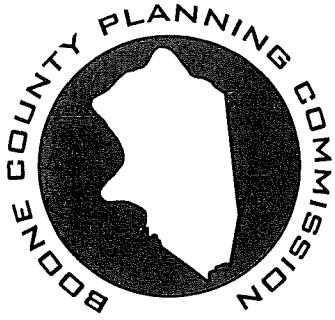
The Roundabout intersection of N. Bend Road with Old N. Bend/Graves was constructed by the Kentucky Transportation Cabinet (KYTC) about 2009. It was constructed based on future year traffic forecasts for 2040 with an estimated Average Daily Traffic count of about 18,300 on KY 237. The roundabout is consistent with current design standards.

Findings and Conclusion

As shown in Table 1 above, the estimated trip generation for the new subdivision is modest with 62 trips in the AM peak hour and 112 trips in the PM peak hour.

It is reasonable to assume the new subdivision trips will not adversely impact the Level of Service or safe travel on the public roadway system.

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

September 25, 2018

The Drees Company
c/o - Mr. Matt Mains
211 Grandview Drive, Suite 100
Ft. Mitchell, KY 41017

RE: Request of **Drees Company - Matt Mains (applicant)** for **Aylor Investments Limited Partnership, Raymond O. Godsey, Jr., and Akin & Miller Land Developers (owners)** for a Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3), and a Variance, for a 44.7277 acre site located on the east side of Old North Bend Road, approximately 220 feet south/southeast of the Britt Drive/Old North Bend Road intersection, to the north, south, and east of the properties at 1820 and 1828 Old North Bend Road, at the terminus of Cardinal Way and Grandview Drive, and including the tract at 1846 Old North Bend Road, Boone County, Kentucky. The request is for a zone change to allow attached residential condominiums and a Variance from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations to allow the required perimeter landscape areas to be reduced from Buffer Yard C to Buffer Yard B.

Dear Mr. Mains:

The following represents the conditions of approval for the above referenced Zoning Map Amendment application as agreed to by you and the Boone County Planning Commission's Zone Change/Concept Development Plan Committee. Please sign the appropriate line on the last page of this letter if you agree to the conditions. Please return this letter to the Boone County Planning Commission office by October 2, 2018.

CONDITIONS

1. The approval is based on the revised Concept Development Plan and the grading limits that are shown. Minor changes to the Concept Development Plan can be approved by the Zoning Administrator.
2. The Variance application has been withdrawn. All perimeter landscape buffers shall meet the requirements of the Boone County Zoning Regulations.
3. The applicant shall contact Boone County Public Works and/or Kentucky Transportation Cabinet regarding the following:

- A. Is the sight distance shown at the Old North Bend Road/Street A intersection adequate? The location of Street A shall be adjusted accordingly if the County Engineer determines there are sight distance issues.
- B. Can a right-in only street connection be provided from KY 237 to Old North Bend Road, immediately north of the Cardinal Way roundabout?

Note: The applicant has indicated that they would support the improvement if it's constructed.

- 4. The building architecture shall follow the townhome and condominium material selection pictures and notes that were submitted at the September 19, 2018 Zone Change Committee meeting. It was agreed that buildings 1, 10, 14, and 30 are the high profile buildings and additional masonry shall be provided on these buildings as follows:

Building 1 - The south side and rear elevations shall be constructed with 50% masonry.

Buildings 10 and 14 - The rear and both side elevations shall be constructed with 50% masonry.

Building 30 - The southwest side and rear elevations shall be constructed with 50% masonry.

- 5. The following sidewalk improvements shall be explored by the applicant:

The applicant shall contact Boone County Public Library District and determine if they would be interested in allowing sidewalks to be constructed on their property that fronts on the west side of Old North Bend Road and east side of KY 237. The applicant shall pay a proportionate share on any such agreed upon improvements.

