

STAFF REPORT

Request of the Boone County Planning Commission Long Range Planning/Comprehensive Plan Committee to consider the I-275/Graves Road Interchange Study, a land use and zoning study that includes a series of amendments affecting the Boone County Zoning Regulations and Zoning Map. The approximately 2,500 acre Study Area is generally bound by properties that front on the south side of Petersburg Road (KY 20) to the south; Cornerstone Estates Subdivision, Liberty Crossing Subdivision, a portion of Park West International Subdivision, and North Bend Road (KY 237) to the east; Tree Tops Subdivision, Treetops Estates Subdivision, Thornwilde Subdivision, and Williams Road to the north; and Traditions Subdivision to the west.

December 16, 2020

This is a request of the Boone County Planning Commission's Long Range Planning/Comprehensive Plan Committee to consider the I-275/Graves Road Interchange Study and the accompanying text and map amendments to the Boone County Zoning Regulations. The Committee has worked since the fall of 2019 to prepare the Study and is presenting the proposed draft for Planning Commission review as part of the Staff Report (**Exhibit 1**) as well as the Staff Power Point presentation (**Exhibit 2**).

BACKGROUND AND HISTORY

The concept of an interchange on I-275 in the Graves Road vicinity was first mentioned by the Boone County Planning Commission in the mid-1990s as part of the 1995 Boone County Comprehensive Plan. While no exact location or timetable was known, this "possible interchange" was referenced in two places in the Land Use Element of that update. The next year, an interchange at the Graves Road area was shown as an Unfunded Project in the 1996 Boone County Transportation Plan, but was not expected to occur before the year 2020.

During the 2000 Boone County Comprehensive Plan update, areas of Business Park (BP) and High Suburban Density Residential (HSD) were added to the Future Land Use Map in the area, which acknowledged the likelihood of an interchange being built by the end of the 20-year planning horizon. Accompanying text was added to the Land Use Element stating that the designations shown on the Future Land Use Map were dependent on a new interchange.

The Future Land Use Map and text of the next two updates of the Comprehensive Plan in 2005 and 2010 remained basically unchanged as the State-level discussion of building the interchange subsided. However, in the Spring of 2017 when work began on Our Boone County - Plan 2040, the most recent update of the Comprehensive Plan, plans for a Graves Road Interchange on I-275 had begun to move forward. As a result of knowing more accurately where the interchange would be built, adjustments were made to the Future Land Use Map including adding Commercial (C) to the north side of the projected interchange area. Additionally, the Land Use Element included a recommendation to conduct a more detailed study for the area where land uses and zoning in the area could be examine in more detail. Our Boone County - Plan 2040 was adopted in June of 2019.

In September 2019, Judge Executive Gary W. Moore requested that the Boone County Planning Commission conduct a land use and zoning study for the general area of the proposed interchange (**Exhibit 3**). In November 2019, the Boone County Fiscal Court passed a Resolution (**Exhibit 4**) formally requesting the Boone County Planning Commission to conduct the Study bound by a 2,500 acre study area. In December 2019, the Boone County Fiscal Court appointed a nine member citizen stakeholder group (**Exhibit 5**) to share information, ideas, and vision for the Study Area as well as to review data and recommendations during the development of the

Study. In January 2020, the Boone County Fiscal Court passed Ordinance 2020-01 (**Exhibit 6**) which placed a moratorium on the Study Area until October 31, 2020 while the study was being conducted.

The I-275/Graves Road Interchange Study kicked off with the initial meeting of the Stakeholders Group on January 13, 2020 where they discussed the vision for the area as well as reviewing initial data. Following that, an in-person Public Workshop was held on January 28, 2020 in the Hebron Branch Library where over 120 people attended in order to get information and to contribute their ideas, concerns, and vision for the area.

Also in January 2020, as part of the Planning Commission's data analysis for the Study, TEC Engineering, Inc. was retained to review the potential impact of the I-275/Graves Road Interchange on the surrounding road network and to provide potential roadway recommendations. This report, Transportation Planning Study - Graves Road, is included as Appendix II of the I-275/Graves Road Interchange Study. In addition, staff met with representatives from the Boone County Water District as well as the Sanitation District No. 1 (SD1) to gather information on how the area may be served as development commences in the years after completion of the Graves Road Interchange.

A follow-up Stakeholders Group meeting, hosted via live video teleconference, was conducted in May 2020 to review the recommendations of the Transportation Planning Study as well as to review drafts of the first 3 chapters of the I-275/Graves Road Interchange Study. The pandemic prevented any additional large open house meetings so material was routinely placed on the Planning Commission web page for public review during the Summer and Fall. A third Stakeholder Group live video teleconference was held in October 2020 where initial recommendations were presented for review and comment.

During the course of the year, the Long Range Planning/Comprehensive Plan Committee met to review the progress of the Study and provide input and direction. Finally, at the November 4, 2020 Long Range Planning/Comprehensive Plan Committee meeting, the committee recommended that the Study be added as a New Business Item and a Public Hearing was scheduled for December 16, 2020.

CHAPTER 1 - INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) has constructed a new interchange on Interstate I-275 in northern Boone County, KY in cooperation with the Federal Highway Administration (FHWA). The Graves Road interchange (Exit 8) is located between the existing Petersburg (Exit 11) and Hebron/KY-237 (Exit 6, formerly Exit 8) interchanges. The project also includes the realigning and widening of Graves Road and the addition of auxiliary lanes on I-275 between Exit 6 (Hebron/KY 237) and the new interchange. The new Graves Road alignment is a Kentucky State Route with the designation KY 495 while the previous Graves Road remnant will remain a County road. The first phase of the project was completed and opened in November, 2020 and included the ramps on and off I-275 to new Graves Road (KY 495) and Worldwide Boulevard to the north and a realigned portion of Williams Road. The remaining sections of KY 495 from Petersburg Road (KY 20) to North Bend Road (KY 237) is expected to be completed by August, 2022.

The purpose of this Study is to guide development in the area around the new I-275/Graves Road Interchange in order to promote economic vitality and quality of life for residents and/or businesses in the community. The new interchange provides an opportunity to enhance the arrival to Boone County from the interstate system with attractive development designs and

enhanced pedestrian accessibility that will create a highly visible and unique gateway to commercial, employment, and residential opportunities. Furthermore, new Graves Road (KY 495) will provide a unifying north-south corridor through the area and connect the communities of Bullittsville and Hebron with a mix of land uses that work in concert with each other as well as the existing uses in the area.

The 2,500-acre Study Area as determined for this Study (**Exhibit 7**) was based upon topography, land uses, developable properties, and frontage on major roadways affecting the interchange function over the long-term planning horizon (20 years). The entire KYTC project footprint is included within the Study Area. All of Sunchase Meadows Subdivision, Traditions Subdivision, and Watts Road (Sutton's Estates and Branham Farm Subdivision) are included in the Study Area as well as portions of Tree Tops Subdivision, Treetops Estates, Park West International, and Millakin Place Subdivision. I-275 essentially divides the Study Area in half with the northern portion being associated with the Hebron area and the southern half identified as the Bullittsville area. The north-south Graves Road will serve as a unifying function of the two halves of the Study Area. The Hebron area is primarily comprised of residential development with the exception of the south-west portion that includes the western most extent of the Park West International Industrial Park. The southern half, or Bullittsville portion of the Study Area is mostly comprised of larger, undeveloped tracts of land between Petersburg Road (KY 20) and I-275 including the approximately 100-acre Graves Family property at the east end of the area as well as the Holladay properties (approximately 60 acres) and Skyfield LLC land (36 acres) at the west end of the Study Area.

