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BOONE COUNTY
PLANNING COMMISSION

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

Seven (7) copies of submitted drawings are required.

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

SECTION A: (To be completed by applicant)

1. Name of Project: Authentix Richwood
2. Location of Project: NEC Frogtown Connector Rd & Paddock Rd
3. Total Acreage of Project: 20.0 Acres
4. Current Zoning of Property: EPD
5. Proposed Zoning of Property (classification being requested): UR-1/PD
6. Proposed Use(s) (specify each use):
   Multifamily Residential Development consisting of a residential clubhouse, 312 homes across 13 two-story buildings, and accessory uses including but not limited to staff maintenance building, mail kiosk, and detached garages.
7. Proposed Building Intensities (specify for each building):
   15.78 Dwelling Units/Acre
8. Are you applying for any of the following (check all that apply):
   ☐ Conditional Use Permit ☐ Variance
9. Current Owner: Richwood Pointe, L.L.C.
   Address: 8800 Bankers Street, Suite 3
   Florence (City) | KY (State) | 41042 (Zip Code)
   Phone Number: 859-888-7036 Fax Number:
   Email: scristk@yahoo.com
10. Applicant: Continental 766 Fund LLC
    Address: W134N8675 Executive Parkway
    Menomonee Falls (City) | WI (State) | 53051 (Zip Code)
    Phone Number: 262-212-8812 Fax Number:
    Email: lgoetsch@cproperties.com; cmiller@cproperties.com
11. Are there any existing buildings on the site: ☐ Yes ☑ No
    If yes, indicate how many:

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12. 669 Deed Book | 259 Page Number | 2064 Group Number

13. Have you had a pre-application meeting with the BCPC staff: ☑ Yes ☐ No

14. Have you submitted a Concept Development Plan: ☑ Yes ☐ No

15. Have you met or discussed your proposed development with any of the following organizations/agencies (check all that apply):

- ☑ Boone County Building Department
- ☐ Boone County Public Works Department
- ☑ Boone County Water District
- ☐ Cincinnati Bell
- ☐ Cincinnati/Northern Kentucky International Airport (Kentucky Airport Zoning Commission for height restrictions near the airport)
- ☑ Duke Energy
- ☐ Florence Public Services Department
- ☐ Kentucky Division of Water
- ☑ Kentucky Transportation Cabinet
- ☐ Local Fire District
- ☑ Local School District
- ☐ Northern Kentucky Health Department
- ☐ Owen Cooperative Electric, Inc.
- ☑ Sanitation District No. 1
- ☐ USDA NRCS/Boone County Conservation District
- ☐ Other: _____

16. Concept Development Plan Jurisdiction/Location (check all that apply):
☑ Unincorporated Boone ☐ Florence ☐ Walton ☐ Union

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

In accordance with the provisions of KRS 100.211, the applicant(s) and property owner(s) or originator(s) hereby waive the 60 day time limit for the Boone County Planning Commission to take final action on my (our) Zoning Map Amendment/Concept Development Plan application. This time limit waiver is considered effective immediately upon receipt by the Boone County Planning Commission and expires on 1/18/2024

Property Owner's Signature: Sheila Crist

Applicant's Signature: Continental 766 Fund LLCBy: Continental Properties Company, Inc.. its Manager:

Lexi Goetsch
Lexi Goetsch

EXHIBIT
"A"

STAFF REPORT **#1**

Request of **Continental 766 Fund LLC, per Lexi Goetsch (applicant)** for **Richwood Pointe LLC, per Sheila Crist (owner)** for a Zoning Map Amendment from Employment Planned Development (EPD) to Urban Residential One/Planned Development (UR-1/PD) for an approximate 20 acre area located along the northeast side of Paddock Drive, between Richwood Road and Stirrup Lane, approximately 1,100 feet northwest of Richwood Road, and along the northwest side of Frogtown Connector Road, approximately 1,100 feet north of Richwood Road, Boone County, Kentucky, having a Parcel Identification Number (PIDN) of 075.00-00-102.10. The request is for a zone change to allow the development of 312 multi-family dwelling units.

December 6, 2023

REQUESTS

The applicant has submitted the following applications:

A. A Zoning Map Amendment application to rezone an approximate 20-acre area located along the northeast side of Paddock Drive, between Richwood Road and Stirrup Lane, approximately 1,100 feet northwest of Richwood Road, and along the northwest side of Frogtown Connector Road, approximately 1,100 feet north of Richwood Road from Employment Planned Development (EPD) to Urban Residential One/Planned Development (UR-1/PD) to allow an apartment development.

   The submitted Concept Development Plan and narrative indicate the following improvements and uses:

   1. 312 apartment units to be constructed within thirteen (13) two-story buildings. The apartment mix is 32 studios, 124 one-bedroom units, 124 two-bedroom units, and 32 three-bedroom units. The proposed building intensity is 15.6 dwelling units per acre. To allow this building intensity, the applicant is seeking the Planned Development building intensity bonus.

   2. A clubhouse, fitness center, pool. The clubhouse contains a gathering room and coffee/kitchen area.

   3. A car care center and pet spa as part of the ancillary maintenance building.

   4. Two pet parks, a hammock area, a string light seating area, fire pit seating area, and pergola/grilling area. The string light and fire pit seating areas are shown near buildings 2, 4, and 5. The pergola/grilling area is near buildings 6, 7, and 11.

   5. 516 parking spaces. This figure includes 30 detached garage spaces located in four separate buildings.

   6. Trash dumpsters.

7. A detention basin is shown in the eastern part of the site.

8. The submitted narrative also indicates that a pet spa is proposed within the maintenance building.

9. The Concept Development Plan indicates a relocated primary access to be separate and apart from the shared drive with First Church of Christ. The proposed primary access point will be approximately 130 feet southwest of the easterly property corner. A secondary access will be from Clay Drive. The Concept Development Plan indicates that there will be no direct access to Paddock Drive.

10. A sign plan shows a monument sign along Frogtown Connector Road and flagpoles near the clubhouse. The submitted details show the monument sign is 6' tall and 32 square feet in area and that two flagpoles (25' and 30' tall) are proposed. The sign package also includes an A-Frame sign for the Leasing Office and a Building-Mounted Sign on the clubhouse.

11. The building elevations and renderings show all buildings will be constructed predominately with Hardie board and batten siding and asphalt shingle roofing.

SITE HISTORY

A. On November 20, 1991, the Boone County Planning Commission approved a Zoning Map Amendment as part of the update to the Boone County Zoning Regulations to change the zoning of the subject property from SR-1 to EPD.

The Boone County Fiscal Court adopted the Zoning Update on January 20, 1992. On January 30, 1992, they asked the Boone County Planning Commission to reconsider the zoning and to revert back to the SR-1.

The Comprehensive Planning Committee reexamined the intent of the Employment Planned Development district. The committee felt that applying those requirements in the proper manner will ensure that all land uses, both on and in the vicinity of the subject property, will be compatible, transportation systems will be efficient and new and innovative designs for land utilization and building layout will be realized. The Committee felt that because the land use element of the Comprehensive Plan indicates commercial usage for that location, EPD could allow a transition from commercial to residential. With sufficient buffering and the uses held to office, research or light service for commercial and light fabrication applications, the Committee felt that EPD was the ideal zoning classification.

B. On March 3, 1993, The Boone County Planning Commission recommended approval of the first phase and Concept Development Plan of an approximate 70,000 square foot retail center, including a retail grocery outlet of 50,000 square feet, and four hundred and sixty parking spaces. (R-93-009)

On May 18, 1993, The Boone County Fiscal Court held a public hearing for this property. The result of the Court's public hearing was a split vote. As a result, the recommendation of the Planning Commission became final and effective.

C. On March 4, 1995, pursuant to Boone Circuit Court Case No. 93-CI-00592, Commonwealth of Kentucky Court of Appeals No. 94-CA-000013 a Settlement Agreement and Mutual Release was reached between William Woodruff et al vs. North American Properties, Inc. Thomas Bischoff (Richwood Farms Development), Boone County Fiscal Court, and the Boone County Planning Commission.

The agreement allowed the development of a 70,000 square foot retail center with two outlots to proceed as approved with conditions set by the Boone County Planning Commission and the Boone County Fiscal Court (R-93-0009-A). North American Properties, Inc. also agreed to comply with terms and conditions as enumerated in a Letter Agreement dated February 18, 1995.

D. In a letter dated February 28, 1995, the Zoning Administrator made a determination that the site could be developed with a retail center in excess of 100,000 square feet along with two outlots.

E. On September 17, 1997, a Conveyance Plat was approved for the approximate 20 acre parcel.

APPLICABLE REGULATIONS

A. 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.

B. Section 906 of the Boone County Zoning Regulations states the purpose of the Urban Residential One (UR-1) district is to provide an urban scale, residential environment for smaller family types who do not require or desire the low density attributes to character typical of suburban districts. Housing will consist of the more compact dwelling types. Such districts will be located on suitable lands within established or proposed urban entities with adequate infrastructure (available or proposed) and accessibility to urban activity centers.

C. Section 906.1 and Table 5-3 (Section 505.2) of the Boone County Zoning Regulations list multi-family dwelling units as a principally permitted use in the UR-1 zoning district.

D. Section 906.3 of the Boone County Zoning Regulations states the maximum building intensity in the UR-1 zone shall not exceed twelve (12) dwelling units per acre.

E. Section 1501 of the Boone County Zoning Regulations allow up to a 50% building intensity bonus sought as part of a Planned Development. This section also allows an applicant to seek changes to height, use, design, and other development standards which are normally applicable. Staff has identified the following exceptions to code which are being sought with the applications:

1. The UR-1 zone typically permits a maximum of 12 dwelling units per acre. The zone change request would allow 15.6 dwelling units per acre (312 units/20.0 acres).

2. The submitted sign plans show the clubhouse building would contain a 15.6 square foot building-mounted sign on the southeast elevation. Building-mounted signs visible from a public right-of-way are typically not permitted in residential zoning districts.

3. Allow the clubhouse to utilize a portable A-frame sign as needed. The display area is 6 square feet.

4. A reduction in the amount of off-street parking. The plan indicates a total of 516 spaces. Section 3325 of the Boone County Zoning Regulations requires a total of 562 off-street parking to be provided.

F. Section 1506 "Planned Development Criteria" of the Boone County Zoning Regulations states that Concept Development Plan proposals in Planned Developments are to be primarily evaluated against these criteria. The criteria are attached and are analyzed in the Staff comments section of this report.

G. Section 1509 of the Boone County Zoning Regulations states that the Planning Commission shall require that a Concept Development Plan be submitted for the development or redevelopment of property located in a Planned Development zone. The Concept Development Plan may be filed to the Planning Commission by the owner(s), owner by contract (option) or lessee of property for which the planned development is proposed. If the Concept Development Plan involves a zone change, then the proposal is subject to the criteria in Section 308 as well as the provisions of this article. If the Concept Development Plan does not involve a zone change, or only involves uses that are permitted in the underlying zone (also called a Utilization of an Underlying Zone Within a Planned Development), then the proposal is subject only to the provisions of this article. The contents of the Concept Development Plan submittal shall include the items listed in Section 303.

H. Section 3161 of the Boone County Zoning Regulations provides the following design standards in the UR-1 zone:

Townhouses and multi-family dwellings may be developed at a density not to exceed twelve (12) dwelling units per acre. No building shall exceed forty-five (45) feet in height. Detached single-family dwellings, duplexes, and patio houses shall follow the dimensional standards outlined in Table 31-1. All townhouse and multi-family structures

shall maintain a thirty (30) foot front yard setback, thirty (30) 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 townhouses, multi-family, or 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.

I. Section 3325 of the Boone County Zoning Regulations provides the following off-street parking criteria:

Multi-family Dwelling types: efficiency & one bedroom – 1.5 spaces per unit
- 124 one-bedroom units – 186 parking spaces required

Multi-family Dwelling types: two or more bedrooms – 2.0 spaces per unit
- 188 multi-bedroom units – 376 parking spaces required

The plan indicates a total of 516 spaces provided which does not meet the total parking spaces required of 562 spaces.

J. Section 303 of the Boone County Zoning Regulations states that the Concept Development Plan should provide the following:

1. A calculation of the approximate amount of open space before and after construction.
2. A conceptual landscape plan that indicates the locations of landscape and buffering features.

SITE CHARACTERISTICS

A. The 20-acre site has approximately 608 feet of frontage on the west side of Frogtown Connector Road, 616 feet of frontage along the east side of Paddock Drive, and access via an existing Ingress/Egress Easement for Clay Drive.

B. The site is primarily cleared except for existing tree lines running along Paddock Drive and the northern property line coincident with Heritage Trails Subdivision.

C. Topographically, the majority of the site is approximately 6-8 feet above the existing road elevations. From that point the approximately 20-acre site slopes from the back towards Frogtown Connector Road at an average grade of 3%. There is an existing 20 foot tall berm that runs along much of the northwest property line along Heritage Trails Subdivision.

D. Public water and sanitary sewer mains exist along Frogtown Connector Road and through the northern portion of the site. Public sidewalks exist along the frontage of the adjacent property along Frogtown Connector Road.

E. Frogtown Connector Road (KY 3203) is a state-maintained collector street providing for two-way traffic. Frogtown Connector Road has two driving lanes, one in each direction, with a center left-turn lane. Paddock Drive is a County-maintained subcollector street providing for two-way traffic with two driving lanes, one in each direction. Clay Drive is a

privately maintained subcollector street providing for two-way traffic with two driving lanes, one in each direction. There are no sidewalks along the three streets.

ADJACENT LAND USES AND ZONING

North: Single-Family Residential Dwellings, Heritage Trails Subdivision (SR-1)

South: First Church of Christ (C-4), Multi-tenant Commercial Strip Center (C-4), Single-Family Residential Dwellings, Heritage Trails Subdivision (SR-1)

East: Vacant property (C-4)

West: Single-Family Residential Dwellings, Heritage Trails Subdivision (SR-1)

RELATIONSHIP TO COMPREHENSIVE PLAN

A. Our Boone County – Plan 2040 "2040 Future Land Use Plan" designates the overall 20-acre site for Commercial (C). This future land use map classification is defined as follows:

Commercial (C) - retail, corporate and professional office, interchange commercial, indoor commercial recreation, restaurants, services, etc.

"The Future Land Use boundaries are intended to be approximate and subject to refinement and interpretation by the Planning Commission and county legislative bodies" (Description and Purpose of Land Use Maps, page 99).

B. The following Our Boone County – Plan 2040 Goals and Objectives apply to these applications:

1. Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of neighbors and the community (Overall Goal A, Objective 4).

2. 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).

3. 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).

4. A broad range of housing opportunities shall be provided to meet the needs and desires of all household types and shall be balanced with affordability, employment centers, commercial areas, and educational needs (Demographics Goal B, Objective 1).

5. 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).

6. 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).

7. Housing development shall be phased to coordinate with the provision of infrastructure, services, & education facilities (Demographics Goal, Objective 9).

8. 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).

9. Development design shall consider natural and ecological systems, such as wildlife habitats, air, soils, and water (Environment Goal A, Objective 6).

10. 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).

11. 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).

12. Inefficiencies in the transportation network, including road condition, intersection improvements, and signal enhancements shall be identified and addressed (Transportation, Goal B, Objective 3).

13. Roadway capacity shall be preserved by utilizing access management policies and guidelines (Transportation, Goal B, Objective 4).

14. 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).

15. New land development shall be closely coordinated with the local transportation system to assure efficiency and continuity within Boone County and with the regional multi-modal transportation system (Transportation, Goal B, Objective 9).

16. Traffic Impact Analysis should be used as a tool to address impacts to the existing transportation system (Transportation, Goal C, Objective 3).