The following sidewalk improvements shall be required:

- A. Internal sidewalks shall be required on at least one side of all internal streets (Streets A, B, C, street connection to Cardinal Way).
- B. Sidewalks shall be required on the development's Old North Bend Road frontage. This includes the property at 1846 Old North Bend Road or across the street in the Old North Bend right-of-way if it's determined that this portion of sidewalk is beneficial in providing a complete pedestrian route to KY 237 and the future library.

- 6. The street connection to Cardinal Way shall be limited to gated emergency access only.

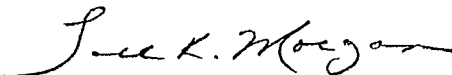
- 7. The recorded Home Owners Association (HOA) document for the development shall:

- A. Specify the development is an owner occupied townhouse and condominium development and not an apartment rental development.

Mr. Matt Mains
September 25, 2018
Page 3

- B. That no more than seven percent (7%) of the 162 townhouse and condominium units can be rented out from the property owners to other individuals at any given time.
 - C. Specify that all detention/retention basins and amenities will be maintained by the HOA. Amenities in the development shall include walking trails and at least one pocket park with a gazebo and/or seating areas.
 - D. Specify that the emergency access gate to Cardinal Way shall only be accessed by Boone County Emergency personnel and be owned, secured, and maintained by the HOA.
8. The applicant agrees that no more than 30 townhouse and/or condominium units shall be constructed in a calendar year. This figure shall be computed as a rolling average and will start at the time Boone County Fiscal Court takes final action on the application.
9. All the roads in the development shall be built to public specifications. The County Engineer shall determine whether they can be accepted as public streets.
10. All street lights in the development shall be downcast oriented to minimize impacts on adjoining residential properties.
11. Site cross sections shall be provided with the Site Plan application and show the adjoining property owners in Cardinal Cove Subdivision will not experience any headlight glare impacts from the development.

Sincerely,




Todd K. Morgan, AICP
Senior Planner, Zoning Services

TKM\ss

AGREEMENT

I, Matt Mains, do hereby agree to the listed conditions of approval for the Zoning Map Amendment application which is described on the first page of this letter.


Mr. Matt Mains
The Drees Company
Owner by Contract

9/28/18
Date

ORDINANCE NO. 2018 - 18

AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT, KENTUCKY, DENYING A REQUEST OF DREES COMPANY, MATT MAINS (APPLICANT) FOR AYLOR INVESTMENTS LIMITED PARTNERSHIP, RAYMOND O. GODSEY, JR., AND AKIN & MILLER LAND DEVELOPERS (OWNER) FOR A ZONING MAP AMENDMENT FROM RURAL SUBURBAN (RS) AND SUBURBAN RESIDENTIAL ONE (SR-1) TO SUBURBAN RESIDENTIAL THREE (SR-3) FOR A 44.7277 ACRE SITE LOCATED ON THE EAST SIDE OF OLD NORTH BEND ROAD, APPROXIMATELY 220 FEET SOUTH/SOUTHEAST OF THE BRITT DRIVE/OLD NORTH BEND ROAD INTERSECTION, TO THE NORTH, SOUTH, AND EAST OF THE PROPERTIES AT 1820 AND 1828 OLD NORTH BEND ROAD, AT THE TERMINUS OF CARDINAL WAY AND GRANDVIEW DRIVE, AND INCLUDING THE TRACT AT 1846 OLD NORTH BEND ROAD, BOONE COUNTY, KENTUCKY. THE REQUEST IS FOR A ZONE CHANGE TO ALLOW ATTACHED RESIDENTIAL CONDOMINIUMS.

WHEREAS, the Boone County Planning Commission received a request for a Zoning Map Amendment to the Boone County Zoning Map from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3) for a 44.7277 acre site located on the east side of Old North Bend Road, approximately 220 feet south/southeast of the Britt Drive/Old North Bend Road intersection, to the north, south, and east of the properties at 1820 and 1828 Old North Bend Road, at the terminus of Cardinal Way and Grandview Drive, and including the tract at 1846 Old North Bend 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 denial for the Zoning Map Amendment.