CHAPTER 2 - EXISTING CONDITIONS

This chapter in the Study includes the initial collection of data that make up the existing conditions of the Study Area including the double crossover diamond (DCD) interchange design drawings as released by the KYTC as well as (1) the realignment planned for Graves Road and Williams Road (2) other improvements such as the provision of pedestrian access, intersection improvements, and (3) new roundabout at Graves Road and North Bend Road (KY 237). The chapter also looks at the existing zoning and land use classifications in the area identified by acreages and description of existing and permitted uses. A demographic profile allows for a better understanding of the characteristics of the population in and around the Study Area. Natural and cultural resources were also inventoried and discussed including watersheds, historic structures, archaeological sites, and cemeteries. The chapter concludes with a discussion of the area as it relates to previous plans and studies such as the updates to the Boone County Comprehensive Plan since 1995, the Boone County Transportation Plan 2030 (2005) and the 2018 Boone County Transportation Plan.

CHAPTER 3 - FUTURE CONDITIONS AND ANALYSIS

This chapter looks at future trends expected in the Study Area including population and employment growth assumptions based on already approved plans as well as U.S. Census projections. There are nearly 2,500 yet unbuilt residential units approved in the typically affluent Hebron area (all but 500 single family detached housing) and it is anticipated that once the interchange and associated improvements are completed, additional acreage will be added in both residential and employment uses.

Also examined were the Future Land Uses as depicted in the most recent Comprehensive Plan update, Our Boone County - Plan 2040, which indicates recommended land uses over the next

20-25 years. The general nature of the county-wide Future Land Use designations require that it be examined in more detail when doing a Study like this and, as a result, changes and modifications to it should be expected. The Future Land Uses are identified by acreages and their typical uses discussed. In addition, a close examination of existing and future sanitary sewer and water capacities was undertaken in light of the approximately 1,300 acres of undeveloped land in the Study Area. The Boone County Water District and the Sanitation District No. 1 (SD1) both relied on Future Land Use projections from previous Comprehensive Plan updates to plan for future growth needs in the area and as a result, sanitary sewer and water capacities will be able to meet demand as the area develops.

Lastly, the potential impact of the new interchange on the surrounding road network was examined as the Boone County Planning Commission retained TEC, Engineering, Inc. to perform an analysis and make recommendations. The report, Transportation Planning Study - Graves Road, is included as Appendix II of the Study with its main findings summarized in Chapter 3. A list of several recommendations address the potential for increased traffic volumes as a result of development that is likely to occur due to the new interchange. This was based on the Future Land Use designations of the Our Boone County - Plan 2040 and were considered when developing the Recommendations of this Study.

CHAPTER 4 - RECOMMENDATIONS

The recommendations in this chapter are the result of close examination and analysis of the materials presented in the previous chapters including existing conditions, anticipated growth patterns, and expected impacts on infrastructure. Suggestions from the consultant hired to perform the traffic analysis were factored into the recommendations.

The proposed Future Land Use map (**Exhibit 8**) reflects changes recommended in order to better accommodate anticipated growth patterns in the area resulting from the new interchange. Areas of Business Park (BP) were adjusted to be closer to the actual interchange and even increased in area by 83 acres in order to maximize the proposed Graves Road alignment to the south of I-275. Some modification to the Commercial (C) north of the interchange was made as the exact alignment of Williams Road, Worldwide Boulevard, and Graves Road were finalized. An additional area of Commercial at the intersection of Graves Road and Petersburg Road (KY 20) was added ultimately resulting in a 10-acre increase in that designation from the Our Boone County - Plan 2040 Future Land Use map. This particular area of Commercial at Graves Road and Petersburg Road was added to take advantage of the opportunity to re-establish a “center” of Bullittsville, which has been slowly disappearing over time. High Suburban Density Residential (HSD) was also concentrated closer to this intersection in an effort to reinforce this community center feel. Areas of Rural Density Residential (RD) were replaced by Suburban Density Residential (SD), which would better serve the area as development, and infrastructure improvements occur. Another change to the Future Land Use designations is the addition of a Recreation (R) “corridor” along new Graves Road connecting the Commercial areas north and south of the interchange. This greenway feature, designed to augment the pedestrian friendly design of the new Graves Road, would greet the person coming off the interstate highway with an inviting, landscaped area leading to the commercial, employment, and residential land uses in the area. Incorporating and connecting to this area is stressed in the chapter as it can serve as a conduit connecting the previously separated communities of Hebron and Bullittsville.

For the purposes of delving into more detailed recommendations, the Study Area was divided into six smaller “Focus Areas” (**Exhibit 9**) based on natural and man-made boundaries and/or obstacles. In this chapter, each of the “Focus Areas” has its own zoomed in Future Land Use Map as well as a more detailed narrative of the vision for each, including desired uses within each

Future Land Use category. The recommendations take into account the revised road network, surrounding existing and future land uses, as well as other development scenarios in an attempt to ensure cohesive, coordinated growth and minimize potential negative impacts where possible.

In order to achieve the intended goals of the proposed Future Land Use designations and narrative recommendations, three new zoning districts are proposed. The three new zoning classifications are Graves Road Residential (GR-R), Graves Road Commercial (GR-C), and Graves Road Business Park (GR-BP). The areas where they apply are depicted on **Exhibit 10**. These districts were created based on primarily undeveloped or likely to redevelop property with Future Land Use designations of High Suburban Density Residential (HSD), Commercial (C), and Business Park (BP). Descriptions of each of the three new districts are provided in the chapter including the purpose, permitted uses, and intensity.

The creation of a Graves Road Special Sign District is also recommended in the chapter and is applicable to the area contained in the three new Graves Road zoning districts. The purpose of this Special Sign District is to encourage the minimal, but effective use of signage adequate to identify developments while striving for aesthetically pleasing design similar to other Special Sign Districts in Boone County such as the Mall Road Overlay Sign District and the Houston-Donaldson Study Area Special Sign District.

The Recommendations chapter also outlines Development Standards that are to apply to all development proposals within the three new zoning districts concerning issues such as building setbacks, side and rear yards, building height, on-site utilities, private driveways and access, parking, as well as buffering and landscaping. Furthermore, a set of Design Requirements are listed which outlines the aesthetic (or cosmetic) design of all commercial and industrial buildings in the Study Area. The purpose of these guidelines is to promote consistency in design within the area and address architectural design standards such as building materials, facades, roof forms, windows and doors, exterior wall colors, and site furniture (benches, tables, bike racks, etc.). They also look at screening of mechanical equipment, loading and unloading areas, outside storage, and trash areas.

Lastly, the chapter establishes both a “short” and a “long” review process in the new zoning districts. The “short” review process is available for new development, redevelopment, and uses that comply with the Study’s recommendations and permitted uses as described in the applicable Focus Area text and Zoning descriptions as determined by the Zoning Administrator. This “short” review consists of an administrative Site Plan Review and Subdivision Review per Article 30 of the Boone County Zoning Regulations and Article 2 of the Boone County Subdivision Regulations. If the proposal is determined not to be in compliance with all of the recommendations, a “long” review process is enacted. In this case, prior to the administrative Site Plan and Subdivision Review process, the development proposal must be approved through the Concept Development Plan or Zoning Map Amendment process per Article 3 and/or Article 15 of the Boone County Zoning Regulations and would require a Public Hearing before the Planning Commission, a recommendation by the Planning Commission to Boone County Fiscal Court, and final action by Boone County Fiscal Court.

RELATIONSHIP TO COMPREHENSIVE PLAN

The I-275/Graves Road Interchange Study was created to help further define the direction and guidance for this area as mentioned in Our Boone County - Plan 2040 (adopted in June 2019). While this Study does not replace Our Boone County - Plan 2040, it is designed to be a furtherance of the Comprehensive Plan’s recommendations that called for a detailed specific plan to be prepared for the anticipated I-275 interchange in the Graves Road area. Upon adoption,

the I-275/Graves Road Interchange Study will be used in the review of any requests in the Study Area that come before the Boone County Planning Commission in conjunction with the adopted Our Boone County - Plan 2040. As a result, changes to the Land Use text and Future Land Use map will need to be made during the next update of the Comprehensive Plan. The recommendations contained in this Study may also be evaluated during the next five year update of the Comprehensive Plan.