C. The following passages from Our Boone County, Plan 2040 relate to the request:

1. Boone County's steady and strong population growth is anticipated to continue

through the year 2040. During this time, it is imperative that the most recent population trends, estimates, and demographic makeup of Boone County's residents are gathered and analyzed in order to properly identify their needs and meet them through orderly growth. By understanding the demographic components of the population, adequate housing opportunities can be properly planned for and provided. (Demographics, Conclusions and Recommendations, page 19).

2. Constant monitoring and analyzing the demographics of a population will give understanding as to the needs of the residents of Boone County. By doing this, the possibility of inadvertently discriminating against or not meeting the needs of any segment of the population is avoided as it becomes more diverse racially and ethnically. It is clear that Boone County's population will continue to grow older. Therefore, appropriate housing must be provided for the growing elderly population near transit, commercial areas, and public facilities and be consistent with the desires of that segment of the population. This can be addressed by providing multi-family dwellings such as apartments, condominiums, assisted living complexes, and even smaller 1-story single family homes or "granny flat" accessory units to single family homes (Demographics, Conclusions and Recommendations, Identifying the Needs of the Population, pg. 20).

3. New residential development, regardless of the type, should be evaluated for its impact on the county's existing infrastructure and natural environment to ensure that it fits in with existing surrounding development through proper buffering and design. High density developments should be close to thoroughfares and urban services and be sensitively developed in terms of building height, setbacks, mass, and visual impact. A variety of housing opportunities within the established urban (and suburban) areas of Boone County would encourage mixing of different income levels. Most new construction of typical single-family housing should be encouraged to occur within undeveloped areas within the established suburban portion of the county in order to take advantage of existing infrastructure and services already in place and avoid placing strain on the more rural transportation network in the undeveloped portions of the county. Consideration must be given to existing conditions that may affect new development in established areas such as adjoining land uses and proximity to the Cincinnati-Northern Kentucky International Airport where commerce and airplane noise may be an issue. (Demographics, Conclusions and Recommendations, Housing Types & Locations, pg. 20).

4. 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. The density of typical residential developments in Boone County over the past couple of decades has been consistent with the suburban residential densities reflected on the 2035 Future Land Use Map (up to

4 units per acre). However, there is a large segment of the population that desires to live in more rural areas while still having convenient access to centers of commercial, services, and employment activity. For residential development to occur in these outlying areas, adequate and proper infrastructure must be provided, and impact on the natural environment must be minimized. If significant large lot residential subdivision development does occur in some of these rural areas, roads and other components of infrastructure will have to be improved. (Demographics, Conclusions & Recommendations, Housing Types & Locations, pg. 21).

5. The demand for more affordable residences, generated by the commercial and industrial employment growth centers, has resulted in the development of many new condominium and apartment complexes. However, attempts at more affordable new construction single-family or apartment developments are often met with localized resistance from the public. Creative site design and architecture can help overcome some of this opposition. Clustered housing or Open Space Subdivisions shall be promoted (via density bonuses) as they enable the development industry and local government to address density concerns and strengthen the sense of community, as well as meet the housing demands of a changing population. Mixed-use, planned developments that can provide a mix of housing options, commercial opportunities, offices, public uses, recreational uses, and multiple transportation options (i.e. transit, pedestrian, park-and-ride) could be one strategy for meeting this demand for higher density. Areas of employment growth in Boone County should experience development pressure for housing options relative in affordability to the jobs and shopping opportunities being created in the area (Demographics, Conclusions & Recommendations, Affordability, pg. 21).

6. Different residential 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. Fluctuations in the economy and housing market should be considered when evaluating uses and design of developments. (Land Use, Future Land Use Development Guidelines, Development Layout, Lot Size, and Setbacks, page 95).

7. 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 soften the visual impacts of the development from adjoining properties and roadways (Land Use, Future Land Use Development Guidelines, Landscaping, page 96).

8. 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 is to construct and maintain stormwater facilities to

slow the rate of flow using new and effective methods to control runoff. Another goal of local storm water programs should be to minimize the amount of storm water runoff generated by decreasing the amount of pavement, increasing on-site infiltration, and encouraging green rooftops (Land Use, Future Land Use Development Guidelines, Stormwater Management and Erosion Control, page 96).

9. 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 sight distance for access points, adequate spacing 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, arterial or collector streets should not be used for direct access to lots, rather a system of local streets should feed into the collector and arterial street system. Connections between and within commercial and industrial developments allow for more efficient provision of transit service. In addition, the amount of travel time saved for services relying on routing (such as school buses, waste collection, mail, and other delivery services) is invaluable, not to mention the importance of simply connecting neighborhoods and people to each other. More importantly, the connectivity between developments promotes safety as emergency response vehicles have multiple ways of gaining access to a property during an emergency (Land Use, Future Land Use Development Guidelines, Access Management, page 96).

10. 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. Utility lines should be placed underground wherever possible, and junction boxes screened from public view Land Use, Future Land Use Development Guidelines, Design. Signs, and Cultural Resource Preservation, page 97).

11. Development to the southwest of the Richwood interchange must continue the Grand National Boulevard connection to Chambers Road. The remaining portion of the Grand National Boulevard to Chambers connection should be completed when the new elementary school is developed if warranted. The reconstruction of the I75/Richwood Road interchange is expected to occur in 2019 which may lead to the need for additional retail and office uses. The remaining undeveloped land on the southwest quadrant of I-75 and Richwood Road is recommended for Business Park and Urban Residential. The Business Park area along Richwood Road should develop as an attractive office campus project that provides an

appropriate entrance to the residential corridor between Steeplechase and Chambers Road. Any business development along Grand National Boulevard must 142 include proper ingress and egress and provide for needed modifications to the roadway and/or its intersection with KY 338. Highway related commercial growth on the west side of the interchange should be adequately buffered from existing and planned residential uses. As the residential area of Richwood grows, especially with the development of the Triple Crown community, neighborhood and convenience commercial uses should develop. These new uses should be oriented toward the residents rather than the highway traveler. Commercial development along Richwood Road should be screened from the roadway, and serve the developing residential uses in the Richwood - Union area. Curb cuts should be limited and consolidated wherever possible. Beaverlick should remain as a small community with little growth. Any commercial development in this area should locate at the intersection of U.S. 42 and Beaver Road in Beaverlick. (Land Use, Description and Purpose of Land Use Maps, 22 Richwood West, page 141).

12. Improvements to roadways in this area will be needed to support extensive growth. Future development in this area should be sensitively designed to minimize impact on existing low density residential land uses. Connecting routes that take traffic off existing roadways should be encouraged. Significant cultural resources are also located in this area, including Richwood Presbyterian Church, a National Register listed prehistoric village site (protected by conservation easement) and hundreds of acres of the historic Gaines Farm, known for its association with Margaret Garner, who escaped captivity there with her husband and children in 1856. (Land Use, Description and Purpose of Land Use Maps, 22 Richwood West, page 142).

FUTURE BOONE COUNTY ROAD/SIDEWALK CONSTRUCTION PROJECTS

Frogtown Road (KY 3060) Reconstruction, a project to reconstruct the roadway and construct a multi-use path to improve safety and support economic development, is an unscheduled need. From an email from KYTC District 6, the earliest construction could begin would be 2031.

STAFF COMMENTS

A. The Planning Commission and Fiscal Court need to consider the Comprehensive Plan before acting on the request. See pages 5-10 of the Staff Report.

B. The Executive Summary from a Traffic Impact Study (TIS) was submitted with the application and is included in the Staff Report as an attachment. It contains the following highlights:

1. Opening day/full build-out for the proposed development project is 2025/2026.

2. Based on the analysis contained in this report, no additional improvements are recommended to accommodate 2023 existing traffic (excluding site traffic).

3. No additional improvements are recommended for 2025 and/or 2035 no build traffic volumes (excluding site traffic).

4. No additional improvements are recommended for 2025 and/or 2035 build traffic volumes (including site traffic).

Staff would like the applicant's team to provide an update on the Traffic Impact Study at the public hearing. In particular, the Kentucky Transportation Cabinet has stated that the earliest construction could begin on the Frogtown Road improvement project is 2031. Based on the Traffic Impact Study, it appears that a left turn lane from Frogtown Road onto Frogtown Connector Road is warranted as part of this project.

C. Staff offers the following comments regarding the criteria set forth in Section 1506 "Planned Development Criteria" of the Boone County Zoning Regulations (see attachments). Concept Development Plan proposals in Planned Developments are to be primarily evaluated against these criteria.

Mixed Use Development and Pedestrian Orientation

To better meet this criterion, Staff recommends that additional sidewalks be provided along the frontage of Frogtown Connector Road.

Compatibility of Uses

The building elevations show the apartment buildings will be two stories tall. The supplied narrative states that the garden-style apartments will provide a transition from the commercial use corridor to the existing single-family neighborhoods. Exterior lighting was not addressed in the application materials.

- Staff would like the applicant to address the height of light poles/fixtures and if wall packs would be placed on any of the buildings. An analysis will need to be performed to ensure that lighting does not affect the adjacent residential area.

Open Space

The Concept Plan does show useable open space in the form of string light seating areas, hammock area, grill/trellis area, pet park, and pool.

- Staff would like the applicant to clarify if the string light seating areas will be under structures or simply tied off to trees as shown in the submitted pictures.

Preservation of Existing Site Features

The submitted Concept Development Plan shows an existing berm and vegetation to remain along the northwest property line. It also identifies an existing tree line to the northeast that will remain.

- Staff would like the applicant to clarify how much of the existing trees will remain along Paddock Drive.

Landscaping

A landscaping plan was not provided. Substantial landscaping is required to be provided in a Planned Development with emphasis given to streetscape areas, buffer zones, and the provision of significant landscaping (in terms of size of landscape areas, and quantity and quality of landscape materials) within the developed portions of the site. Staff has not evaluated the site in terms of landscaping within the site, but would like to address the required Buffer Yards as follows:

1. Frogtown Connector Road and Paddock Drive – Street frontage landscaping per Section 3620 of the Boone County Zoning Regulations.

2. Northwest Property Line adjoining Heritage Trails Subdivision – Buffer Yard C (30' or 60' wide option).

3. Northeast Property Lines – Buffer Yard B (20' wide option).

Architecture

1. The architectural Planned Development standard states that multi-family residential developments shall predominately be constructed with brick, stone, and architectural grade cast concrete products designed to replicate natural materials.

   The supplied Zoning Compatibility Analysis document states that the building siding is to be vinyl while the supplied Narrative states that the buildings will be engineered composite wood (LP SmartSide), fiber cement board siding (Hardie), or similar products.

   Staff would like the applicant to clarify the material to be used for the buildings and speak to how the proposed material meets the architectural requirements and how the proposed material relates to existing structures on adjacent sites.

2. The Concept Development Plan shows three (3) retaining walls. Staff would like the applicant to submit retaining wall block specifications.

3. Will any roof-mounted mechanical units be visible?

4. What materials are proposed to screen the dumpster?

5. What type of fencing is proposed? The pet park illustration appears to be vinyl-coated chain link fencing in the Amenity Concepts exhibit. The pet park and pool appear to have a decorative aluminum fence in the Site Aerial exhibit.

Signage

1. Staff would like the base of the monument sign to be constructed with brick or stone which matches the apartment buildings if the buildings are upgraded to include such materials.

2. Will official flags (U.S., Kentucky) be flown on the flagpoles?

3. Staff does not have any concerns with the rest of the proposed sign package.

Transportation Connections and Entry Points:

Staff has the following transportation/entry point comments:

1. The main access point is located from Frogtown Connector Road which is a Kentucky Transportation Cabinet owned roadway and will have to be evaluated as part of their encroachment permit.

2. The Concept Development Plan shows a secondary access point from Clay Drive which is identified as private.

   - Staff would like to know if there has been any discussion with the owners of Clay Drive and what impact the development would have on the maintenance of the roadway.

   - The Walton Fire Protection District has stated that they would like to see an additional entrance be provided at the existing Joint Access Easement with the First Church of Christ property. They would also like the developer to consider an additional entrance off of Paddock Drive. They stated that the additional access would be beneficial for emergency apparatus due to the size of the development, primarily access for Ladder trucks and their wheelbase.

Conformance with Comprehensive Plan

The Comprehensive Plan is discussed on pages 5-10 of the Staff Report.

E. Staff sent out an agency email and received comments from Boone County Water District, SD1, Walton Fire Protection District, Boone County School District, and the Kentucky Transportation Cabinet. Their respective comments have been included as attachments.

One comment that staff would like to highlight is from Kim Best, Boone County School District, who replied that the district sees no significant issues with this development.

F. Staff had received over twenty emails in opposition to the project. They are included as attachments.

CONCLUSION

The requests need to be evaluated by the Boone County Planning Commission and Boone County Fiscal Court in terms of Kentucky Revised Statute (KRS) 100.213, Articles 3 and 15 of the Boone County Zoning Regulations, the appropriate planning documents noted herein, and the potential impacts on existing and planned uses in the area.

Respectfully submitted,

Steven C. Lilly, PLS
Planner, Zoning Services

SCL/ss

Attachments:
*Application
*Legal Description
*Cover Letter From Applicant
*Analysis of PD Standards From Applicant
*Executive Summary From Traffic Impact Study
*Submitted Concept Development Plans/Pictures/Renderings/Floor Plan
*Vicinity Map
*2023 Aerial Map
*Topographical Map
*Zoning Map
*2040 Future Land Use Map
*Section 1506 Planned Development Criteria
*11/2/23 Email from Andy Aman, SD1
*11/3/23 Email from Kim Best, Boone County School District
*11/3/23 Email from Mike Rouse, Boone County Water District
*11/6/23 Email from Assistant Chief Charlie Alexander, Walton Fire Protection District
*11/21/23 Emails from Linzy Brefeld, KYTC
* Emails opposing the project

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ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

Seven (7) copies of submitted drawings are required

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

SECTION A: (To be completed by applicant)

1. Name of Project: Authentix Richwood
2. Location of Project: NEC Frogtown Connector Rd & Paddock Rd
3. Total Acreage of Project: 20.0 Acres
4. Current Zoning of Property: EPD
5. Proposed Zoning of Property (classification being requested): UR-1/PD
6. Proposed Use(s) (specify each use):
   Multifamily Residential Development consisting of a residential clubhouse, 312 homes across 13 two-story buildings, and accessory uses including but not limited to staff maintenance building, mail kiosk, and detached garages.
7. Proposed Building Intensities (specify for each building):
   15.78 Dwelling Units/Acre
8. Are you applying for any of the following (check all that apply):
   ☐ Conditional Use Permit ☐ Variance
9. Current Owner: Richwood Pointe, L.L.C.
   Address: 8800 Bankers Street, Suite 3
   Florence (City) | KY (State) | 41042 (Zip Code)
   Phone Number: 859-888-7036 Fax Number:
   Email: scristk@yahoo.com
10. Applicant: Continental 766 Fund LLC
    Address: W134N8675 Executive Parkway
    Menomonee Falls (City) | WI (State) | 53051 (Zip Code)
    Phone Number: 262-212-8812 Fax Number:
    Email: lgoetsch@cproperties.com; cmiller@cproperties.com
11. Are there any existing buildings on the site: ☐ Yes ☑ No
    If yes, indicate how many:

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12. 669 Deed Book | 259 Page Number | _____ Group Number

13. Have you had a pre-application meeting with the BCPC staff: ☑ Yes ☐ No

14. Have you submitted a Concept Development Plan: ☑ Yes ☐ No

15. Have you met or discussed your proposed development with any of the following organizations/agencies (check all that apply):

- ☑ Boone County Building Department
- ☐ Boone County Public Works Department
- ☑ Boone County Water District
- ☐ Cincinnati Bell
- ☐ Cincinnati/Northern Kentucky International Airport (Kentucky Airport Zoning Commission for height restrictions near the airport)
- ☑ Duke Energy
- ☐ Florence Public Services Department
- ☐ Kentucky Division of Water
- ☑ Kentucky Transportation Cabinet
- ☐ Local Fire District
- ☑ Local School District
- ☐ Northern Kentucky Health Department
- ☐ Owen Cooperative Electric, Inc.
- ☑ Sanitation District No. 1
- ☐ USDA NRCS/Boone County Conservation District
- ☐ Other: _____