NOW, THEREFORE, BE IT ORDAINED BY THE FISCAL COURT OF 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 denied, this Zoning Map Amendment being a zone change from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Three (SR-3) for 44.7277 acre site located on the east side of Old North Bend Road, approximately 220 feet south/southeast of Britt Drive/Old North Bend Road intersection, to the north, south, and east of the properties at 1820 and 1828 Old North Bend Road, at the terminus of Cardinal Way and Grandview Drive, and including the tract at 1846 Old North Bend Road, Boone County, Kentucky. The real estate which is the subject of this Ordinance is more particularly described in DEED BOOKS/ PAGE NOS. 736/86, 943/841 and 1087/979 (as supplied by the applicant) as recorded in the Boone County Clerk's office.

SECTION TWO

That as a basis for this denial for a Zoning Map Amendment request are the Findings of Fact of the Boone County Planning Commission as set forth in its Minutes and official records for this request and same shall be and are hereby incorporated by reference as if fully set out in this Ordinance and are marked as "Exhibit A."

The Boone County Planning Commission Committee recommended denial for this request based on the Findings of Fact 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 passage, publication and recording, according to law.

First Reading the 13th day of November , 2018.

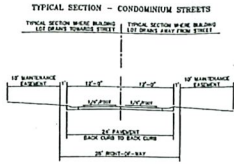
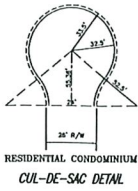
Second Reading the day of , 2018.

ADOPTED THIS DAY OF , 2018. Yes No

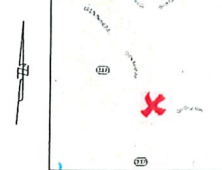
GARY W. MOORE, JUDGE/EXECUTIVE
BOONE COUNTY FISCAL COURT

ATTEST:

Sharon Burcham
Fiscal Court Clerk



Grading limits are approximate and based on preliminary engineering. They are subject to change based on final design.



PARLOR GROVE ESTATES SEC. 1 P.B. 21A
 PARLOR GROVE ESTATES SEC. 2 - LOT 17 P.B. 389
 PARLOR GROVE ESTATES SEC. 3 P.B. 384
 PARCEL "D" CARDINAL COVE SECTION THREE H.O.A. P.B. 2384
 CARDINAL COVE SECTION FOUR P.B. 2744
 CARDINAL COVE SECTION FIVE P.B. 391B
 UNIT BREAKDOWN:
 LIFESTYLE CONDOS 1-9, 12 & 13
 GRAMERCY - 44 UNITS
 TRIBUCA - 44 UNITS
 PATRIOT WALKOUT TOWNHOMES 11, 15-30
 GRANDVIEW - 34 UNITS
 WAVELEY - 32 UNITS
 PATRIOT SLAB TOWNHOMES 10 & 14
 CALABASAS - 4 UNITS
 OAKMONT - 4 UNITS

OWNERS:
 AYTOR INVESTMENTS LIMITED PARTNERSHIP
 8847 VALLEY CIRCLE DRIVE
 FLORENCE, KENTUCKY 41042
 RAYMOND D. GODSEY, JR.
 1848 NORTH BEND ROAD
 HEBRON, KENTUCKY 41048

OWNER:
 AKON & MILLER LAND DEVELOPERS
 10847 OMAHA TRACE
 UNION, KENTUCKY 41091

DEVELOPER:
 THE DREES COMPANY
 211 GRANDVIEW DRIVE
 FT. MITCHELL, KENTUCKY 41017

GARAGE SPACES = 236 SPACES
 SURFACE SPACES = 163 SPACES
 TOTAL SPACES = 399 SPACES
 ADDITIONAL DRIVEWAY PARKING = 236 SPACES
 TOTAL - 163 UNITS
 GROSS DENSITY = 3.64 UNITS/ACRE

SETBACKS:
 FRONT YARD = 25'
 SIDE YARD = 5' ONE, 15' TOTAL
 REAR YARD = 25'
 TOWNHOUSE & ACCESSORY STRUCTURES = 30' FROM R