RELATIONSHIP TO ZONING REGULATIONS AND MAP

The adoption of the I-275/Graves Road Interchange Study will serve as an amendment to the Boone County Zoning Regulations (both text and map) and includes the creation of zoning classifications, district boundaries, uses, descriptions, and other relevant information needed to administer the three (3) newly created zoning districts.

CONCLUSION

The I-275/Graves Road Interchange Study should be reviewed as to how it promotes and builds upon Our Boone County - Plan 2040 by providing a guide for development in an important 2,500 acre Study Area. Should this Study be approved and adopted, the zoning map and text changes described in this report, as included as Appendix III in the I-275/Graves Road Interchange Study, will appear as new zoning districts in the Boone County Zoning Regulations and on the zoning map.

Respectfully submitted,



Robert A. Jonas, AICP
Director of Planning Services



Matthew E. Becher, AICP
Rural/Open Space Planner

Exhibits:

1. I-275/Graves Road Interchange Study
2. Public Hearing Power Point Presentation
3. Request of Judge Executive Gary W. Moore to perform study
4. Resolution of Boone County Fiscal Court to perform study
5. Resolution of Boone County Fiscal Court forming Stakeholders Group
6. Ordinance of Boone County Fiscal Court placing moratorium on Study Area
7. Map: Study Area
8. Map: Proposed Future Land Use Map
9. Map: Focus Areas
10. Map: Proposed Zoning Districts

EXHIBIT

“B”

LONG RANGE PLANNING/COMPREHENSIVE PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Bob Schwenke, Chairman

DATE: January 20, 2021

RE: Request of the Boone County Planning Commission Long Range Planning/Comprehensive Plan Committee to consider the I-275/Graves Road Interchange Study, a land use and zoning study which includes a series of amendments that affect the Boone County Zoning Regulations and Zoning Map. The approximately 2,500 acre Study Area is generally bound by properties that front on the south side of Petersburg Road (KY 20) to the south; Cornerstone Estates Subdivision, Liberty Crossing Subdivision, a portion of Park West International Subdivision, and North Bend Road (KY 237) to the east; Tree Tops Subdivision, Treetops Estates Subdivision, Thornwilde Subdivision, and Williams Road to the north; and the rear boundary of Traditions Subdivision to the west.

REMARKS:

We, the Committee, recommend approval of the request based upon the following Findings of Fact and with the subsequent Revisions to the I-275/Graves Road Interchange Study (Exhibit A – plan document and zoning text and map amendments).

FINDINGS OF FACT

The Committee has determined that the I-275/Graves Road Interchange Study and its proposed Future Land Use and Zoning Regulations (both map and text) are in agreement with and are designed to further detail the Our Boone County - Plan 2040 Comprehensive Plan and Boone County Zoning Regulations. Specific references to Our Boone County - Plan 2040 and the Goals and Objectives are outlined in the Staff Report for this request.

The recommendations of the I-275/Graves Road Interchange Study are based on extensive land use, traffic, and infrastructure analysis and presents a logical progression of land uses as a result of infrastructure improvements underway and completed.

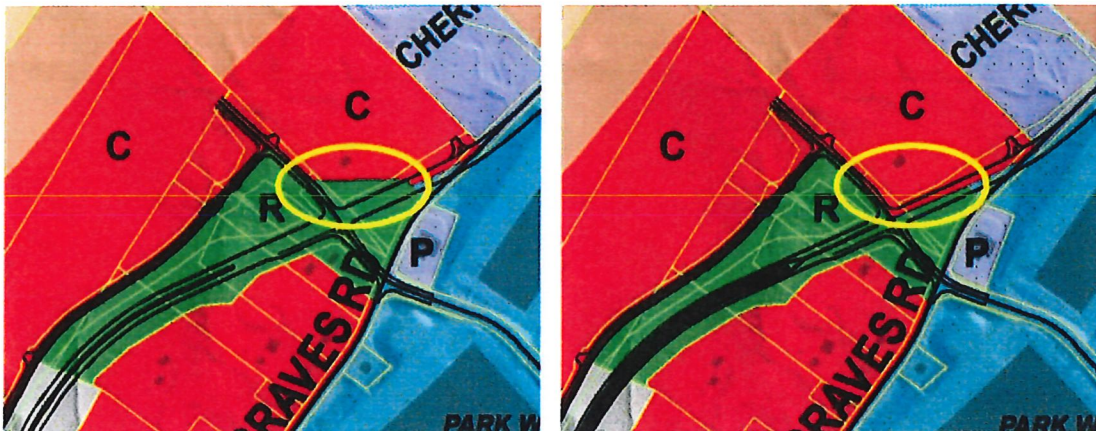
The I-275/Graves Road Interchange Study was intended to study in more detail proposed roadways, land use patterns, and new economic development opportunities as a result of the new interchange and make land use and zoning recommendations based on this analysis. The I-275/Graves Road Interchange Study accomplishes this by arriving at very specific

recommendations while incorporating built-in flexibility to accommodate unforeseen changes in the Study Area over the coming years.

REVISIONS

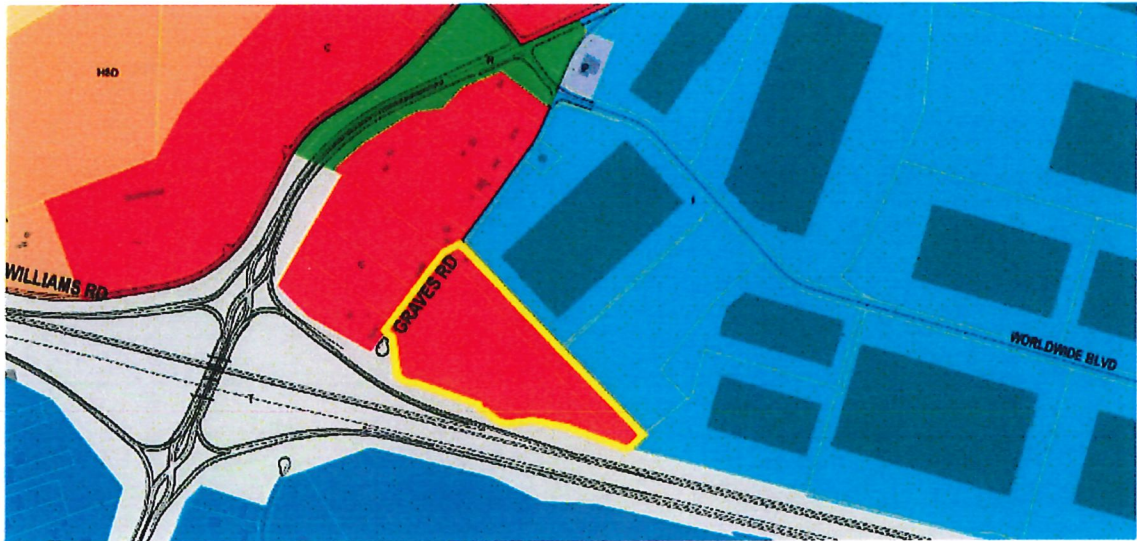
Based on the testimony and evidence given and entered into the record at the December 16, 2020 Public Hearing and subsequent Long Range Planning/Comprehensive Plan Committee meeting on January 6, 2021, the Committee recommends the following revisions to the I-275/Graves Road Interchange Study (November 13, 2020 draft). New text to be added is shown as double-underlined while text to be removed is ~~struck-out~~. When adopted, these changes will be incorporated into the final plan document and Zoning Regulations.