16. Concept Development Plan Jurisdiction/Location (check all that apply):
☑ Unincorporated Boone ☐ Florence ☐ Walton ☐ Union

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

In accordance with the provisions of KRS 100.211, the applicant(s) and property owner(s) or originator(s) hereby waive the 60 day time limit for the Boone County Planning Commission to take final action on my (our) Zoning Map Amendment/Concept Development Plan application. This time limit waiver is considered effective immediately upon receipt by the Boone County Planning Commission and expires on 1/18/2024

Property Owner's Signature: Sheila Crist

Applicant's Signature: Continental 766 Fund LLC
By: Continental Properties Company, Inc.. its Manager:

Lexi Goetsch
Lexi Goetsch

bayer becker

bayerbecker.com
513.336.6600
mason | cincinnati | oxford | fort mitchell

DATE: October 27, 2023

DESCRIPTION: Area to be Rezoned – 20.0 Acres

LOCATION: Frogtown Connector Road – KY Hwy 3203
Boone County, Kentucky

Situated in the County of Boone, Commonwealth of Kentucky, lying on the Northeast side of Paddock Drive and Northwest side of Frogtown Connector Road (KY Hwy 3203) and being all of the remaining portion of a 21.1134 acre tract conveyed to Richwood Pointe, L.L.C. in Deed Book 669, Page 259 of the Boone County Clerk's Records at Burlington and more particularly described as follows:

Begin at Southmost corner of Lot 47 of Heritage Trails Subdivision, Section No. 2, as recorded in Plat Book 16, Page 8, said point also being on the existing Northeast right-of-way line of Paddock Drive (50' RW) and the TRUE POINT OF BEGINNING;

thence, from the TRUE POINT OF BEGINNING, departing said existing Northeast right-of-way line and with the Southeast line of Lots 47-49 of said Heritage Trails Subdivision, Section No. 2, North 26° 26' 32" East, 308.75 feet to a South corner of said Lot 49;

thence, with the Southeast line of said Lot 49; Lots 50-55 of Heritage Trails Subdivision, Section No. 4 as recorded in Plat Book 16, Page 18 and also Lots 83-85 of Heritage Trails Subdivision, Section No. 7 as recorded on Plat Slide 34B, North 53° 01' 07" East, 1300.51 feet to the Southeast corner of said Lot 85 and on the West line of Lot 1 of Richwood Commons West as recorded in Cabinet 6, Page 20;

thence, departing said Heritage Trails Subdivision and with the West and South lines of said Lot 1 the following two courses: South 05° 23' 01" West, 553.56 feet;

thence, South 66° 13' 47" East, 137.98 feet to the Southeast corner of said Lot 1 and on the existing Northwest right-of-way line of Frogtown Connector Road (39.37' from centerline);

thence, departing said Lot 1 and with said existing Northwest right-of-way line the following two courses; South 33° 22' 38" West, 527.46 feet;

thence, along a curve to the left, having a central angle of 21° 13' 11", a radius of 219.82 feet, an arc length of 81.41 feet, and a chord bearing South 22° 46' 02" West, 80.95 feet to the Northeast corner of Lot 1 of Richwood Pointe Subdivision, Section One as recorded in Cabinet 5, Page 438;

thence, departing said existing Northwest right-of-way line and with the Northwest line of said Lot 1 and also the Northwest line of a 2.412 acre tract conveyed to Richwood Shops, LLC in Deed Book 828, page 658, South 53° 01' 07" West, 621.05 feet to the existing Northeast right-of-way line of Paddock Drive (35' from centerline);

thence, departing said 2.412 acre tract and with the existing Northeast right-of-way line of Paddock Drive the following five courses: North 35° 06' 06" West, 79.35 feet;

thence, along a curve to the left, having a central angle of 08° 38' 53", a radius of 1450.83 feet, an arc length of 218.98 feet, and a chord bearing North 39° 25' 33" West, 218.78 feet;

thence, South 46° 15' 01" West, 10.00 feet to a point (25' from centerline);

thence, along a curve to the left, having a central angle of 07° 25' 58", a radius of 1440.83 feet, an arc length of 186.91 feet, and a chord bearing North 47° 27' 58" West, 186.78 feet;

thence, North 51° 10' 57" West, 133.07 feet to the TRUE POINT OF BEGINNING.

Containing 20.0 acres and subject to all easements and rights-of-way of record.

The above description was prepared under the direction of Chris R. Gephart, Licensed Professional Land Surveyor #3292 in the Commonwealth of Kentucky.

This description does not represent a boundary survey per 201 KAR 18:150 and is not intended for land transfer.

CONTINENTAL PROPERTIES

Concept Development Plan

Introduction

On behalf of Continental Properties Company, Inc., Continental 766 Fund LLC ("Continental") is pleased to submit its Concept Development Plan ("CDP") to Boone County ("County") for approximately 20 acres at the northeast corner of Frogtown Connector Road and Paddock Drive. This request seeks concept approval for the 20.0 acres (tax parcel number: 075.00-00-102.10) of multifamily development to consist of 312 units ranging from studio to three-bedrooms within thirteen residential buildings.

Proposed Concept Plan

The 20.0-acre lot would consist of a newly constructed multifamily community comprised of up to 312 multifamily homes across thirteen two-story, garden style buildings including a range of open concept Studio, 1-, 2-, and 3-bedroom floorplans.

Among the facilities is a community clubhouse, which includes a community gathering room, 24-hour fitness center, kitchen, coffee bar, and resort style pool and pool deck. The gathering room and coffee/kitchen area are serviced by complementary wireless internet service. During warm months, the garage-style door in the fitness center can be opened to the pool deck for an open-air workout experience. The pool deck includes ample patio furniture with a lounge space, grilling area, and shaded seating. The community also features a car care center and pet spa as a part of the ancillary maintenance building. These amenities provide tenants a space to wash and/or vacuum their vehicle as well as a wash basin for pets, as it is close to the pet park. Along with these, the community includes an electronic package management, pet playground, and open space amenities.

Continental embraces the values of community and being an outstanding neighbor. Recognizing the importance of open communication and collaboration, Continental recently organized two neighborhood meetings and embarked on a door-to-door initiative with local businesses. The primary objective was to disseminate crucial information about the project while actively seeking and valuing the feedback and opinions of the community. By engaging in these inclusive and transparent practices, Continental demonstrated its commitment to fostering strong relationships and ensuring that the voices of its neighbors are heard and incorporated into its plans. Notable changes include:

- Relocated primary access to be separate and apart from the shared drive with Firch Church of Christ.
- Relocated secondary access from Paddock Drive to Clay Drive
- Increased distance between single family homes and multifamily buildings from an average of 211 feet to an average of 265 feet (Range from 196-334 feet)
- Relocated ancillary structures including detached garages and community pet park to increase privacy and limit noise transference

Continental owns and manages its properties which helps bring peace of mind to the community. We are just a phone call away for any questions or concerns with Continental's premier in-house community management and 24/7 maintenance team. Our management and maintenance teams offer resident-focused service that meets, and often exceeds, resident expectations.

The visually pleasing buildings will have balanced architecture. The principle and clubhouse buildings include horizontal and vertical articulation by way of varying façade faces at each unit and varying roof geometries along the building's massing. The proposed buildings offer a unique layout within the multi-family sector, providing direct access to each home. Each unit is provided with a covered entry which contributes to the human scale of the community. All ancillary structures are designed with the same quality and design language as described above.

Given Continental's long-term investment strategy and award-winning operations team, our intent is to develop a high-quality community that is well maintained over the long term for our residents to enjoy and provide a transitional use between the existing single family and the commercial and retail in the surrounding community.

Project Details

Community Facilities

Continental has connected with those representing several nearby community amenities to discuss the impact of the proposed development. Continental contacted Kim Best, Assistant Superintendent of Boone County School District, to discuss capacity at schools in the area and how our development would impact this. Ms. Best wrote a letter (Exhibit A) stating that the development would not trigger a need for additional capacity at New Haven Elementary, Gray Middle School, and Ryle High School. Fire Protection within Boone County is present and well-staffed as it pertains to this development and the residents it will bring. Sanitary and Storm Infrastructure exist in proximity to the site and are projected to have the capacity to serve this development. Water is available on Frogtown Connector Road and will provide water service to the site. Additionally, Duke Energy confirmed that they will provide service to the development for gas and electricity. Finally, the maintenance of trash, landscaping, and other onsite amenities will be handled by the developer and the onsite operations team.

Construction

Construction of the development will be completed in a single phase with active leasing as construction progresses through the site. Construction is anticipated to start in Q3 2024 with a completion date expected in Q2 2026.

Signage

This development will include one monument sign at the entrance on Frogtown Connector Road. Signage Specifications (Exhibit B) outlines size and materials that are anticipated for this development.

Access

Primary access is to be provided at Frogtown Connector Road. Secondary access will be provided via Clay Drive. Continental has reached out to Boone County Public Works and Kentucky Transportation Cabinet, District 6 and has performed a Traffic Impact Study (TIS). Based on these communications and findings, Continental will pursue these access points for this development.

Open Space

	Before Construction	After Construction
Open Space	100%	40%
Impervious Space	0%	60%

*This calculation of proposed open space includes an approximate percentage based on amenity space, green space surrounding buildings, and landscaped areas.

Site Characteristics Relating to Code*

	Proposed Landscape Setback	Proposed Building Setback
North Setback	90	90
South Setback	30	30
East Setback	30	30
West Setback	30	30

*Additional items including lot size, frontage, building heights, and intensities are cited in Exhibit C

Architectural

Please find the information regarding architectural design within the application exhibits (elevations and renderings). The Applicant acknowledges the material guidelines set forth in the Planned Development which emphasize the use of materials that *"have a solid appearance, such as could be achieved with brick, stone, and architectural grade cast concrete products designed to replicate natural materials"* per Section 1506 of Boone County Zoning Regulations. All residential and ancillary buildings will meet this standard by including exterior material that provides integrity over time such as an engineered composite wood (like LP SmartSide), fiber cement board siding (Hardie) or similar quality product.

Sincerely,
CONTINENTAL PROPERTIES COMPANY, INC.

Lexa Goetsch

Lexi Goetsch
Development Associate
262-212-8812
lgoetsch@cproperties.com

Exhibit A

Boone County Schools

8330 U.S. Highway 42
Florence, KY 41042
Phone: 859.283.1003
Fax: 859.282.2576
www.boone.kyschools.us

Matthew L. Turner
Superintendent of Schools

Boone County Board of Education:

Karen Byrd
Jesse Parks
Maria Brown, Ph.D.
Carolyn Wolfe
Cindy Young

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

September 28, 2023

Lexi Goetsch
Development Associate
W134 N8675 Executive Parkway
Menomonee Falls, WI 53051
Direct Phone: (262) 532-9473
Cell Phone: (262) 212-8812

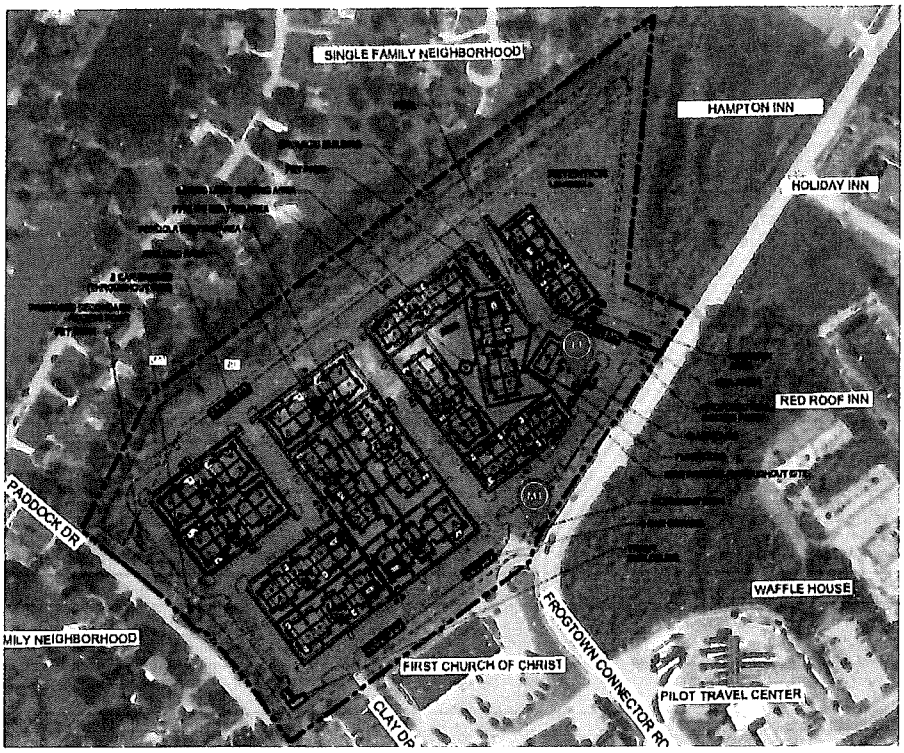
Dear Lexi,

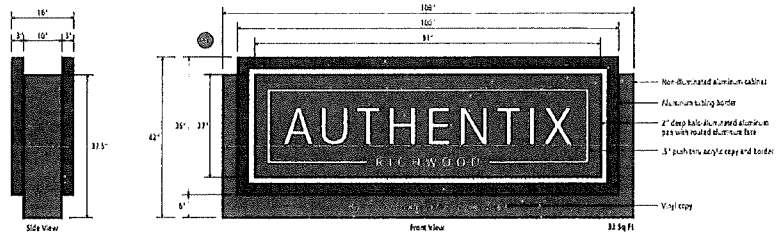
The current capacities for schools that would be impacted by the development at Authentix Richwood are at 96% or greater for all levels. Based on the numbers presented by CProperties, IF there are no other developments approved for that area then as a district we would be able to sustain the additional students. At this time there are no plans for additional facilities or additions to any of the impacted facilities.