GRAPHIC SCALE
 1" = 60'

AYLOR PROPERTY

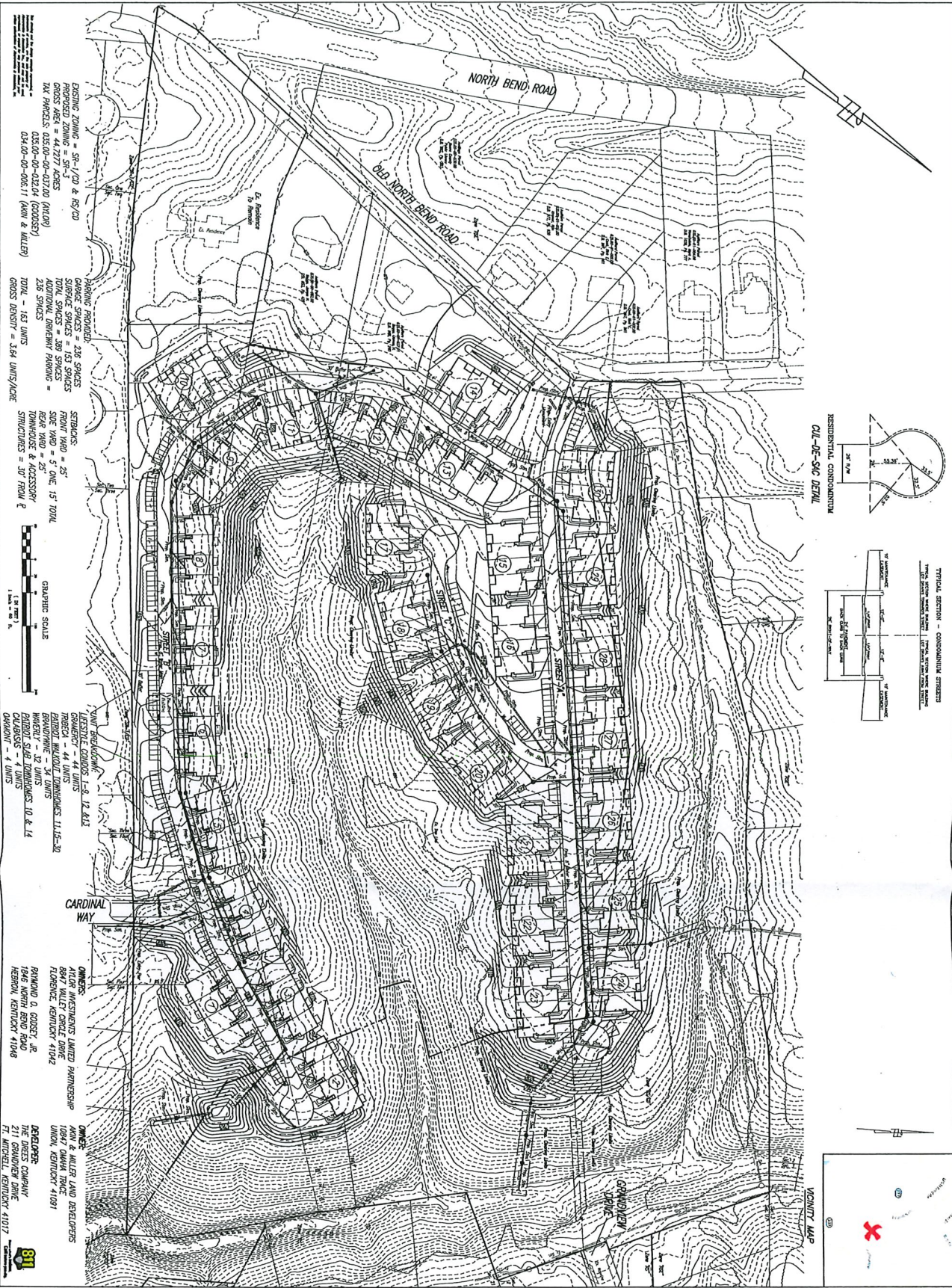
6-1-18	C.R.	1" = 60'
AYLOR PROPERTY	BOONE COUNTY, KENTUCKY	