1. Chapter 4 - Recommendations - 4.1 Future Land Use - Future Land Use map (p. 26; p. 31): Change the 0.3 acre area of Recreation (R) on the south-west corner of the Arlinghaus property at the corner of new Graves Road and Worldwide Boulevard to Commercial (C).



2. Chapter 4 - Recommendations - 4.1 Future Land Use - Focus Area B (p. 32):
 - Add to the middle paragraph so that it reads as follows, *“While the 13-acre triangular area of at the southeast end of old Graves Road (between Park West and I-275) is shown as Commercial (C), it could also be developed as Industrial (I), possibly as part of an expansion of one of the warehouse operations that front on Worldwide Boulevard. In the event that this triangular property ~~develops~~ is desired to be developed as Industrial (I), a Zoning Map Amendment must be requested. In addition, access to the property must should be from Worldwide Boulevard through Park West International development and not via because old Graves Road cannot support heavy truck traffic. However, access from old Graves Road for industrial development can occur if the developer submits a traffic impact study and demonstrates a low volume of truck traffic or if the developer agrees to*

make improvements to old Graves Road based upon the traffic impact study and approval from the Boone County Fiscal Court."



3. Chapter 4 - Recommendations - 4.1 Future Land Use - Focus Area E (p. 39):
Amend the bottom paragraph so that it reads as follows, *"Commercial and retail-related uses shall be limited within a quarter mile of the interchange area with an immediate transition into the office park type uses instead of a strip of commercial uses."*
4. Chapter 4 - Recommendations - 4.2 Zoning (p. 44):
Amend Principally Permitted Use item #5 in the Graves Road Business Park (GR-BP) district to read as follows, *"Wholesale storage and distribution, manufacturing, and assembly of finished products or parts, including sorting and kitting, warehousing, and sales of such products, but excluding basic industrial processing [these logistics and light-industry uses are limited to a maximum building size of 350,000 sq. ft. and the development area/parcel, combined with any already existing developments, shall not exceed more than ~~30%~~ 45% of the overall area of the GR-BP district]*";*
5. Chapter 4 - Recommendations - 4.4 Development Standards (p. 53):
Amend the first paragraph to read as follows, *"The following development standards apply to all development proposals within the three Graves Road Districts (GR-BP, GR-C, GR-R). Deviation from these requirements may be considered by the Zoning Administrator provided the proposal will (1) create an equivalent or superior solution to the requirement in question and (2) not compromise the character of the standards intended by the normal requirement. Variances may be requested per the Board of Adjustment procedures in the*

Boone County Zoning Regulations. The standards in the currently adopted Boone County Zoning Regulations will be followed for topics not specifically addressed in this Study.”;

6. Chapter 4 - Recommendations - 4.5 Design Requirements (p. 57):

Amend the first paragraph to read as follows, “This section outlines the aesthetic or cosmetic design requirements that apply to all commercial and industrial buildings and sites in the Study Area. These guidelines are intended to promote design consistency within the Study Area and structures that are visually interesting, substantive, and adaptable over time. Based on these objectives, standardized corporate franchise/chain style architectural designs shall not be used unless they meet the design requirements set forth and can be reasonably adapted for future users without leaving earlier “trademark” features behind. In situations where corporate architecture is considered appropriate or preferred for specific reasons, deviation from these requirements may be considered by the Zoning Administrator provided the proposal will (1) create an equivalent or superior solution to the requirement in question and (2) not compromise the design character intended by the normal requirement.”;

7. Chapter 4 - Recommendations - 4.7 Adoption And Implementation (p. 62):

Amend the first paragraph in the section to read as follows, “The I-275/Graves Road Interchange Study was created to help further define the direction and guidance for this area as mentioned in Our Boone County - Plan 2040 and adopted in June 2019. While this Study does not replace Our Boone County - Plan 2040, it is designed to be a furtherance of the Comprehensive Plan’s recommendations that called for a detailed specific plan to be prepared for the anticipated I-275 interchange in the Graves Road area. Upon adoption, the I-275/Graves Road Interchange Study will be used in the review of any requests in the Study Area that come before the Boone County Planning Commission in conjunction with the adopted Our Boone County - Plan 2040. As a result, changes to the Land Use text and Future Land Use map will need to be made during the next update of the Comprehensive Plan. The I-275/Graves Road Interchange Study shall be reevaluated three (3) years after adoption in order to assess development patterns and infrastructure improvements already in place and those planned in the future in order to meet the goals of the Study. In addition, it will also be an opportunity to evaluate the impact of the completion of all the interchange road improvements to determine if any changes in land use or zoning are needed in the Study.”

CONCLUSION

The I-275/Graves Road Interchange Study and the revisions recommended in this Committee Report address a very important 2,500 acre area of Boone County. The Committee believes that because of the extensive analysis and public involvement utilized, this Study presents a

comprehensive and reasonable approach to promoting economic vitality and quality of life for residents, land owners, and/or businesses in the community through the land use and zoning contained herein.

A copy of the Public Hearing minutes accompanies the findings and recommendation serving as a summary of the evidence and testimony presented by the proponents and opponents of this request. Attached is the signature page for the Long Range Planning/Comprehensive Plan Committee vote.

LONG RANGE PLANNING/COMP PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Bob Schwenke, Chairman

DATE: January 6, 2021

RE: Request of the **Boone County Planning Commission Long Range Planning/Comprehensive Plan Committee** to consider the I-275/Graves Road Interchange Study, a land use and zoning study which includes a series of amendments that affect the Boone County Zoning Regulations and Zoning Map. The approximately 2,500 acre Study Area is generally bound by properties that front on the south side of Petersburg Road (KY 20) to the south; Cornerstone Estates Subdivision; Liberty Crossing Subdivision, a portion of Park West International Subdivision, and North Bend Road (KY 237) to the east; Tree Tops Subdivision, Treetops Estates Subdivision, Thornwilde Subdivision, and Williams Road to the north; and the rear boundary of Traditions Subdivision to the west.

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 changes if deemed necessary in order to complete the Committee Report.

Bob Schwenke, Chairman

For Against _____
Abstain _____ Absent _____
Deferred _____

Kim Patton

For Against _____
Abstain _____ Absent _____
Deferred _____

Tom Szurlinski

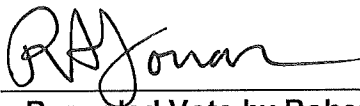
For Against _____
Abstain _____ Absent _____
Deferred _____

Steve Turner

For Against _____
Abstain _____ Absent _____
Deferred _____

Janet Kegley

For Against _____
Abstain _____ Absent _____
Deferred _____



Recorded Vote by Robert Jonas,
Director, Planning Services

TOTAL: _____ DEFERRED 5 FOR _____ AGAINST _____ ABSTAIN
_____ ABSENT

**BOONE COUNTY PLANNING COMMISSION
VIA LIVE VIDEO TELECONFERENCE
BURLINGTON, KENTUCKY
PUBLIC HEARING
DECEMBER 16, 2020
7:30 P.M.**

Chairman Rolfsen opened the Public Hearing at 7:30 p.m. and welcomed everyone to the Planning Commission's December 16, 2020 Public Hearing via Live Video Teleconference.

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Kim Bunger, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Hellman
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Don McMillian
Mrs. Katie Nolan
Mr. Kim Patton, Vice Chairman
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mr. Tom Szurlinski
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Brad Shipe

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Robert A. Jonas, AICP, Director, Planning Services
Mr. Matthew Becher, AICP, Rural/Open Space Planner
Mr. John Harney, GISP, GIS System Administrator

Chairman Rolfsen introduced the first item on the Agenda at 7:30 p.m.