Sincerely,

Achieving
Excellence Together

Exhibit B


SINGLE FAMILY NEIGHBORHOOD
HAMPTON INN
HOLIDAY INN
RED ROOF INN
WAFFLE HOUSE
PADDOCK DR
MILY NEIGHBORHOOD
FIRST CHURCH OF CHRIST
FROGTOWN CONNECTOR RD
PILOT TRAVEL CENTER


AUTHENTIX
RICHWOOD
Side View
Front View


AUTHENTIX
LOCATION
Isometric View

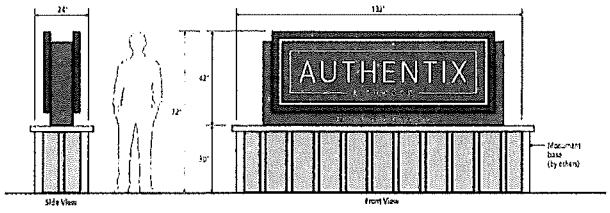

AUTHENTIX
Side View
Front View

Exhibit C

Authentix Richwood

AREA		
Total Area	20.0 AC	
Multifamily Area	20.0 AC	
LAND USE		
Current Land Use	EPD	
Comprehensive Plan Land Use	Commercial	
Zone Change Land Use	UR-1/PD	
OPEN SPACE		
Impervious Space	11.97 AC	
Open Space	8.03 AC	
DENSITY		
Units Per Acre	15.60 DU/Acre	
Total Units	312 Units	
NON-RESIDENTIAL BUILDINGS	**AREA (SF)**	**HEIGHT**
Clubhouse	2,782	17' 6.5"
Grounds Building	1,126	16' 9"
8 Car Garage	6,116	13'1"
6 Car Garage	1,358	13'1"
Total Non-residential SF	11,382 SF	
RESIDENTIAL BUILDINGS	**AREA (SF)**	**HEIGHT**
Building Type A - 9 Bldgs	20,291 per Bldg	30'2.375"
Building Type B - 4 Bldgs	22,543 per Bldg	32'7.5"
Total - 13 Bldgs	272,791 SF	
SET BACKS		
North	90'/90'	
South	30'/30'	
East	30'/30'	
West	30'/30'	
UNIT TYPES	**SIZE (SF)**	**TOTAL #**
Building Type A		
1 Bedroom 1 Bathroom - Unit 1-1F	667 SF	27
1 Bedroom 1 Bathroom - Unit 1-1F.O	650 SF	27
1 Bedroom 1 Bathroom - Unit 1-1R	712 SF	27
1 Bedroom 1 Bathroom - Unit 1-1R.O	701 SF	36
2 Bedroom 2 Bathroom - Unit 2-2F	988 SF	9
2 Bedroom 2 Bathroom - Unit 2-2FE	992 SF	18
2 Bedroom 2 Bathroom - Unit 2-2F.O	974 SF	9
2 Bedroom 2 Bathroom - Unit 2-2F.OE	978 SF	18
2 Bedroom 2 Bathroom - Unit 2-2R	1030 SF	9
2 Bedroom 2 Bathroom - Unit 2-2RE	1040 SF	18
2 Bedroom 2 Bathroom - Unit 2-2R.O	1025 SF	9
2 Bedroom 2 Bathroom - Unit 2-2R.OE	1029 SF	18
Building Type B		
Studio - Unit SF	560 SF	18
Studio - Unit SF.O	544 SF	18
Studio - Unit SR	622 SF	18
Studio - Unit SR.O	596 SF	18
1 Bedroom 1 Bath - Unit 1F	667 SF	9
1 Bedroom 1 Bath - Unit 1F.O	650 SF	9
1 Bedroom 1 Bath - Unit 1R	712 SF	9
1 Bedroom 1 Bath - Unit 1R.O	701 SF	9
2 Bedroom 1 Bath - Unit 2-1F	940 SF	9
2 Bedroom 1 Bath - Unit 2-1F.O	923 SF	9
2 Bedroom 1 Bath - Unit 2-1R	985 SF	9
2 Bedroom 1 Bath - Unit 2-1R.O	974 SF	9
3 Bedroom 2 Bath - Unit 3-2F	1293 SF	18
3 Bedroom 2 Bath - Unit 3-2F.O	1277 SF	18
3 Bedroom 2 Bath - Unit 3-2R	1348 SF	18
3 Bedroom 2 Bath - Unit 3-2R.O	1336 SF	18

Zoning Compatibility Analysis for Authentix at Richwood

Analysis of Article 15 of the Boone County Zoning Ordinance

This analysis describes how the proposed rezone and development of the proposed 312-unit multi-family community, located at the intersection of Paddock Drive and Frogtown Connector Road fits the criteria for rezoning subject to Article 15 of the Boone County Zoning Ordinance. The following analysis is broken down by section with reasoning on why the applicant, Continental 766 Fund ("Continental") believes it meets or exceeds the defined provisions. The analysis only covers Sections 1501 – 1506 specific to criteria, the other sections in Article 15 are only applicable to the process of Planned Developments, which have been analyzed and understood from the perspective of the applicant. Finally, please find the analysis paragraph regarding the KRS 100 compatibility and final opinion on Land Use applicability to our proposed development.

Sec. 1501, General Provisions

A. The following general provisions apply to the Planned Development district:

1. *Since Planned Development is an overlay district, there is always an underlying district that serves as a reference for uses within a district at large that may be proposed and approved, subject to the provisions of this article. All uses allowed in the underlying district, whether they are principally permitted, accessory, or conditional, may be proposed and approved if compatible for a proposed development and the immediate vicinity, based upon the provisions of this article.*

   The site is currently zoned as EPD/CD, as it was previously approved for a heavy commercial, employment center type use. This previously approved zoning suggests that the site has the capacity and geographical context for a mix of potential uses, specifically within a higher level of density and intensity due to the proximity to US-71 and State Road 338, both major arterials. The proposed rezone to a UR-1/RPD will be a more compatible use of the site, as compared to the previously approved commercial use. The site is directly adjacent to single-family detached development to the west and north, while commercial is present to the south and east. A multi-family development of medium density is a better transitional use of the site that allows for more utilization of open space, less vehicular trips around the subject property and a less intensive use of noise, light, and odor, next to the single-family residences.

2. *The intensity of use in a Planned Development district may exceed the maximum intensity permitted in the underlying zoning district by up to fifty percent (50%). Density, open space, infrastructure and other land use factors and impacts are significant in reviewing any Planned Development. Where building intensity is increased on a particular portion of a Planned Development, then the amount of open space, retention of existing vegetation, buffer areas, and new landscape, public commons, community open space and parks shall be evaluated for proportionate increase for the remainder of the Planned Development.*

The proposed base zoning for this project is UR-1, which is described as a district that provides an urban low-rise residential for families that do not require the typical suburban character or lot size. This proposed base is compatible with the Boone County 2040 future land use of urban residential, and is debated to be a better land use as a transitional use where intensities are lessened between more intense commercial uses and suburban and rural residential. The current allowed density for UR-1 is 12 dwelling units per acre, while our proposed development will be a gross density of 15.60 dwelling units per acre, significantly below the 50% threshold allowed within the UR-1/PD zoning.

3. *A Planned Development may vary the height, use, organization, design, intensity, size or other features of the proposed development. However, any exceptions to the normally applicable development standards in a Planned Development must be requested in writing in the Concept Development Plan application pursuant to ARTICLE 3.*

   The proposed development is submitting a Concept Development Plan with our proposed rezone to UR-1/PD. Proposed Development Standards will be outlined in the application and corresponding attachments.

4. *In the case that a specific land use or corridor study has been adopted for an area within a Planned Development district, intensity, and open space recommendations of that study shall apply to specific development sites within the study area.*

   Based upon review of the Boone County websites and the GIS layers titled, "BCC Study Areas, the site does not appear to be within any study area or corridor plan where additional recommendations or planning practices are to be considered.

Sec. 1502, Provisions Governing Planned Developments

A. *Because of the special characteristics of Planned Developments, special provisions governing the development of land for this purpose are required. Whenever there is a conflict or difference between the provisions of this article and those of other articles in these regulations, the provisions of this article shall prevail. In those instances where there are specific regulations for various special area studies, those regulations shall prevail. Subjects not covered by this article shall be governed by the respective provisions found elsewhere in these regulations.*
   This language is acknowledged. The applicant does not believe any specific studies or specific overlay districts currently impact the site, and the proposed development does meet the overall intent of the comprehensive plan and zoning ordinance.

Sec. 1503, Permitted Uses

A. *Uses listed as principally permitted, accessory or conditional uses in the underlying district are allowed within a Planned Development district as long as the requirements of this article have been met, including approval by the appropriate legislative body or Fiscal Court of a Concept Development Plan. Further, any other uses not listed in the underlying district are permitted if found to be compatible and of benefit to the community and meet the requirements of this article, including approval for any such use or uses through a Concept Development by the appropriate legislative body or Fiscal Court. Uses proposed for a Planned Development district shall not adversely affect adjacent property, and/or the public health, safety, and general welfare and/or*

the provisions of the adopted Comprehensive Plan. The review and decision-making process under this article identifies adverse impacts and address how they may be minimized, if possible, to satisfy the requirements of this article. In no event shall this article on its face or as applied prohibit all use of property zoned with a Planned Development overlay district.
The applicant has reviewed the planned development criteria and overall compatibility of the surrounding land uses and have determined that the proposed development either meets or exceeds the expectations of the site as a general benefit to the community in providing a mix of housing typologies, while providing a compatible and logical transition of density/intensity from a major arterial roadway, into more commercial and lower density, residential development.

B. *It is also provided that the amount of land devoted to each use in a Planned Development shall be determined through the Concept Development Plan review and approval process. The appropriate legislative body or Fiscal Court shall have final decision-making authority and the Planning Commission is a recommending body pursuant to the provisions of this article.*
Acknowledged.

Sec. 1504, Intensity

A. *The intensity of use in a Planned Development district may exceed the maximum intensity permitted in the underlying zoning district by up to fifty percent (50%).*
Per the response in Section 1501.2, the proposed development is not proposed to exceed the additional 50% threshold of the Planned Development District, with the Base zoning district of a UR-1, which is argued to be a more compatible future land use than Commercial, as it provides a buffer of less intensive uses to the single-family neighborhoods of Heritage Trails and Triple Crown.

Sec. 1505, Minimum Size

A. *The minimum district size required for a Planned Development overlay district is five (5) acres.*
The total gross acreage of the subject property is 20.00 acres.

Sec. 1506, Planned Development Criteria

A. *Concept Development Plan proposals in a Planned Development shall be primarily evaluated against the criteria listed below. The Concept Development Plan shall fulfill the following criteria unless a portion of the criteria do not apply or relate, in whole or part, to a specific proposal. The examples listed in this section are for illustrative purposes. Specific solutions used to fulfill these criteria are contingent upon the size, scale, site conditions, design, uses and impacts of a proposed development.*

1. *Mixed Use Development and Pedestrian Orientation: Planned Developments shall generally have a mixed use orientation (combination of differing types of residential, commercial, public or civic, and/or industrial uses) both within the development itself and relative to the relationship between the proposed planned development and adjacent sites. The additional intensity allowed in a Planned Development by SECTION 1501 shall only be permitted when a true mixed use and/or*

an amenity - oriented development with community and recreation facilities as described in this standard is provided.

The general context of the proposed development will have a dense mixed-use orientation, with a mix of residential and commercial uses with the current surrounding uses of retail, commercial, and single-family developments.

2. *In general, Planned Developments shall have a pedestrian orientation, where it is possible to live, work, shop, and play in the same immediate vicinity without a required dependence on the automobile. This may be accomplished through the use of comprehensive pedestrian circulation networks including multipurpose paths and walks along main routes and open spaces such as stream corridors, between major destinations within the development and adjoining areas, secondary walk connections to the multi-purpose paths, the creation of a designed pedestrian environment including street trees in addition to other required landscaping, decorative street lights and other street furniture, and seating areas, and the use of integral curb walks where appropriate along streets. Disruptions in major paths due to street and drive intersections shall be minimal. Additionally in commercial areas, pedestrian orientation can be accomplished by placing buildings in close proximity to the street with parking areas to the side and rear of buildings, mixing uses within the same multi-story buildings, building entrances directly facing streets with reduced setbacks, architectural design which employs display windows, projecting signs, and awnings at street level, and designed outdoor seating and gathering spaces at the street level. Each development proposal must demonstrate in detail how the project will be made walkable throughout.*

   The proposed development will work on how to internally connect with sidewalk and engage the proposed buildings to allow for safe and accessible pedestrian mobility.

3. *Compatibility of Uses: Measures shall be taken to assure compatibility of land uses within a Planned Development itself and adjacent sites. Such measures may include the provisions of buffer zones, common open space areas and landscape features, transitional land uses, or a mixed-use development in which no specific type of land use is dominate. When applicable, the design methods recommended in the "Development Layout, Lot Sizes, and Setbacks" section of the Comprehensive Plan's Land Use Element shall be employed. Compatibility measures/mitigation measures shall exceed the usual minimum standards of these regulations when needed to address impacts of the proposed development.*

   The implementation of a garden style apartment typology within a higher intensity commercial corridor allows for a variety of uses within an area that allows and has the capacity for a mixed-use context with transition from commercial uses along the arterial roadways, and single-family neighborhoods more interior. The transition of land use between commercial and multi-family uses within a close proximity closes commute times and allows for optimal traffic circulation. In regard to the open space, the proposed development will improve the total open space area and provide a net improvement.

4. *Open Space: Useable open space(s), in an amount over and above setback and buffer yard areas and open areas required by the underlying district, shall be provided. These spaces may be provided in the form of parks, plazas, arcades, commons, trails, sports courts or other athletic and recreational areas, outdoor areas for the display of sculptural elements, etc. Land reservations for community facilities may be considered in lieu of useable open space. The use of single loaded streets to provide multi-purpose paths, park areas, or to protect stream corridors, may be*

proposed for this purpose. Open Space areas are encouraged to have street frontage and visibility. Any site proposed to be publicly dedicated or donated for park or open space purposes shall comply with the appropriate legislative body's requirements for acceptance of such dedications or donations.

The total open space for this site is approximately 8.03 acres.

5. *Multi-Modal Transportation System: Planned Developments shall incorporate multi-modal transportation elements through the development, depending on the foreseeable needs of future residents and users of the site, and the relationship of the project site to the community at large. Such multi-modal elements may include provisions for mass transit stops or stations, car pooling lots, pedestrian and bicycle paths and lanes, bicycle parking areas, etc. Multi-modal facilities are encouraged to be combined with the pedestrian systems and open spaces described in Sections 1 and 4. Multi-modal facilities should connect to existing and future facilities that lie outside of the site.*

   The site will look to incorporate Multi-Modal Transportation principles for the Subject Site, later to be incorporated after discussions and collaboration with staff and KDOT to better understand the limitations and constraints of the I75 & SR-338 corridor.

6. *Preservation of Existing Site Features: Existing topography, significant tree cover, tree lines along property lines, cemeteries, and water courses and water bodies shall be largely preserved and incorporated into the project design, where appropriate and consistent with the remainder of this article. The retention of such features may also fulfill portions of the requirements in Section 4 "Open Space" and Section 7 "Landscaping.".*

   The site is currently vacant with a lack of tree canopy within the center area of the site. The landscaping along the buffers, which include mature trees and a 10' berm, is proposed to remain in its entirety to provide sufficient buffering between the Subject Site and the neighboring single-family neighborhoods.

7. *Landscaping: Substantial landscaping shall be provided in a Planned Development with emphasis given to street scape areas, buffer zones, and the provision of significant landscaping (in terms of size of landscape areas, and quantity and quality of landscape materials) within the developed portions of the site. The use of landscape design guidelines is required for multi-phased projects. The retention of existing healthy, substantial trees should occur wherever possible. Properly designed street tree plantings may be permitted to fulfill some landscaping requirements as part of an overall amenity package.*

   Similar to the response above, the applicant will pursue the buffering requirements laid forth in the concept development plan and look to meet or exceed the landscape requirements, with preservation of the existing berms and buffer plantings.

8. *Architecture: Sites which are subject to architectural requirements through adopted overlay districts or land use studies shall follow said requirements. For all other sites, a consistent architectural theme shall be provided in planned developments. The theme shall largely use traditional, regionally influenced architectural forms and elements and shall allow variations within it. Traditional styles such as Georgian, Federal, I-House, Cape Cod, Craftsman, Tudor, Queen Anne, Italianate, early 20th century commercial structures, and local farm structures may be used as models. Contemporary or transitional styles of comparable quality*

may also be considered. The architectural theme shall also relate to existing structures on the project site and adjacent sites, especially if such existing structures are historic.
The site is within no overlay districts that are found per the Boone County GIS service, including no land use studies. Due to the general architectural styles of the surrounding area, particularly located to the east of Frogtown Connector Road, including the flexibility of the Planned Development districts, a more transitional architectural design is currently being pursued.

9. *For attached or multi-family residential developments and commercial or office developments, the predominant building materials shall have a solid appearance, such as could be achieved with brick, stone, and architectural grade cast concrete products designed to replicate natural materials. Roof designs shall have a finished appearance through the use of three dimensional pitched roof forms with architectural grade roofing and/or the use of defined parapets with cornice lines. Long building facades and roof planes shall be interrupted through the use of three dimensional jogs in the building footprint and secondary roof forms such as hips, dormers, and gables. Such buildings shall include architectural detailing for cosmetic enhancement, largely use natural colors, and use a consistent design treatment on all facades. The use of architectural guidelines or building prototypes is required for all multi-phased projects. Developments should be mixed-use in character with multi-level buildings where commercial services are proposed. Walkability must be planned for when locating commercial and residential uses in proximity to each other. Office and residential uses are strongly advocated above commercial uses in business districts to decrease dependence on the automobile.*
The proposed siding is to be utilized as a vinyl siding as a natural siding material, and to give the facades and architectural design to provide a high quality design for the Subject Site.