CONCEPT DEVELOPMENT PLAN

AYLOR PROPERTY
BOONE COUNTY, KENTUCKY

Abercrombie & Associates, Inc.
 Civil Engineering & Surveying
 1000 W. Main Street
 Lexington, KY 40502

18-0057



EXISTING ZONING = SR-1/CD & RS/CD
 GROSS AREA = 44,227 ACRES
 TAX PARCELS: 0350-00-02700 (MCLDP)
 0350-00-00-02204 (COO0057)
 0340-00-00-006.11 (MAM & MILEY)

PARKING PROVIDED: 186 SPACES
 SURFACE SPACES = 151 SPACES
 TOTAL SPACES = 389 SPACES
 ADDITIONAL DRIVEWAY PARKING = 238 SPACES
 TOTAL = 627 SPACES
 GROSS DENSITY = 3.64 UNITS/ACRE

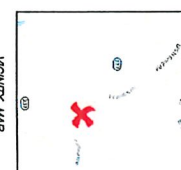
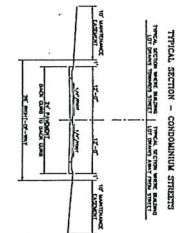
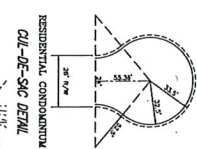
SETBACKS:
 FRONT YARD = 25'
 SIDE YARD = 3' OR 15' TOTAL
 TOWNHOUSES & ACCESSORY
 STRUCTURES = 30' FRONT &

CHANGING SCALES
 1" = 100' H
 1" = 200' V

UNIT BREAKDOWN:
 LEASIBLE CONDOS 1-8, 12 & 24
 GOVERNMENT - 44 UNITS
 RENTAL WALKOUT TOWNHOUSES 11, 12-20
 BRANOVINE - 34 UNITS
 WALKOUT SPLIT TOWNHOUSES 10 & 14
 COLLETERS - 4 UNITS

OWNERS:
 AYLOR INVESTMENTS LIMITED PARTNERSHIP
 8847 WALLEY CIRCLE DRIVE
 FLORENCE, KENTUCKY 41042
 RAYMOND O. COOPER, JR.
 1846 NORTH BEND ROAD
 HEBRON, KENTUCKY 41048