I-275/GRAVES ROAD INTERCHANGE STUDY – Bob Schwenke, Chairman, Robert Jonas, Matt Becher, Staff

Request of the Boone County Planning Commission Long Range Planning/Comprehensive Plan Committee to consider the I-275/Graves Road Interchange Study, a land use and zoning study which includes a series of amendments that affect the Boone County Zoning Regulations and Zoning Map. The approximately 2,500 acre Study Area is generally bound by properties that front on the south side of Petersburg Road (KY 20) to the south; Cornerstone Estates Subdivision, Liberty Crossing Subdivision, a portion of Park West International Subdivision, and North Bend Road (KY 237) to the east; Tree Tops Subdivision, Treetops Estates Subdivision, Thornwilde Subdivision, and Williams Road to the north; and the rear boundary of Traditions Subdivision to the west.

Staff Member, Robert Jonas, presented the Staff Report, which included a PowerPoint presentation. For the record, the Staff Report is being entered into the record along with numerous exhibits. The exhibits are listed in the back of the Staff Report. There are 10 exhibits in the Staff Report and he will be referring to them as he completes his presentation. Exhibit 1 represents the complete draft of the I-275/Graves Road Interchange Study. This PowerPoint presentation is also included in the Staff Report and it is Exhibit 2. The Background and History of the Graves Road Interchange dates back to 1995 as it appears in each Comprehensive Plan since then. The Plan at the time was called A Vision For The Year 2020 and it recognized the possibility of a new I-275 Interchange between the Hebron and Petersburg Interchanges. At the time, the Staff assumed the new interchange would be in the Graves Road area. In 2016, the Kentucky Transportation Cabinet moved forward to conduct an Interchange Justification Study (IJS). In 2019, the Fiscal Court asked the Planning Commission to conduct a land use and zoning study (see Exhibits 3 and 4). In December, 2019, Judge/Executive Gary Moore formed a Graves Road Stakeholders Group comprised of 9 people who lived or did business in the Graves Road/Hebron area. The group was a sounding board for reviewing the Study. In January, 2020, the Fiscal Court issued a development moratorium for the Study area (Exhibit 6). In January, 2020, work began on the construction of the interchange. The ultimate construction of the entire interchange is scheduled to be completed by August, 2022. Mr. Jonas noted that the Staff relied heavily on public participation. The Stakeholders Group was formed and met several times in 2020 – January, May and October, 2020. A public workshop was held at the new Hebron library in January, 2020. Over 100 people attended the workshop. We also generated an email list of over 120 interested property citizens. Drafted materials were posted on the Planning Commission's web site. Face to face contact was limited due to COVID 19. The Staff used the "Our Boone County" Facebook page for posting material. This page has over 1,500 followers. Zoom meetings were also held.

The Interchange Study includes an Introduction which states why the Study is being done. Existing and Future Conditions/Analysis are included. Ultimately, the Study resulted in a set of recommendations based on the Future Conditions and Analysis. A Transportation Study was prepared by TEC Engineering, Inc. and is included in the Study along with proposed text changes to the existing Zoning Regulations. Chapter 1 is the Introduction for the Study. It includes the Purpose and Goals of the Study. It is intended to guide development to promote economic vitality and quality of life. It is also intended to create a unique gateway to employment, commercial and

residential opportunities. It encourages attractive building and site designs with enhanced pedestrian accessibility. The Study Area is defined to be 2,500 acres in size. Chapter 2 is Existing Conditions and it includes the Kentucky Transportation Cabinet design drawings for the new interchange, existing zoning and land use, demographics, natural and cultural resources (historic sites and structures, cemeteries, etc.) and finally, previous comprehensive and transportation plans. Chapter 3 is Future Conditions and Analysis. This Chapter includes population and employment projections, future land use analysis, utility analysis (water and sanitary sewer) and the traffic study performed by TEC Engineering, Inc. The utility analysis dealt with existing and future capacity limits. Transportation recommendations are included in this chapter. Chapter 4 includes recommendations for designating the Future Land Use, Zoning, Signage, Development Standards, Design Requirements and the Review Process. Changes to the Future Land Use are based on the exact location of the new interchange. The Business Park (BP) classification increased and shifted towards the new interchange. A commercial node was added at Graves Road and KY 20 and adjustments were made on the north side of the interchange. Finally, Suburban Density Residential (SD) was added to replace Rural Density Residential (RD) at the west end of KY 20. In addition, Focus Areas were created to provide more detailed description of the zoning recommendations. Six Focus Areas were created in order to breakdown the larger areas north and south of the interchange. Focus Area A is 647 acres and it includes Traditions Golf Course Subdivision. There are no significant Future Land Use Changes contemplated in this area. Improvements to Williams Road is the key as this area develops over time. Focus Area B is 455 acres in size. This area was realigned from the Comprehensive Plan's recommendation. The proposed east Commercial area may include interstate uses (e.g. hotel, restaurant, etc.). The triangular parcel is recommended to be changed from Industrial to Commercial due to the condition of the old Graves Road. However, in the text of the Study, if someone wants to develop this parcel for an industrial use, it can be done as long as it is accessed through Park West Subdivision off World Wide Boulevard. The remainder of the Commercial Uses on the west side of new Graves Road should be neighborhood mixed use and smaller scale Commercial Uses since the site is surrounded by future Residential Uses. Finally, the proposed Residential Uses located behind the commercial area would be accessed through the commercial area. Improvements to Williams Road will be needed as the area develops. There is an opportunity for an entranceway greenspace corridor utilizing the existing right of way in the area. This planned green corridor will allow the exit to become different or unique to Boone County. A lot of the green corridor is State right-of-way and it can be an arrival piece.

Focus Area C includes 317 acres. High Suburban Density Residential (HSD) land uses are recommended in this corridor. Multi-family housing is recommended only on the southeast side of Graves Road. HSD serves as a transition from the Commercial and Industrial uses to the existing single-family residential housing in the area. The library site could include future outdoor and public recreational uses and possibly a small expansion of the Park West Industrial Subdivision. Focus Area D begins on the south side of I-275. It contains 545 acres. It is primarily recommended as Suburban Density Residential (HSD) due to knowing the location of the interchange and to be compatible with the residential development pattern to the west. There are no planned changes south of KY 20. The key component in Focus Area D is the availability of sanitary sewer that will drive development as well as the condition of KY 20 itself. Focus Area E consists of 385 acres. Almost all of this area is recommended to be Business Park (BP). Suburban Density Residential is recommended south of Focus Area E. The Watts Road area separates the large BP properties located on KY 20 to the west from new Graves Road. The

east area is accessed by the proposed Litton Lane connection to new Graves Road. This is a high visibility area for a mix of office, research, warehouse, light industrial uses in a park-like setting. The Watts Road area could remain residential but also could be recommended as part of a bigger BP development. The green recreation corridor mentioned on the north side could continue south along new Graves Road. The interchange is very pedestrian friendly. Also included in the recreation area is the historic Allie Corn House.

Focus Area F is 132 acres in size. There is an opportunity to re-establish Bullittsville as a "place." A small neighborhood commercial node would be created to serve local residents instead of highway traffic. This would be at the intersection of the new Graves Road and KY 20. The green corridor extends north to connect to the commercial area north of I-275. There would also be increased residential density on the south side of KY 20.