10. *Historic and Prehistoric Features: Historic and prehistoric features on the project site shall be retained, utilized, and incorporated into the overall project design if physically and economically feasible.*
Acknowledged, the site is currently vacant with no buildings or cultural resource sites that have been found at this time.

11. *Signage: A consistent signage theme shall be provided within a Planned Development. Building mounted signs shall be the predominate signage on the project site. Freestanding signs shall be monument style and of a limited size and height. Signage shall visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors. The use of signage design guidelines is required for multi-phased projects.*
Please see the attached narrative that provides exhibits for potential monumentation, and the proposed design will look to either meet or exceed the requirements of the Boone County requirement.

12. *Transportation Connections and Entry Points: The provision of transportation connections (street connections, pedestrian paths, multi-purpose trails, sidewalks, and bicycle facilities) shall be provided in all planned development unless physically unfeasible or unsafe. This shall include connections to adjoining properties and developments, and inter-connectivity within the development itself, and contain minimal use of cul-de-sacs or other dead-end types of streets only when necessary. Transportation connections shall account for the County's adopted Transportation Plan and any adopted bikeway and/or pedestrian plans. In addition, the various*

entry points (streets, paths, etc.) into a Planned Development shall be marked or otherwise defined through the use of landscaping, low-key signage on retaining walls, architectural or sculptural elements, archways, markers, etc. Any structures used to demarcate entry points shall visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors.
The proposed development looks to provide well-functioning internal circulation while promoting interconnectivity for the possibility of future development with the adjacent parcels.

13. *Conformance with Comprehensive Plan: All Planned Developments shall conform to the provisions of the adopted Comprehensive Plan and take into account the limitations of existing or planned infrastructure.*
Please refer to the comprehensive plan narrative attached with the application. The applicant believes that the development is compatible with the goals and objectives of the Boone County 2040 plan, by providing versatile housing stock and a compatible transition of uses.

14. *Further, Concept Development Plan proposals within areas that are subject to a specific land use or corridor study shall be evaluated against the criteria or requirements of such study as well as the criteria in this section.*
This requirement is acknowledged. There have been no studies found pertaining to land use for the site and the proposed project looks to meet or exceed requirements laid out in Article 15.

15. *A Planned Development and its uses, buildings or structures shall be minimally subject to the supplemental performance and development standards of this order, unless superseded by any special requirements, conditions, variances or other particulars imposed by the Planning Commission during the concept or preliminary application and hearing phases described in this article. Such special conditions may include provisions governing, common open space, lands or facilities, disposition of open land, infrastructure provisions including any physical design and/or any other requirement found to be necessary, appropriate or desirable for the purposes of this district*
Acknowledged.

16. *Such conditions shall be made a part of the terms under which the development is approved in accordance with ARTICLE 3. Any violation of such conditions shall be deemed a violation of these regulations.*
Acknowledged.

KRS 100 Final Analysis

After careful analysis of the Our Boone County 2040 Comprehensive Plan, we find the existing Future Land Use (FLU) is consistent with the surrounding context of the area and our development is consistent with this FLU of Commercial. The proposed multi-family development is compatible with a Commercial FLU when utilized as a transitionary land use between high intensity commercial and low density suburban and rural development, depicting a more mixed-use character for the overall area of the Frogtown Connector Road and SR-338. In Conclusion,

the rezoning application with the applicable, existing land use of Commercial, is conforming to the not only the Boone County Zoning Ordinance and Comprehensive Plan, but also the general character of the Frogtown Connector Road corridor and Richwood West community.

Executive Summary

Authentix Richwood is a proposed multifamily residential development that is to be located along the west side of Frogtown Connector Road, north of Richwood Road (KY 338), in Boone County, Kentucky.

More specifically, based on the attached concept plan, the proposed multifamily residential development is to consist of 13 two-story buildings with approximately 312 units plus a clubhouse / swimming pool space.

Primary site access is to be provided at Frogtown Connector Road with additional secondary access provided via Clay Drive.

Opening day / full build out for the proposed development project is estimated to occur in 2025 / 2026.

Bayer Becker corresponded with Boone County Public Works and the Kentucky Transportation Cabinet (KYTC) District 6 to review and discuss the project and to establish the scope of this study, which is summarized in a Memorandum of Understanding dated September 26, 2023.

The following intersections comprise the study area of this report:

- Frogtown Connector Road and Richwood Road (KY 338)
- Frogtown Connector Road and Frogtown Road (KY 3060)
- Frogtown Connector Road and the Proposed Site Access

The analysis years of the study include the 2023 existing year (no build conditions), the 2025 opening year (no build and build conditions), and the 2035 horizon year (opening year + 10) (no build and build conditions).

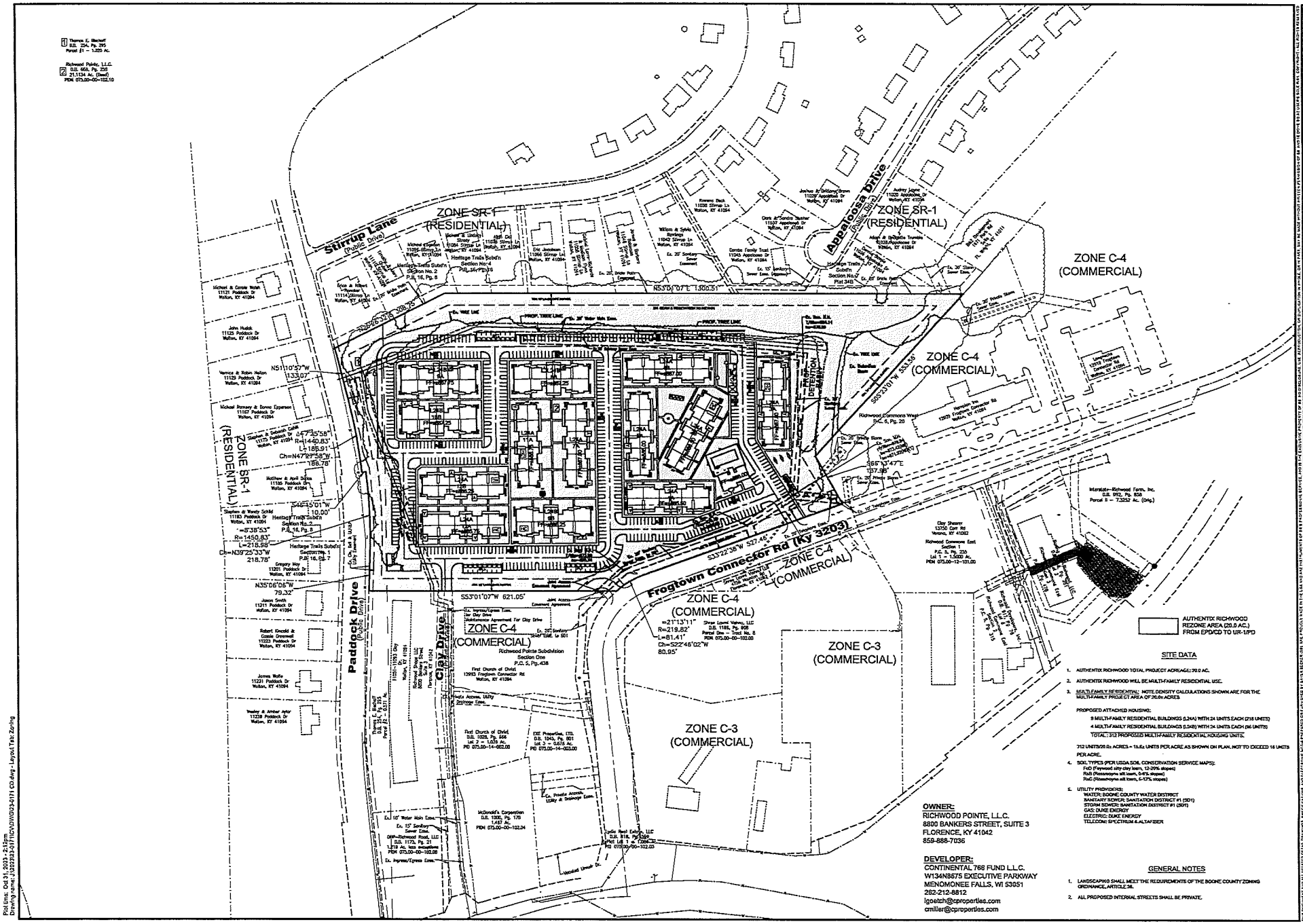
Based on the analysis contained in this report, no improvements are recommended to accommodate 2023 existing traffic (excluding site traffic) nor for 2025 / 2035 no build traffic volumes (excluding site traffic).

Similarly, no roadway improvements are recommended to accommodate 2025 and / or 2035 build traffic volumes (including site traffic).

It is understood that KYTC plans to improve the Frogtown Road (KY 3060) corridor. In particular, Frogtown Road (KY 3060), from US 42 to US 25, is to be widened to three lanes (one lane per direction plus a center two way left turn lane). Two shared-use paths are to be provided along each side of the widened roadway. Preliminary design for the Frogtown Road (KY 3060) improvement project started in 2020, final design is scheduled for completion in 2025, and construction is estimated in 2027.

Based upon engineering judgement and the analysis contained in this report, the Authentix Richwood proposed multifamily residential development will not significantly impact operations on the adjacent roadway network.

AUTHENTIX RICHWOOD
FROM VA CONNECTOR ROAD & RICHWOOD ROAD
BOONE COUNTY
RICHWOOD, KENTUCKY
AUTHENTIX RICHWOOD UTILITY & GRADING PLAN
bayer becker
www.bayerbecker.com
209 Grandview Drive
Fort Mitchell, KY 41017 - 859.261.1133
Item
Description
Date
Dsnr.
Chkr.
1
Revised per Comments
10-31-23
AA
MK
Drawing:
25-0173.00
Drawn By:
SJR
Checked By:
RTK
Issue Date:
10-31-23
Sheet:
2
Richwood Developers, Inc.
D.B. 917, Pg. 76
Lot 6
Richwood Commons East
Section 2
P.C. C, Pg. 315
Appaloosa Drive
(Public Drive)
Frogtown Connector Road (KY 3263)
Clay Drive
(Private Drive)
Paddock Drive
(Public Drive)
Stirrup Lane
(Public Drive)
DETENTION
BASIN
POOL
HC
MC
L24A
L24B
Plot time: Oct 31, 2023 - 2:19pm
Drawing name: J:\2025\25-0173\CAD\Civil\25-0173 CD dwg - Layout Tab: Zoning



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Plot time: Oct 31, 2023 - 2:15pm
Drawing name: C:\2023\23-0171\CD\00\00\23-0171 CD-Key - Layout Tab: Zoning

Authentix Richwood

AREA	
Total Area	20.0 AC
Multifamily Area	20.0 AC

LAND USE	
Current Land Use	EPD
Comprehsensive Plan Land Use	Commercial
Zone Change Land Use	UR-1/PD

OPEN SPACE	
Impervouls Space	11.97 AC
Open Space	8.03 AC

DENSITY	
Units Per Acre	15.60 DU/Acre
Total Units	312 Units

NON-RESIDENTIAL BUILDINGS	AREA (SF)	HEIGHT
Clubhouse	2,782	17' 6.5"
Grounds Building	1,126	16' 9"
8 Car Garage	6,116	13'1"
6 Car Garage	1,358	13'1"
Total Non-residential SF	11,382 SF	

RESIDENTIAL BUILDINGS	AREA (SF)	HEIGHT
Building Type A - 9 Bldgs	20,291 per Bldg	30'2.375"
Building Type B - 4 Bldgs	22,543 per Bldg	32'7.5"
Total - 13 Bldgs	272,791 SF	

SET BACKS	
North	90'/90'
South	30'/30'
East	30'/30'
West	30'/30'

UNIT TYPES	SIZE (SF)	TOTAL #
Building Type A		
1 Bedroom 1 Bathroom - Unit 1-1F	667 SF	27
1 Bedroom 1 Bathroom - Unit 1-1F.O	650 SF	27
1 Bedroom 1 Bathroom - Unit 1-1R	712 SF	27
1 Bedroom 1 Bathroom - Unit 1-1R.O	701 SF	36
2 Bedroom 2 Bathroom - Unit 2-2F	988 SF	9
2 Bedroom 2 Bathroom - Unit 2-2FE	992 SF	18
2 Bedroom 2 Bathroom - Unit 2-2F.O	974 SF	9
2 Bedroom 2 Bathroom - Unit 2-2F.OE	978 SF	18
2 Bedroom 2 Bathroom - Unit 2-2R	1036 SF	9
2 Bedroom 2 Bathroom - Unit 2-2RE	1040 SF	18
2 Bedroom 2 Bathroom - Unit 2-2R.O	1025 SF	9
2 Bedroom 2 Bathroom - Unit 2-2R.OI	1029 SF	18
Building Type B		
Studio - Unit SF	560 SF	18
Studo - Unit SF.O	544 SF	18
Studio - Unit SR	622 SF	18
Studo - Unit SR.O	596 SF	18
1 Bedroom 1 Bath - Unit 1F	667 SF	9
1 Bedroom 1 Bath - Unit 1F .O	650 SF	9
1 Bedroom 1 Bath - Unit 1R	712 SF	9
1 Bedroom 1 Bath - Unit 1R.O	701 SF	9
2 Bedroom 1 Bath - Unit 2-1F	940 SF	9
2 Bedroom 1 Bath - Unit 2-1F .O	923 SF	9
2 Bedroom 1 Bath - Unit 2-1R	985 SF	9
2 Bedroom 1 Bath - Unit 2-1R.O	974 SF	9
3 Bedroom 2 Bath - Unit 3-2F	1293 SF	18
3 Bedroom 2 Bath - Unit 3-2F.O	1277 SF	18
3 Bedroom 2 Bath - Unit 3-2R	1348 SF	18
3 Bedroom 2 Bath - Unit 3-2R.O	1336 SF	18

AUTHENTIX

Authentix Richwood

Richwood, KY

10.31.23

Sign Systems Inc.
315 9th St Ln SE
Hickory, NC 28601

828.322.5622
www.signsystemsnc.com

The Authentix Richwood Color Scheme

COLOR SPECIFICATIONS

Paint

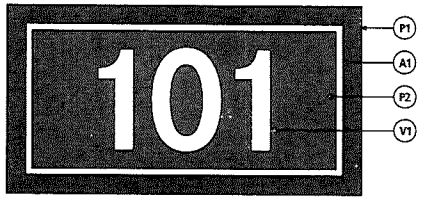
- (P1) SW 7615 Sea Serpent
- (P2) SW 7624 Slate Tile
- (P3) Shop Black
- (P4) Shop White

Vinyl

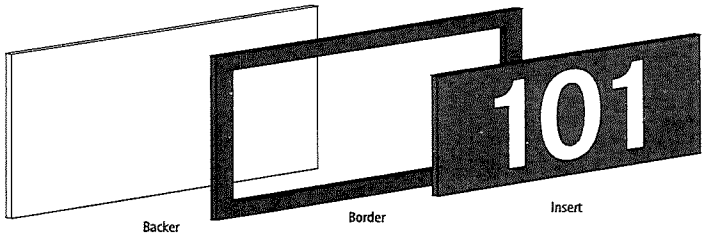
- (V1) 3M 7725-20 Matte White
- (V2) Mactac JX5796M Frosted Vinyl