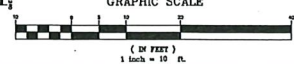
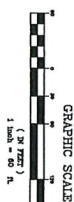
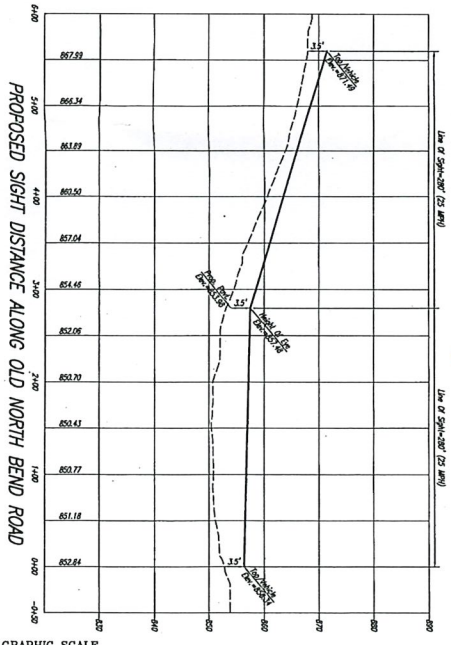
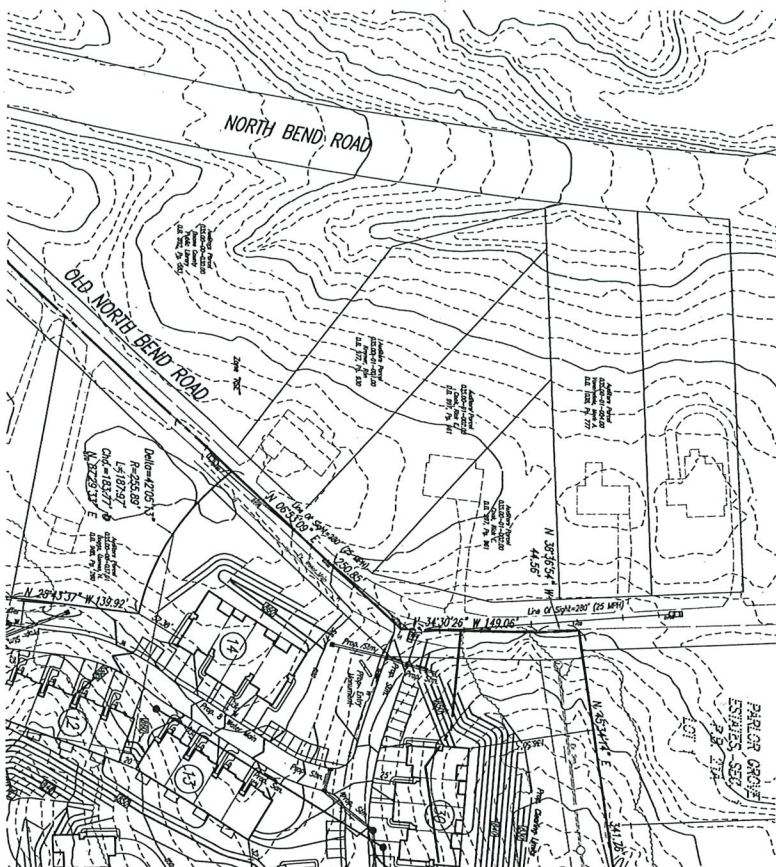
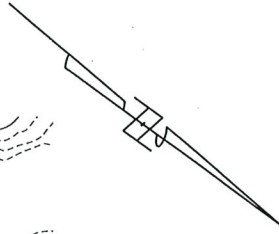
DEVELOPERS:
 THE DUNES COMPANY
 211 GARDENWAY DRIVE
 FT. MITCHELL, KENTUCKY 41017



A Abercrombie & Associates, Inc.
 Civil Engineering + Surveying
 301 Campbell Road, Suite 100
 Louisville, KY 40220
 www.abercombie.com

Project No.	CONCEPT DEVELOPMENT PLAN	Revision	6-1-18
Client	AYLOR PROPERTY BOONE COUNTY, KENTUCKY	Drawn by	G.R.
		Checked by	G.R.
		Scale	1" = 60'
		Date	10-02-2018 (R-REV)

AYLOR PROPERTY
 BOONE COUNTY, KENTUCKY



DATE: 9-17-18
 PROJECT: SIGHT DISTANCE STUDY ALONG OLD NORTH BEND ROAD
 DRAWN BY: G.R.
 CHECKED BY: R.G.R.
 SCALE: AS SHOWN



Ae Abercrombie & Associates, Inc.
 Civil Engineering & Surveying
 2327 Compton Road, Suite 100
 Columbus, Ohio 43231
 614-389-9141
 www.aberzombieassociates.com

Sheet Title: **SIGHT DISTANCE STUDY**
 Project Title: **AYLOR PROPERTY**
BOONE COUNTY, KENTUCKY

NO.	REVISIONS

Date: **9-17-18**
 Drawn By: **G.R.**
 Checked By: **R.G.R.**
 Scale: **AS SHOWN**

18-005779R(A) (R-SDI-C10)

18-0057 1 1



Front – Predominately
Brick/Stone with some vinyl
siding mixed in.



Side/Rear – Vinyl siding with
more high profile areas
enhanced with brick/stone wrap

Architecture – Material Selection for Townhomes





Front – Predominately
Brick/Stone with some vinyl siding
mixed in.



Side/Rear – Vinyl siding
with more high profile
areas enhanced with
brick/stone wrap

Architecture – Material Selection for Condominiums