Mr. Jonas asked how do we accomplish these recommended land uses? He answered by stating that Chapter 4 includes recommendations for new zoning. Zoning is a tool to achieve the Future Land Use vision in the Focus Area descriptions. A Graves Road Zoning District was created for the HSD, C and BP on the Future Land Use Map. Three new zoning districts were created: Graves Road Residential, Graves Road Commercial and Graves Road Business Park. The Graves Road Residential (GR-R) Zoning District consists of 314 acres on both sides of the interchange. It calls for compact, higher density residential uses. It provides a good transition between BP and C uses to typical residential uses. It allows single-family homes, patio homes, landminiums, townhouses, duplexes up to 8 units per acre and multi-family (apartments units up to 12 units per acre). The Graves Road Commercial (GR-C) Zoning District consists of 136 acres split in 2 areas. The larger area to the north and the smaller to the south. It allows for standalone retail and mixed use commercial/residential uses (1st floor commercial). The planned commercial areas would support both local residential base and business functions around the interchange area. It is designed for both vehicular and pedestrian traffic and have bicycle access. Finally, Graves Road Business Park (GR-BP) Zoning District consists of 386 acres. It suggests a mixture of office, research, business commercial and light industrial. It supports the idea of establishing a professional corporate office center. There are restrictions on logistics/light industrial uses. The uses cannot exceed 30% of the entire district (approximately 116 acres). The maximum building size shall not exceed 350,000 square feet. These restrictions are based on public comments and feedback about truck traffic and parking from heavy transportation uses. The Business Park (BP) designation was never intended for industrial uses as noted in the previous Comprehensive Plans dating as far back as 1995. If the maximum percentage of light industrial uses is 30%, it makes sense to break the potential use into smaller buildings to allow more sites. In addition, there is a limit of commercial uses in a GR-BP Zoning District. It shall not exceed 20% of the entire district or approximately 77 acres out of 386 acres. The commercial uses would be limited to those supporting business park activities.

Mr. Matt Becher stated that there are regulations being proposed for signage, development standards and design review. It is patterned after the regulations that were established for Mall Road 8-9 years ago. It is nothing new or dramatic that the development community has not seen before. Free standing signs are allowed and outlots are allowed. An outlot would have an option of an 8 foot high, 60 square foot monument sign. There are examples of this on Mall Road. These signs can complement each other based upon materials used. Mr. Becher showed an example

(BJ's Brewhouse) of a monument sign from Mall Road. The material used on the building is used on the monument sign. He also referred to screened dumpster areas. The proposed Development Standards also include building setbacks and height (60 feet maximum), underground utilities, parking, landscaping/buffers and a street frontage plaza option. The proposed Design Standards will produce overall better looking buildings. He showed photographs of Menard's and Planet Fitness buildings. He noted the roof form, building materials, facades, site furniture, fences and lighting. It allows for better designed buildings. Mr. Becher concluded by saying that these regulations were the result of suggestions by the public and Staff for better design and signage requirements.

Mr. Jonas referenced the two tracks for receiving projects. The Zoning Administrator would make the decision which review process is applied. One is the short review process where a project is in agreement with the Study or Focus Area descriptions and recommendations followed by the Long Review Process where the proposed project is not in agreement with the Study. The Short Review Process would entail submitting a Site Plan for review. The Long Review Process would entail submitting an application for a Public Hearing. He referred to a flow chart. Mr. Jonas also entered into the record and referred to Exhibit 11, which represents the 8 comments received prior to the Public Hearing. Those were previously distributed to the Board Members. In addition, there was a late addition to the list of comments. One additional letter was received from Mr. Bryan Dunham. It is also included as part of the record.

Mr. Jonas concluded that the Study itself should be reviewed as to how it promotes and builds upon Our Boone County – Plan 2040 by providing a guide for development in an important 2,500 acre Study Area. Should this Study be approved and adopted, the Zoning Map and Text Changes described in this report, as included in Appendix III in the I-275/Graves Road Interchange Study, will appear as new Zoning Districts in the Boone County Zoning Regulations and on the Zoning Map. Furthermore, changes to the Land Use text and Future Land Use map will need to be made during the next update of the Comprehensive Plan. The recommendations contained in this Study may also be evaluated during the next five year update of the Comprehensive Plan.

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

Mr. Dan Tobergte stated that he is representing Doug and Donna Connor's property. It is 22 acres in size. He already submitted a letter on the changes that have partially been made. The Connors are very pleased with the BP zoning that is being projected for their properties. These properties are located south of the interchange and close to KY 495. They have a concern about the properties to the south of them that are projected to be HSD Residential. That is going to be a problem or detrimental to developers as having residential so close to BP. Residential, athletic fields, playgrounds, churches are counter to a Business Park setting. The concept is to accommodate the Business Park setting by extending it to the south by 18 acres and rezone 3 acres along KY 20 to a commercial zone. He asked the Planning Commission to continue to study the area and he may get a civil engineer firm involved to look at what the proper distances and setbacks are to be by taking the residential zoning out. It would result in maximizing the development potential for a \$55 million interchange investment.

Mr. Gary Smith, 3010 Bullittsville Road, stated that he is the first house on the west side of the new interchange of KY 20. How is this going to impact his property if Bullittsville Road is widened?

Mr. Jonas replied that the widening of Bullittsville Road is not part of the Study. Generally, there is more opportunity for Higher Density Residential in the area. There is no basis to require anyone to move as the property owner will make that decision at the appropriate time. If there is any idea of purchasing any right-of-way, it is not part of this Study.

Mr. Steve Dallas, an attorney representing Mr. Bill Stapleton, stated the Mr. Stapleton is one of the property owners that Mr. Tobergte was talking about previously. Part of the property is zoned Commercial, Recreation and HSD. The HSD portion is very small and it does not lend itself to the Commercial zone. Mr. Dallas requested that the Stapleton's parcel be rezoned to Business Park.

Mr. Brian Dunham stated that he and Mr. David Wallace represent the Graves Family. The Graves Family owns about 128 acres. The property is well suited to light industrial before the Graves Road Interchange was built. Now that the interchange is in, it is better suited for Industrial. The property is under contract for sale. Looking at what is recommended and what the County has dealt with Business Park development in the past, they are concerned about how it will impact them. The 11 acre triangular parcel on the north side of I-275 was previously labeled Industrial, but is now shown as Commercial with Industrial as an option. They would rather have it developed as Industrial. The concern is that Commercial will not develop there for a number of years. Industrial currently exists on both sides. If it would remain Commercial, then he would like to change the language in the Study that the access would not have come through Park West Subdivision to allow an industrial use with light truck traffic to come through Old Graves Road. The proposed Litton Lane extension planned for the Graves Farm is a burden for any developer. Perhaps, there could be a public project or the establishment of a TIF to meet this infrastructure requirement. A desire to have corporate research campus is a rare item these days. Every County is trying to recruit this type of development. The fear is that with the 30% restrictions on light industrial uses, neighbors will be competing against each other. It will impact them less since they have a buyer. Is that fair for other people in the Business Park category? Perhaps the 30% could be increased to 45%? They are opposed to the maximum size of an industrial building used for logistics purposes. He understands the reasons to break up a 1,000,000 square foot building. Their site can accommodate a 600,000 square foot range building and the other 2 buildings would not exceed the 350,000 square foot figure. He asked the Board to reconsider the 350,000 square foot figure? Mr. Dunham did state that he submit a letter outlining these items for tonight's Public Hearing. He invited a few members of the Graves Family to share some of their thoughts.

Ms. Sue Graves Spaulding, 2272 Williams Road, gave a history of the Graves Family arriving to Boone County in 1798. The family signed a contract to sell the land that they farmed for years in late 2019 prior to the moratorium. The family has a rich history of providing service to the community including government, the Fair Board and 4H. They have contributed to Boone County and asked the Board to be fair by allowing Industrial on their farm. The family is asking for equal farm rights by selling just like the Smiths, Utz, Ravenscrafts, the Muldoons and Jay Acres. The restrictions of the 200 foot buffer is equivalent to 9 acres of land and it will affect their income by \$1 million. The extension of Litton Lane will impact the sale of the property by \$1 million. BP zoning decreases their total income. Boone County can receive Industrial zoning money from development now versus Business Park and HSD in long term planning.

Ms. Sally Rose Burchman, stated that the farm is a family legacy and they have had interested buyers years ago. They chose not to do anything. They had planned for this sale someday. It kind

of blew up or didn't happen that way. We would like to get the items resolved fairly. We don't want this to continue to the next generation. It is not fair to them because they have a contract.