Acrylic

- (A1) #7328 White



Typical 3 Part Construction



TYPOGRAPHY

Corporate S Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcvdefghijklmnopqrstuvwxyz
123456789

Corporate S Bold

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcvdefghijklmnopqrstuvwxyz
123456789

CUSTOMER

AUTHENTIX

SITE

Richwood, KY

CONTACT

A

FILE

Sales Rep
CJ Hines

File Name
authentix RICHWOOD

Design
TDH

Draft: 10.30.23
Rev 1: 10.31.23
Rev 2:
Rev 3:
Rev 4:
Rev 5:
Rev 6:
Rev 7:
Rev 8:
Rev 9:

APPROVALS

Approved
☐ Approved as noted
☐ Revise and re-submit

Customer _____

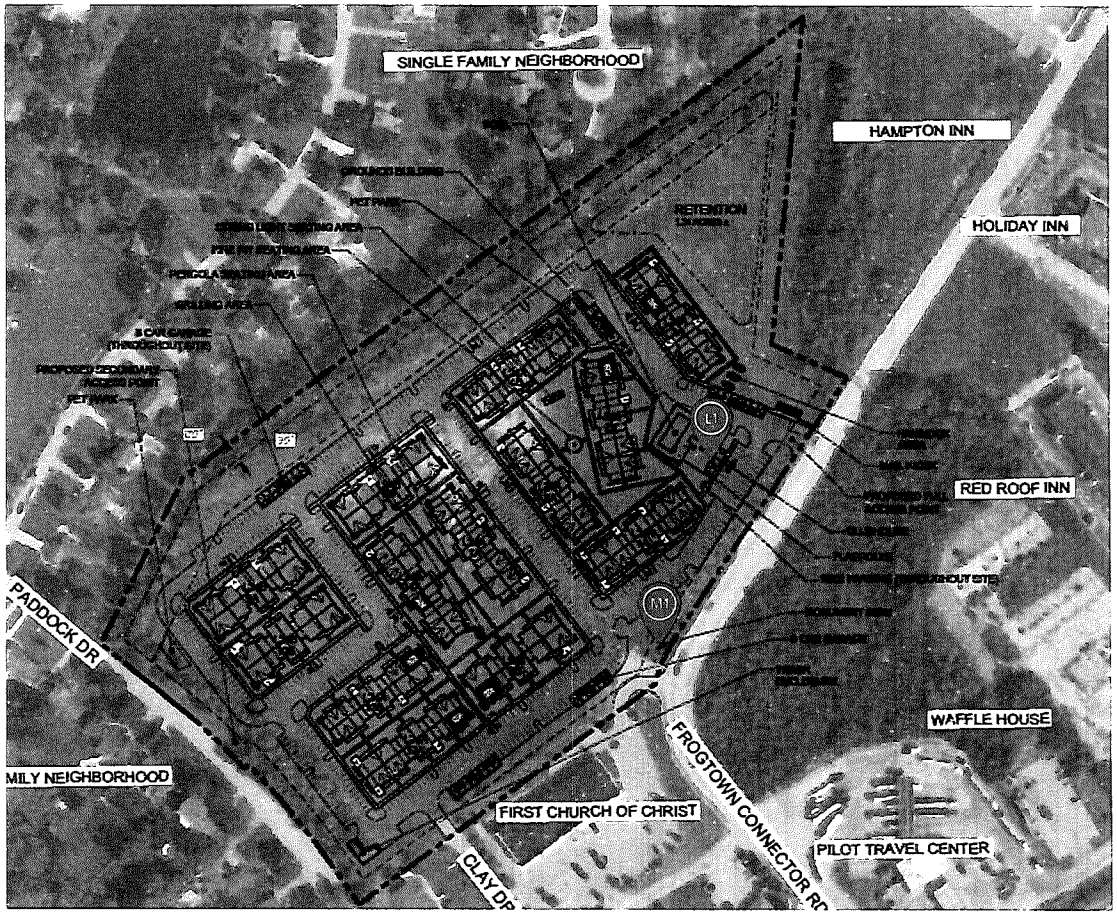
Landlord _____

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Site Plan



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SITE

Richwood, KY

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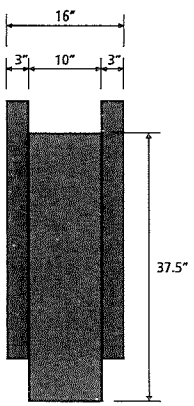
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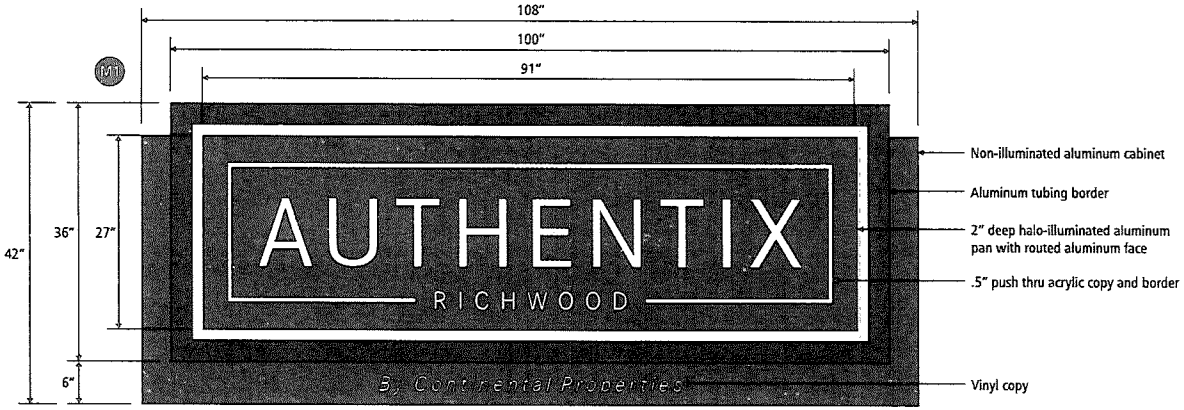
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Monument Sign



Side View

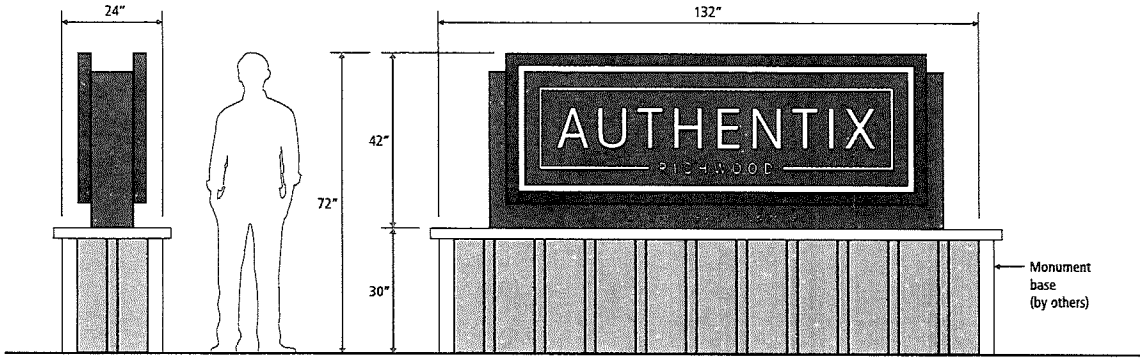


Front View 32 Sq Ft

Illuminated



Isometric View
NTS



Side View Front View

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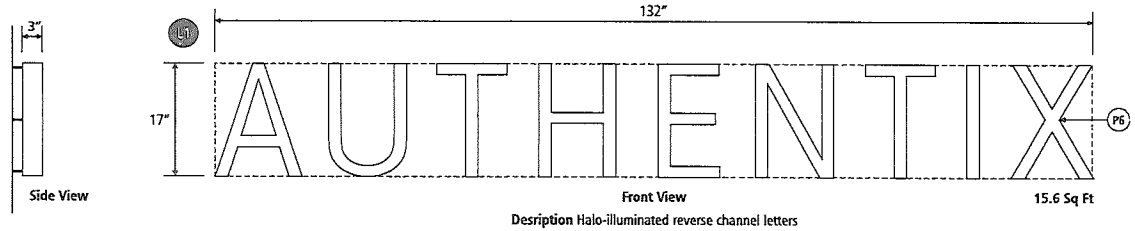
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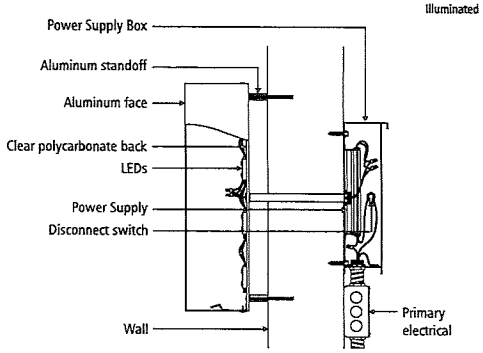
Side View

Front View

15.6 Sq Ft

Desription Halo-illuminated reverse channel letters

Illuminated



Typical Electrical Detail
NTS

AUTHENTIX

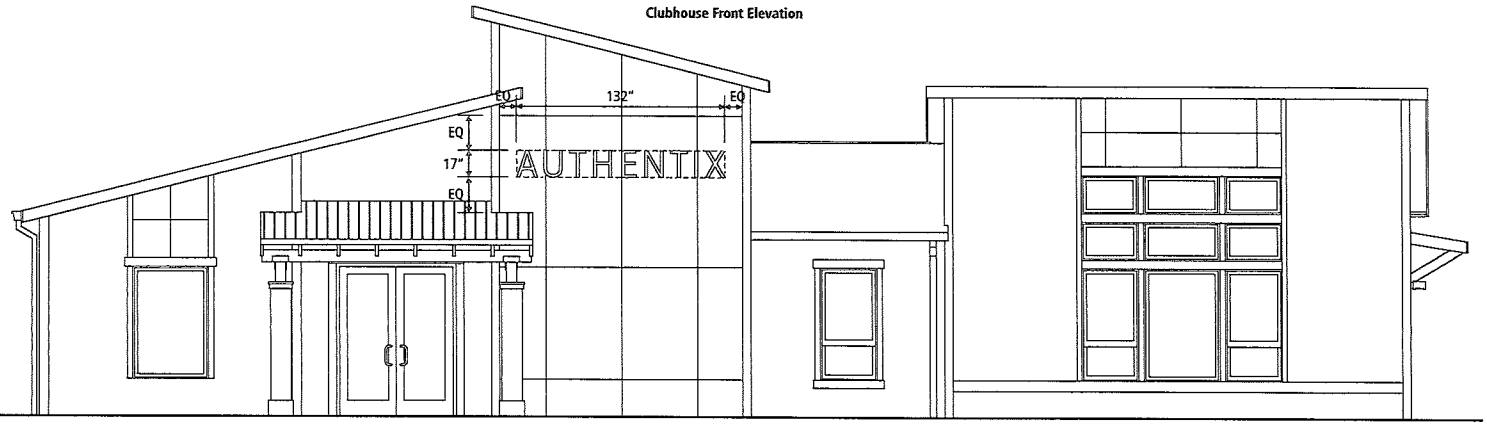
LED Module Layout
NTS



Simulated Illumination

LEDs	Hanley LED Model 2080
Illumination	Halo
Power Supply Location	Remote
Primary Circuit (120 VAC)	1.1 Amps
Total System Watts	75 Watts

Clubhouse Front Elevation



Elevation depiction intended for general concept illustration and is not to exact scale. Actual sizing, color, materials & perspective may vary from image.

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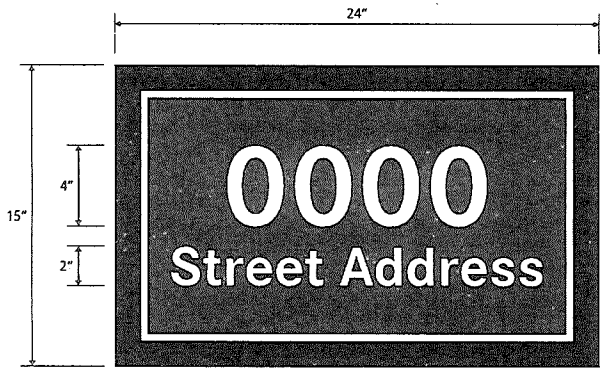
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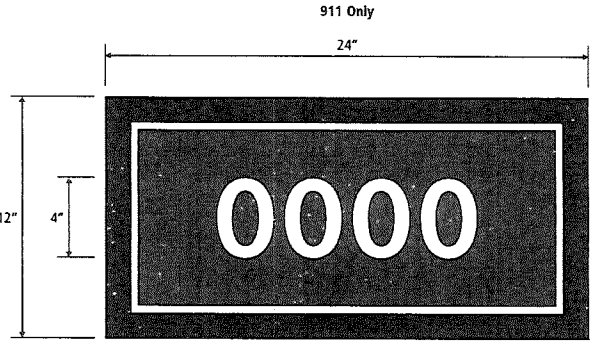
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Clubhouse ID

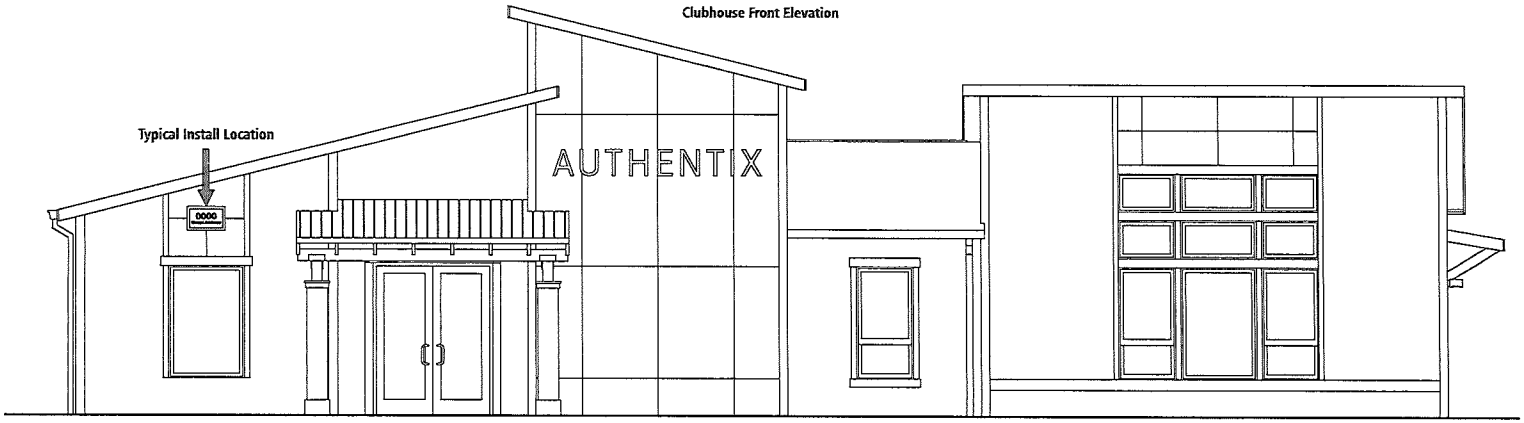
911 With Street Address



911 Only



Clubhouse Front Elevation



Elevation depiction intended for general concept illustration and is not to exact scale. Actual sizing, color, materials & perspective may vary from image.