Mr. Randy Graves, 2807 Graves Road (Allie Corn House), appreciates all the work the Planning Commission has put into the Plan. He hates to see the farm or Boone County change. He would like to get the maximum dollar for the farm since he and his family has lived on it for a number of years. If Litton Lane is extended, it makes sense to continue the Industrial zoning since it already exists on the east side. He rather see Business Park rather than any type of High Density Residential. He would like to see a change is the percentage along with the maximum size of a building.

Mr. Dunham explained that the Graves Family interviewed over a dozen developers. They had multiple developers submitting bids. They selected one that wasn't going to pay them the most dollar.

Mr. Dale Holladay, 3358 Petersburg Road, stated that he has 80 acres. He doesn't support the 30% figure because it leaves people out. The percentages need to be taken off.

Mr. Bob Schroder, Arlinghaus Builders, stated that he already submitted a letter. He expressed a concern about the green space, the uses and the design standards.

Mr. David Tepe, asked what was the time line to complete the Study and Zoning? Mr. Jonas responded that the zoning would take effect once the Study is adopted by the Boone County Planning Commission and the Boone County Fiscal Court.

Mr. David Kappleman, 2854 Watts Road, inquired how deed restrictions would affect taxes or property resale? Mr. Costello replied that generally until the improvements are made on the property based on the new zoning, values most likely will not change. Land is not appraised solely on zoning. It is also on other factors. The Boone County PVA is responsible for appraising land and buildings and taxing entities set their own tax rates. Property valuations are based on the use of the property and improvements to the property. Mr. Costello stated that as long as the property is continuously used for residential purposes, it can continue even though the zoning may have changed as a result of the Study.

Mr. Scott Goodridge, 2928 Petersburg Road, stated that he agrees with the Connors and they are the neighbors to the south. They agree with extending the Commercial down KY 20. They have 16 acres and it runs along Presidential Drive and the power lines. They lost an easement domain case with the power company. Mr. Jonas referenced a map showing what Mr. Goodridge is talking about in his suggestions. They would like to extend the BP further south and Commercial south to KY 20. The HSD Residential would then be eliminated. The back portion of the site is a flat field suitable for development. In the past, they have turned developers down most recently in January/February, 2020.

Ms. Rebecca Young, 2745 Watts Road asked once the zoning is changed on Watts Road, who will purchase the current residential property on Watts Road? Mr. Jonas responded that there is no way to know who will purchase the property if no one is willing to sell the property. Just because the zoning is changed doesn't mean someone has to move. One scenario would be if a group of

property owners would get together and market their property for sale to a developer. It is totally up to the homeowners themselves.

Chairman Rolfsen asked if any Board Members had questions or comments?

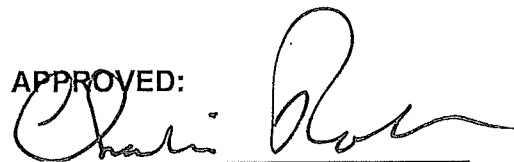
Seeing no one, the Chairman recognized one other person in the audience.

Mr. James Hutchison, 3073 Petersburg Road, inquired about access from the BP area to KY 20? KY 20 is already busy. Mr. Jonas stressed the need to upgrade Petersburg Road but also Williams Road. Not all of what is recommended will happen immediately. There will be some time for improvements. Mr. Jonas agreed that it was one of the reasons for not extending the BP to KY 20 since there is no funding for widening KY 20. It is not in the 6 year Transportation Plan at this point. Watts Road sort of blocks access to the western part of the Study area without having to travel onto KY 20. Chairman Rolfsen mentioned that if the Commercial is extended to KY 20, it would also need to be expanded even without excluding the BP south to KY 20. It is a process to get the road improvement in place. There is safety concern about the existing roadways given the proposed zoning.

Mr. Dan Tobergte, stated that he was speaking on behalf of Sandy and Paul Lageman, who are having trouble connecting to the meeting. They live at 2401 Graves Road and Mr. Lageman thinks there is too much HSD Residential proposed in the Study. Mr. Jonas noted that the Study actually reduces the amount of HSD Residential by 100 acres when comparing it with Our Boone County - 2040 Plan.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on January 6, 2021 at 5:00 P.M. via Live Video Teleconference. This item will be on the Agenda for the Business Meeting on January 20, 2021 at 7:00 p.m. If someone wants to observe the Committee Meeting please contact the office and provide the necessary information for logging into the meeting. The Chairman closed the Public Hearing at 8:56 p.m.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

**BOONE COUNTY PLANNING COMMISSION
VIA LIVE VIDEO TELECONFERENCE
BURLINGTON, KENTUCKY
BUSINESS MEETING
JANUARY 20, 2021
7:00 P.M.**

Chairman Rolfsen opened the Business Meeting at 7:00 p.m. and welcomed everyone to the Planning Commission's January 20, 2021 Business Meeting. The Boone County Planning Commission, pursuant to KRS 61.826, Kentucky Senate Bill 150 and OAG 20-05, is conducting its regularly scheduled meeting on Wednesday, January 20, 2021 at 7:00 p.m. via live video teleconference. This meeting format has been necessitated due to the state of emergency regarding the threats to public health presented by the novel Coronavirus (COVID-19) pandemic.

COMMISSION MEMBERS PRESENT:

Mrs. Olivia Amlung
Mr. Randy Bessler
Mr. Kim Bungler, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Don McMillian
Mr. Kim Patton, Vice Chairman
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mr. Tom Szurlinski
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Robert A. Jonas, AICP, Director, Planning Services
Mr. Matthew Becher, AICP, Rural/Open Space Planner
Mr. Michael D. Schwartz, Planner
Mr. John Harney, GISP, GIS Systems Administrator

APPROVAL OF THE MINUTES:

Chairman Rolfsen stated that the Commissioners received copies of the Minutes from the January 6, 2021 Business Meeting and Public Hearing. Chairman Rolfsen asked if there were any other comments or corrections? **Mr. Harper moved to approve the Minutes as presented. Mr. Patton seconded the motion and it carried unanimously.**

I-275/GRAVES ROAD INTERCHANGE STUDY - Robert Jonas, Matt Becher, Staff

Request of the Boone County Planning Commission Long Range Planning/Comprehensive Plan Committee to consider the I-275/Graves Road Interchange Study, a land use and zoning study which includes a series of amendments that affect the Boone County Zoning Regulations and Zoning Map. The approximately 2,500 acre Study Area is generally bound by properties that front on the south side of Petersburg Road (KY 20) to the south; Cornerstone Estates Subdivision, Liberty Crossing Subdivision, a portion of Park West International Subdivision, and North Bend Road (KY 237) to the east; Tree Tops Subdivision, Treetops Estates Subdivision, Thornwilde Subdivision, and Williams Road to the north; and the rear boundary of Traditions Subdivision to the west.

Staff Member, Bob Jonas, read the Committee Report, which recommended approval based upon Findings of Fact and 7 revisions or changes. He read the Findings of Fact and 7 changes. The Committee Report was displayed on the computer monitor. The Committee voted unanimously to approve the request with Mr. Schwenke, Mr. Szurlinski, Mrs. Kegley, Mr. Patton and Mr. Turner voting in favor of the request. Mr. Jonas noted that the Planning Commission Staff received 3 letters from the public concerning the Study itself. These letters were received after the Public Hearing. The letters will be forwarded to the Fiscal Court along with the entire recommended Study.

Mr. Schwenke mentioned that the Committee received a lot of input and they made some changes as a result of the Public Hearing. It is a pretty good Study. The Committee members are satisfied with the result.