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Customer _____

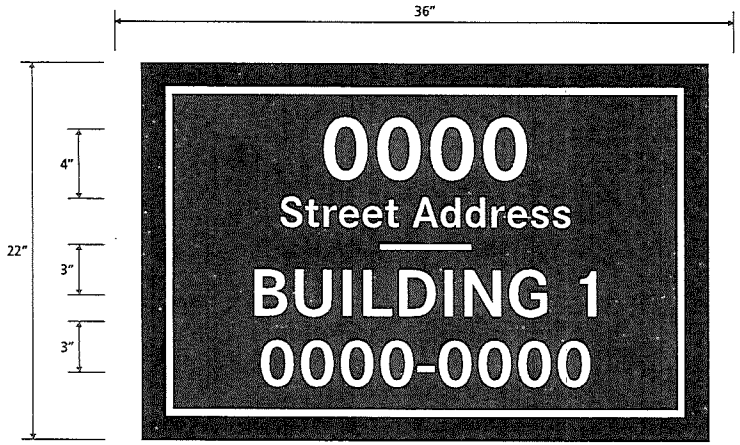
Landlord _____

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Building ID



Total Quantity (13)

Alternative Options



911, Street Address, Building #, Units #s

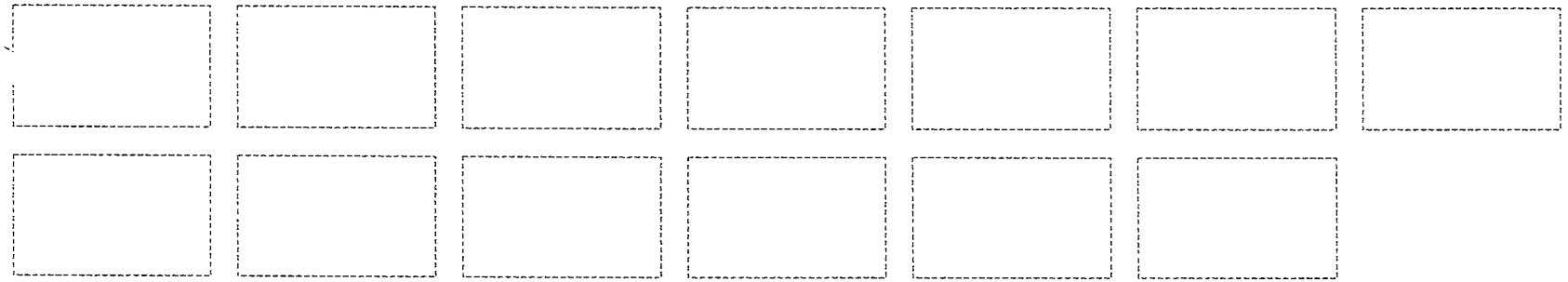


911, Building #, Units #s



Building #, Units #s

Building ID Schedule



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SITE

Richwood, KY

CONTACT

A

FILE

Sales Rep
CJ Hines

File Name
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APPROVALS

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Customer _____

Landlord _____

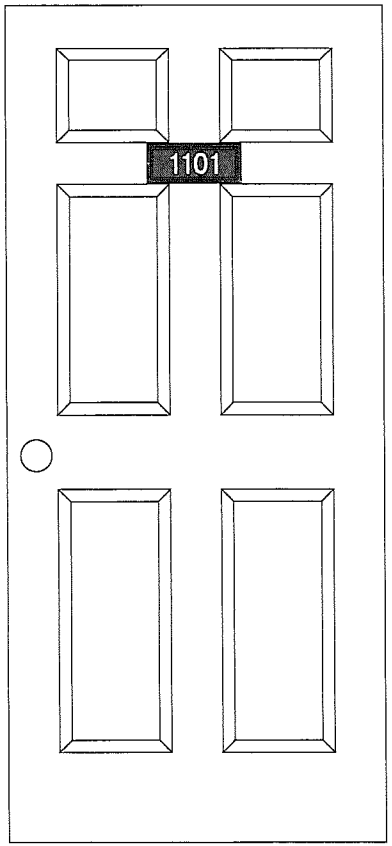
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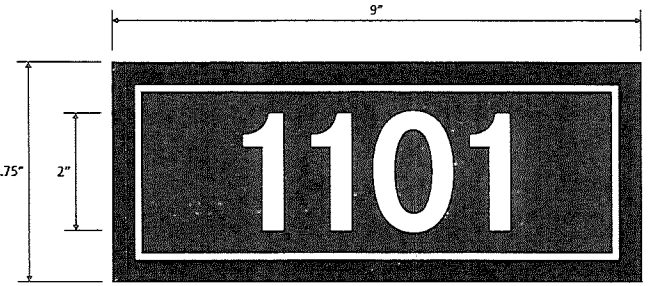
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Unit ID

Typical Install Location





Total Quantity (312)

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Unit ID Schedule

Unit ID Schedule

Building 1 L24A	Building 2 L24A	Building 3 L24A	Building 4 L24A	Building 5 L24A	Building 6 L24B	Building 7 L24A	Building 8 L24B	Building 9 L24B	Building 10 L24B	Building 11 L24A	Building 12 L24A	Building 13 L24A

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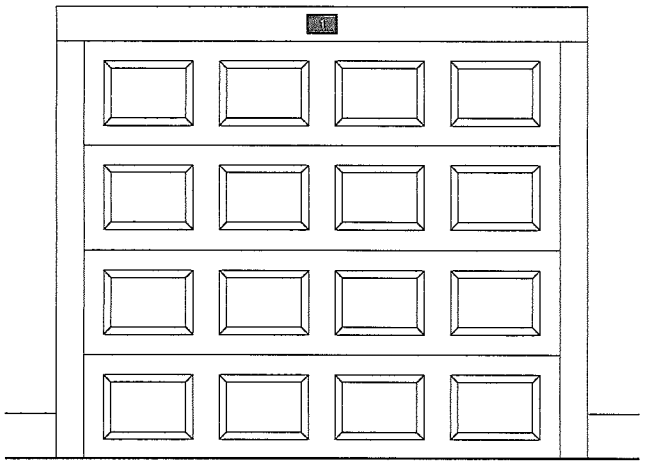
Landlord _____

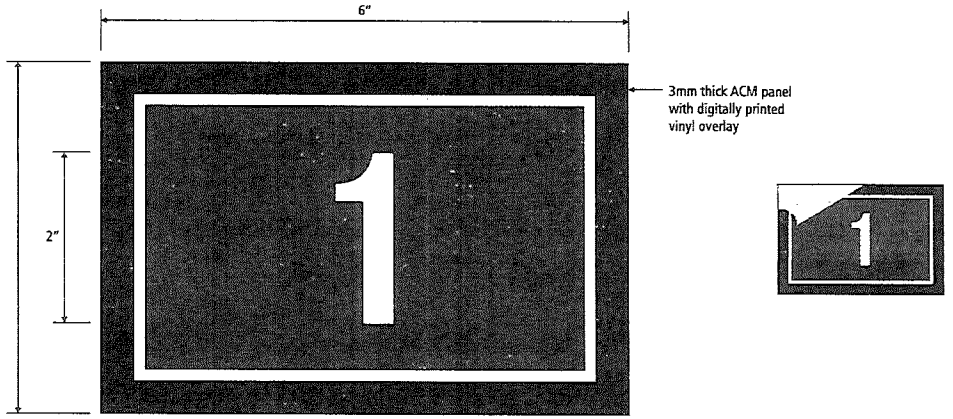
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Garage ID





Total Quantity (TBD)

Garage ID Schedule

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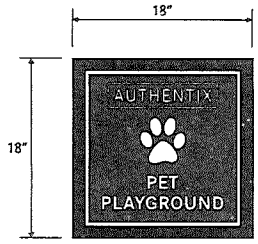
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Misc Amenity and Informational Signage



Quantity (2)



Quantity (1)



Quantity (1)



Quantity (1)



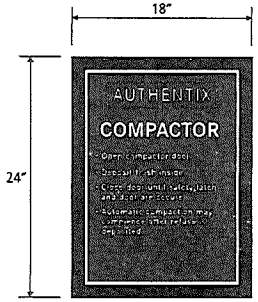
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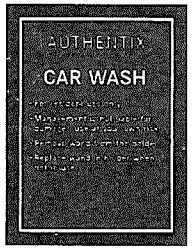
Quantity (1)



Quantity (4)

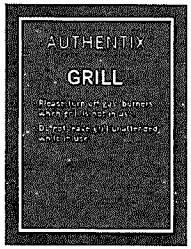


Quantity (1)



Quantity (1)

Gas



Quantity (1)

Charcoal



Quantity (1)



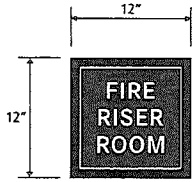
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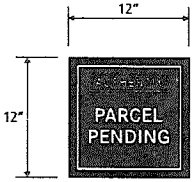
Quantity (2)



Quantity (1)



Quantity (13)



Quantity (TBD)

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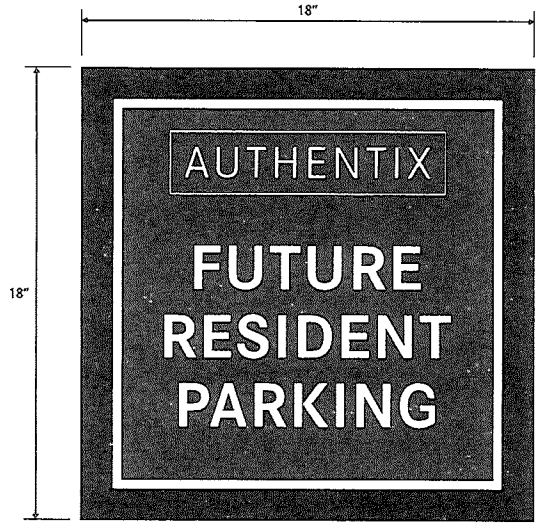
Landlord _____

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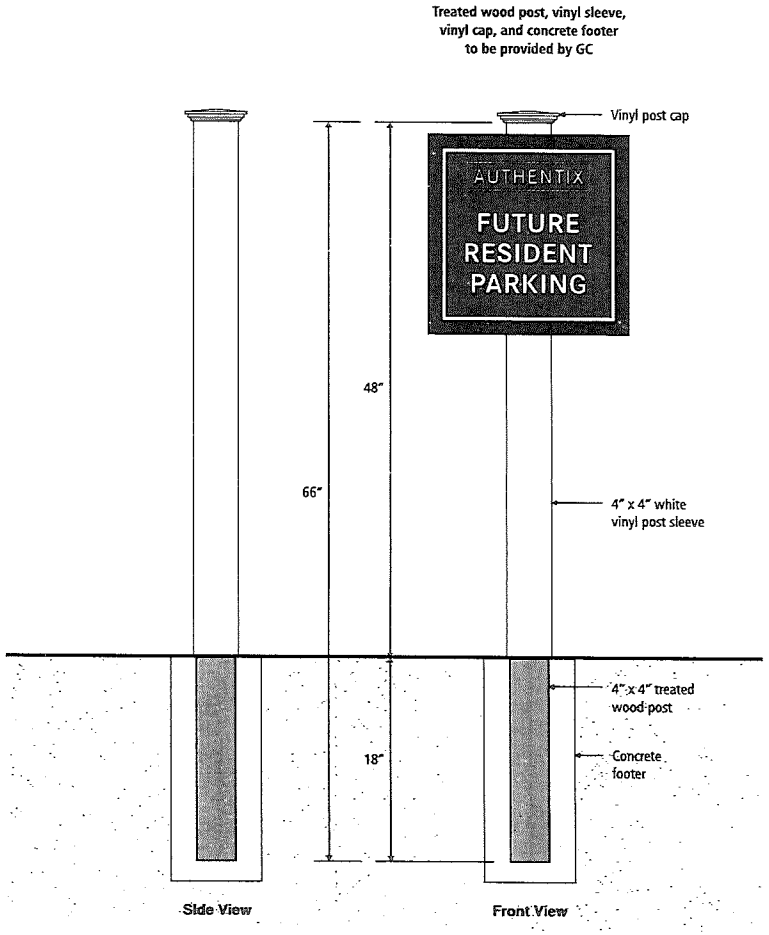
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Future Resident Parking



Total Quantity (2)



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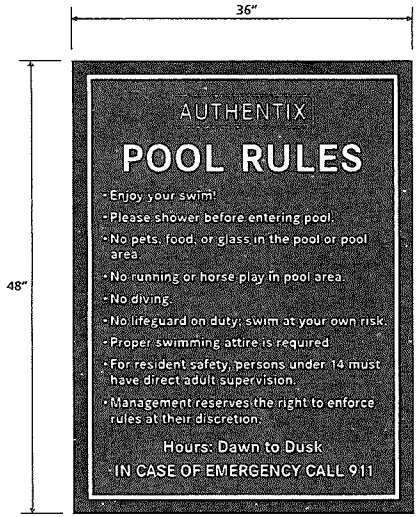
Customer _____

Landlord _____

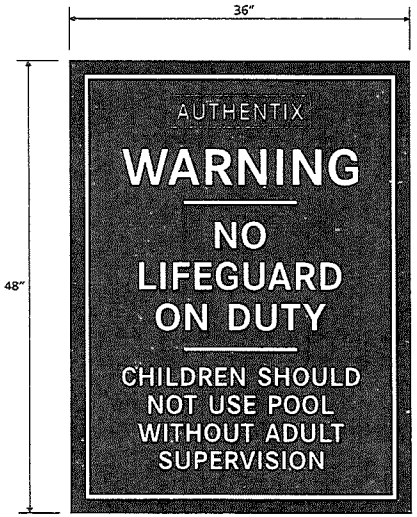
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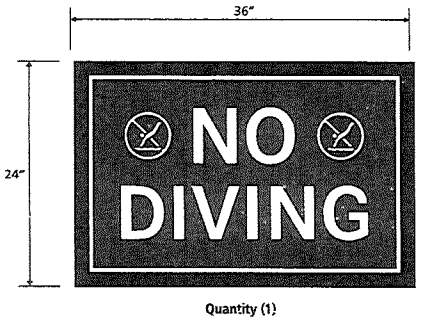
Sign Systems Inc.