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

Mr. David Wallace, attorney representing the Graves Family, stated that he forwarded a letter to Staff. He expressed a continued concern that the Graves property has a long history and it represents what is left over from a Revolutionary War land grant. The family wants to maximize the value of the property. The Graves Road Interchange was on the 6 year plan for 30 years and it didn't happen until to the Amazon expansion. There is a reason why there are a lot of light industrial fulfillment centers. He asked that the 12 acre parcel be zoned industrial simply because everything around it is zoned industrial. He appreciated the Committee's decision to remove some of the restrictions. By requiring access through the Worldwide Boulevard property, it limits who can buy the 12 acre parcel. He also appreciated raising the percentage to 45% for the short review process but would also like to see an increase on the maximum size of an industrial building beyond 350,000 square feet. He understands there is another process to go through if someone else wants other options.

Chairman Rolfsen asked if any Board members had any questions? Ms. Heilman inquired about proposed change #5. What would be a deviation to allow a Zoning Administrator decision versus a Board of Adjustment review? Mr. Jonas replied that a color scheme could be reviewed by the Zoning Administrator versus a dimensional variance by the Board of Adjustment.

Mr. Szurlinski commended Bob Jonas, Matt Becher and Staff on the great work in completing the Study. He also commended the public who participated in the workshops and meetings. Their input helped the Planning Commission improve the Study. Chairman Rolfsen stated that it was a massive undertaking for a 2,500 acre Study.

Mr. Dale Holladay, 3358 Petersburg Road, stated that he agreed with the Graves Family on increasing the percentages of industrial use as only half the property owners in the area will get industrial.

Chairman Rolfsen asked if there was a motion to take action? **Mr. Schwenke moved to approve the Request by Resolution to the Boone County Fiscal Court based upon the Committee Report. Mrs. Kegley seconded the motion and it passed unanimously.** Mr. Costello announced that the next step is to send the Planning Commission's recommendation to the Boone County Fiscal Court after the Planning Commission approves its Minutes from tonight's Business Meeting. It is important that the public contact the Fiscal Court in order to know the schedule for First and Second Reading of an Ordinance. It would most likely occur in March, 2021 but it is important to check with the County about their meeting schedule. Finally, Mr. Costello thanked Bob Jonas and Matt Becher for their hard work in completing this project. He also announced that Mr. Jonas will be retiring on March 1, 2021 so his career with us is finishing on a good note. This Study will really change the area in how it is developed.

EXECUTIVE DIRECTOR'S REPORT:

Mr. Kevin P. Costello, AICP, referred to his January 15, 2021 Memo and emails about the Florence Main Street Zoning Study update. The City of Florence has requested that the Planning Commission perform an evaluation and make recommendations of the Florence Main Street Zoning District (FMS). Matt Becher will be the manager of this project working with other Zoning Staff and the Technical/Design Review Committee. The Committee met prior to the Business Meeting and reviewed the outline of the project and schedule. As part of this work, the Staff would like to hire Emersion Design, LLC to assist us in reviewing the design standards and providing the necessary illustrations/graphics. The cost of this work would not exceed \$5,000.

Mr. Patton moved to authorize its Executive Director to enter into a contract with Emersion Design, LLC at a maximum cost of \$5,000 in order to provide design services for the Florence Main Street Zoning Study update. Mrs. Heilman seconded the motion and it carried unanimously.

CHAIRMAN'S REPORT:

Chairman Rolfsen announced that the new list of Committee assignments is almost ready to distribute. We are waiting for Judge Moore to make one final Board appointment to replace Brad Shipe. That will happen next week.

OTHER: None

There being no further business to come before the Planning Commission, **Mr. Patton moved to adjourn the meeting. Mr. Turner seconded the motion. The meeting was adjourned by unanimous consent at 7:30 P.M.**

APPROVED



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

21-003

ORDINANCE NO. 2021 - 10

AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT ADOPTING THE I-275/GRAVES ROAD INTERCHANGE STUDY, A LAND USE AND ZONING STUDY THAT INCLUDES A SERIES OF AMENDMENTS THAT AFFECT THE BOONE COUNTY ZONING REGULATIONS, TEXT AND MAP, AND INCLUDES A LAND USE PLAN AND LAND USE REGULATIONS.

WHEREAS, the Boone County Planning Commission is a joint planning commission that serves the joint city-county planning unit of Boone County, Kentucky established and operating pursuant to Chapter 100 of the Kentucky Revised Statutes; and

WHEREAS, the Boone County Fiscal Court requested the Boone County Planning Commission to review, study, evaluate, document and make appropriate recommendations regarding the I-275/Graves Road Interchange located in Boone County and the Boone County Planning Commission has undertaken to prepare the I-275/Graves Road Interchange Study, which is a land use and zoning study that includes a series of amendments affecting Boone County Zoning Regulations, text and zoning map, and also includes a plan for the study area that consists of approximately 2,500 acres generally bound by properties that front on the south side of Petersburg Road (KY 20) to the south; Cornerstone Estates Subdivision, Liberty Crossing Subdivision, a portion of Park West International Subdivision, and North Bend Road (KY-237) to the east; Tree Tops Subdivision, Tree Tops Estates Subdivision, Thornwilde Subdivision, and Williams Road to the north; and the rear boundary of Traditions Subdivision to the west; and

WHEREAS, rapid and large growth potential in the study area are anticipated to occur, as a result of a new interstate interchange; and

WHEREAS, the Boone County Planning Commission has reviewed, prepared, and undertaken this I-275/Graves Road Interchange Study for the purpose and thereby promote timely and appropriate implementation of the current comprehensive plan for Boone County entitled "Our Boone County Plan 2040" adopted in June of 2019; and

WHEREAS, various public meetings, workshops, open committee meetings, and a publicized public hearing have all occurred regarding this I-275/Graves Road Interchange Study, its recommend amendments to the Boone County Zoning Regulations, including text and zoning map, and its land use plan and land use regulations; and

WHEREAS, the Fiscal Court has received public comment and input, based upon the Official Record, and has introduced several amendments to the aforementioned Reports that have been fully incorporated and set out in the final Ordinance exhibits.

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

Section One

That the I-275/Graves Road Interchange Study as a land use and zoning study that includes a series of amendments that affect the Boone County Zoning Regulations, text and zoning map and other land use regulations as well as consisting of a plan for the study area that comprises approximately 2,500 acres as prepared and presented by the Boone County Planning Commission at various public committee meetings, a public hearing, and other opportunities for public input and review, shall be and the same is hereby adopted and approved, as set forth in that land use study marked as Exhibit "A", the Long Range Planning/Comprehensive Plan Committee Report marked as Exhibit "B", the Amendments to both Exhibit "A" and "B" introduced by the Fiscal Court and based upon the official record marked as Exhibit "C", all attached hereto and incorporated herein as if fully set out.

Section Two

The purpose of this I-275/Graves Road Interchange Study is to provide planning and zoning as well as other land use regulations to promote timely and appropriate implementation of land use growth and development within the study area of this I-275/Graves Road Interchange Area consisting of approximately 2,500 acres more particularly described in the Long Range Planning/Comprehensive Committee Report (Exhibit "B"). Further, this I-275/Graves Road Interchange Study will complement the current Comprehensive Plan for Boone County, Kentucky entitled "Our Boone County Plan 2040" which was adopted in June, 2019.

Section Three

This Ordinance and the I-275/Graves Road Interchange Study adopted herein and its various parts, sections, elements, clauses, provisions, plan, and amendments to the text and zoning map are hereby declared severable. If a Court having jurisdiction invalidates any part, section, subsection, clause or provision of this Ordinance or the I-275/Graves Road Interchange Study, even as they may relate to a particular parcel of land, all other parts, section, subsection, clause or provisions of this Ordinance and the I-275/Graves Road Interchange Study adopted herein shall remain valid and effective as they are severable.


Section Four


This Ordinance shall be in effect and in full force from and after its passage, publication and adoption, according to law.

First Reading the 13th day of April, 2021

Second Reading - the 27th day of April, 2021

Adopted this 27th day of April, 2021. Yes 4 No 0


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

Attest:

Sharon Burcham,
Fiscal Court Clerk