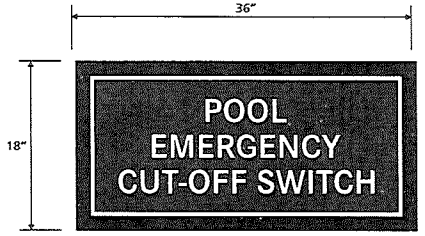
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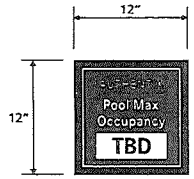
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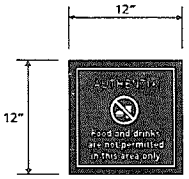
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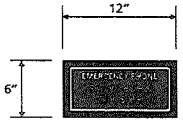
Quantity (1)



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Quantity (1)



Quantity (1)

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Richwood, KY

CONTACT

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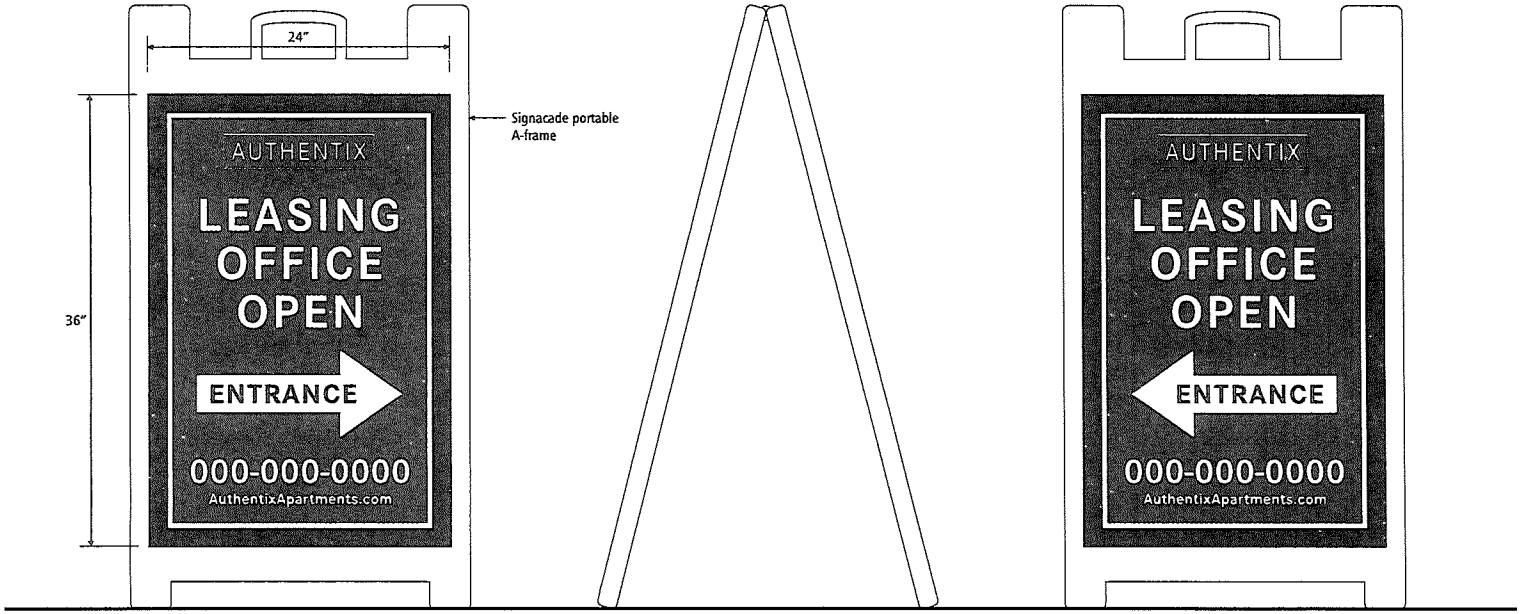
Landlord _____

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Leasing Office A-frame



Front View | **Side View** | **Reverse Side**

Description Signicade portable sign with (2) aluminum panels with digitally printed vinyl overlay

Quantity (1)



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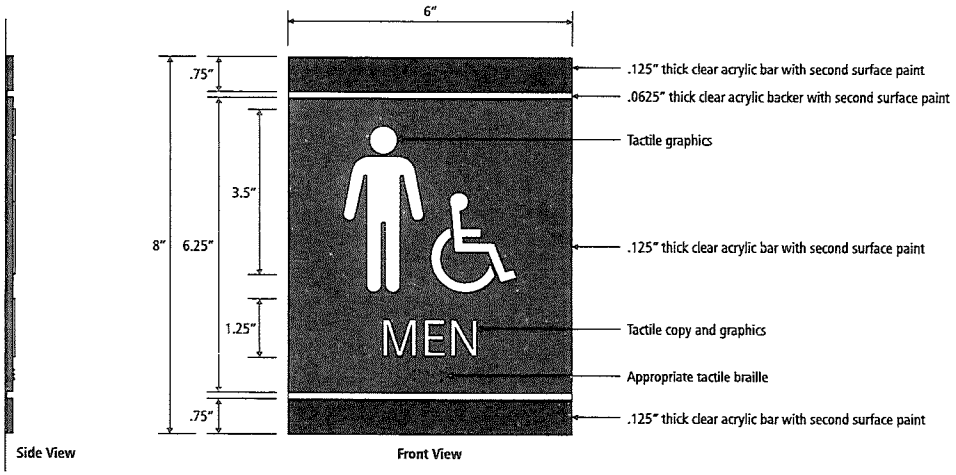
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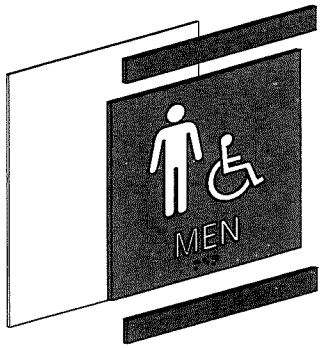
Sign Systems Inc.

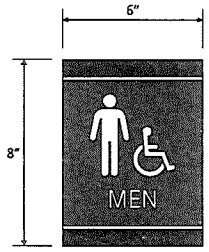
Interior ADA Signage



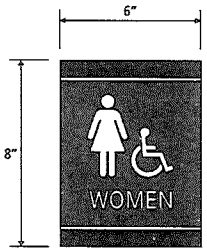
Side View

Front View

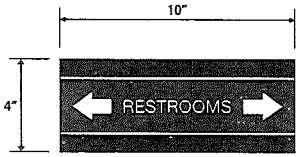




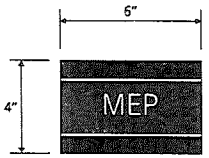
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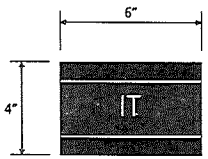
Quantity (2)



Quantity (3)



Quantity (2)



Quantity (1)

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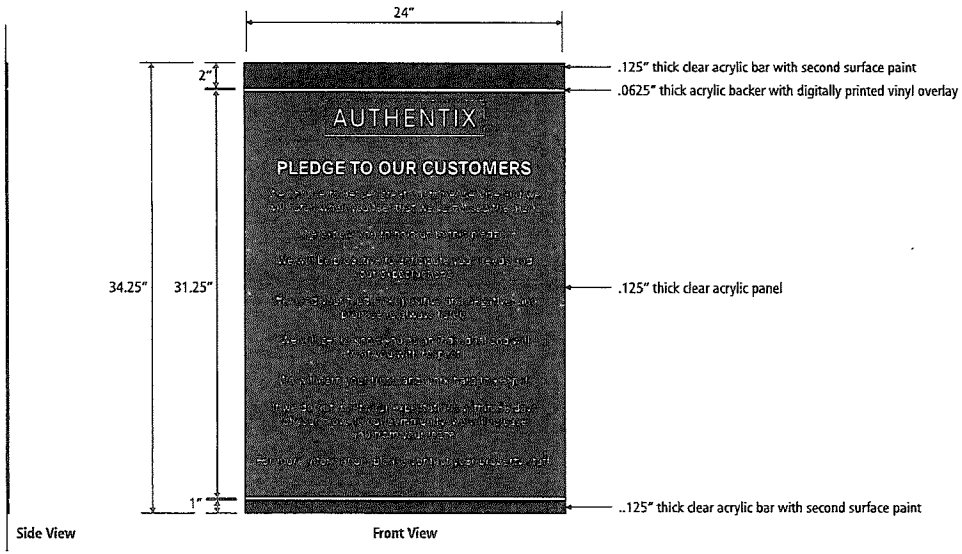
Landlord _____

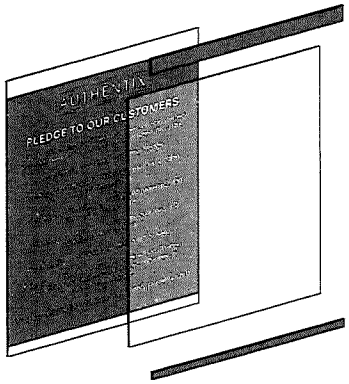
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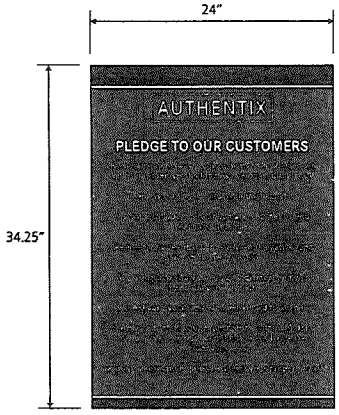
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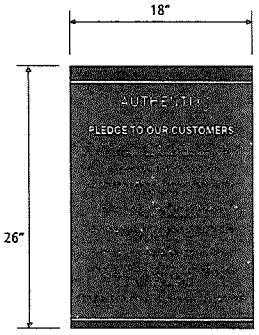
Interior Signage



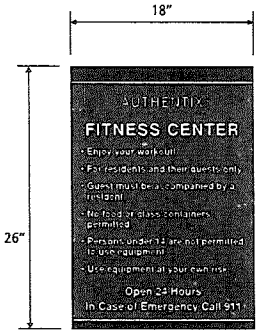




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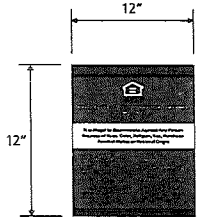


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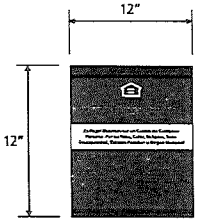
Quantity (1)

English



Quantity (1)

Spanish



Quantity (1)

CUSTOMER

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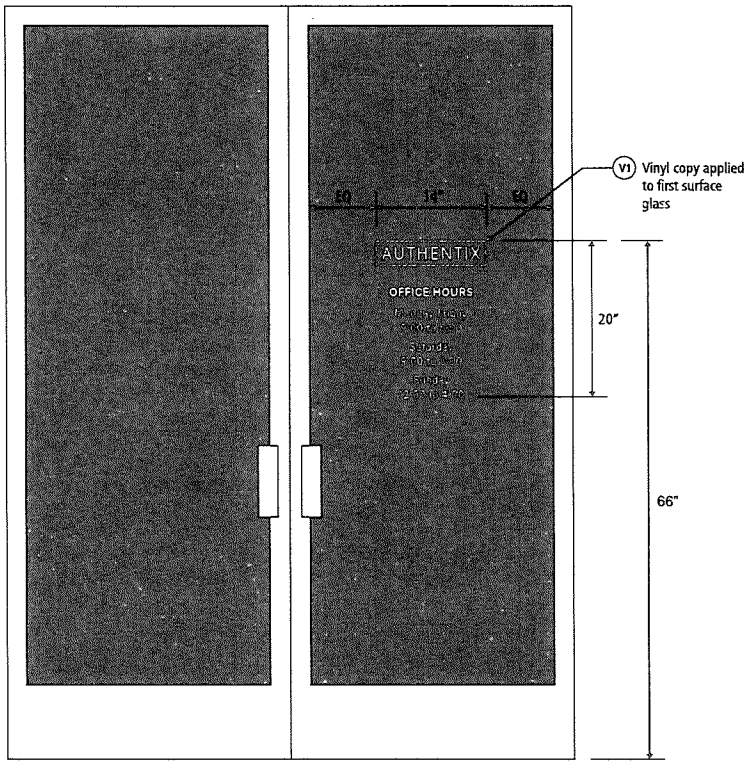
Landlord _____

NOTES

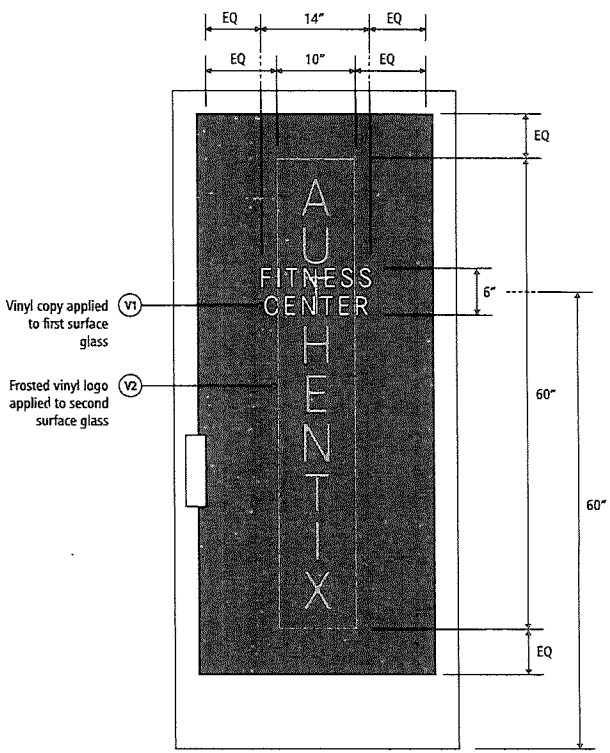
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Sign Systems Inc.

Clubhouse Entrance Door



Fitness Center Entrance Door



CUSTOMER

AUTHENTIX

SITE

Richwood, KY

CONTACT

A

FILE

Sales Rep
CJ Hines

File Name
authentix RICHWOOD

Design
TDH

Draft: 10.30.23
Rev 1:
Rev 2:
Rev 3:
Rev 4:
Rev 5:
Rev 6:
Rev 7:
Rev 8:
Rev 9:

APPROVALS

Approved
☐ Approved as noted
☐ Revise and re-submit

Customer _____

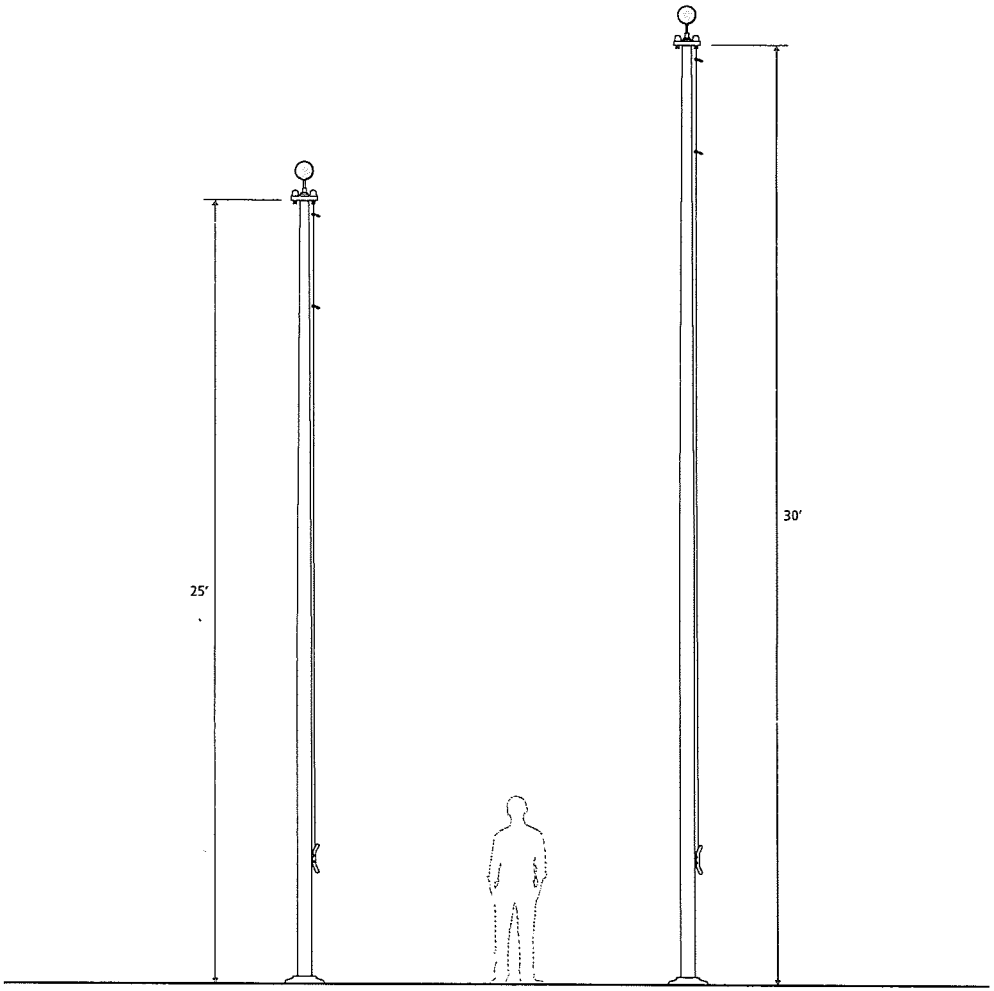
Landlord _____

NOTES

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Sign Systems Inc.

Flagpoles



Description 25' tall commercial grade flagpole

Quantity (1)

Description 30' tall commercial grade flagpole

Quantity (1)

CUSTOMER

AUTHENTIX

SITE

Richwood, KY

CONTACT

A

FILE

Sales Rep
CJ Hines

File Name
authentix RICHWOOD

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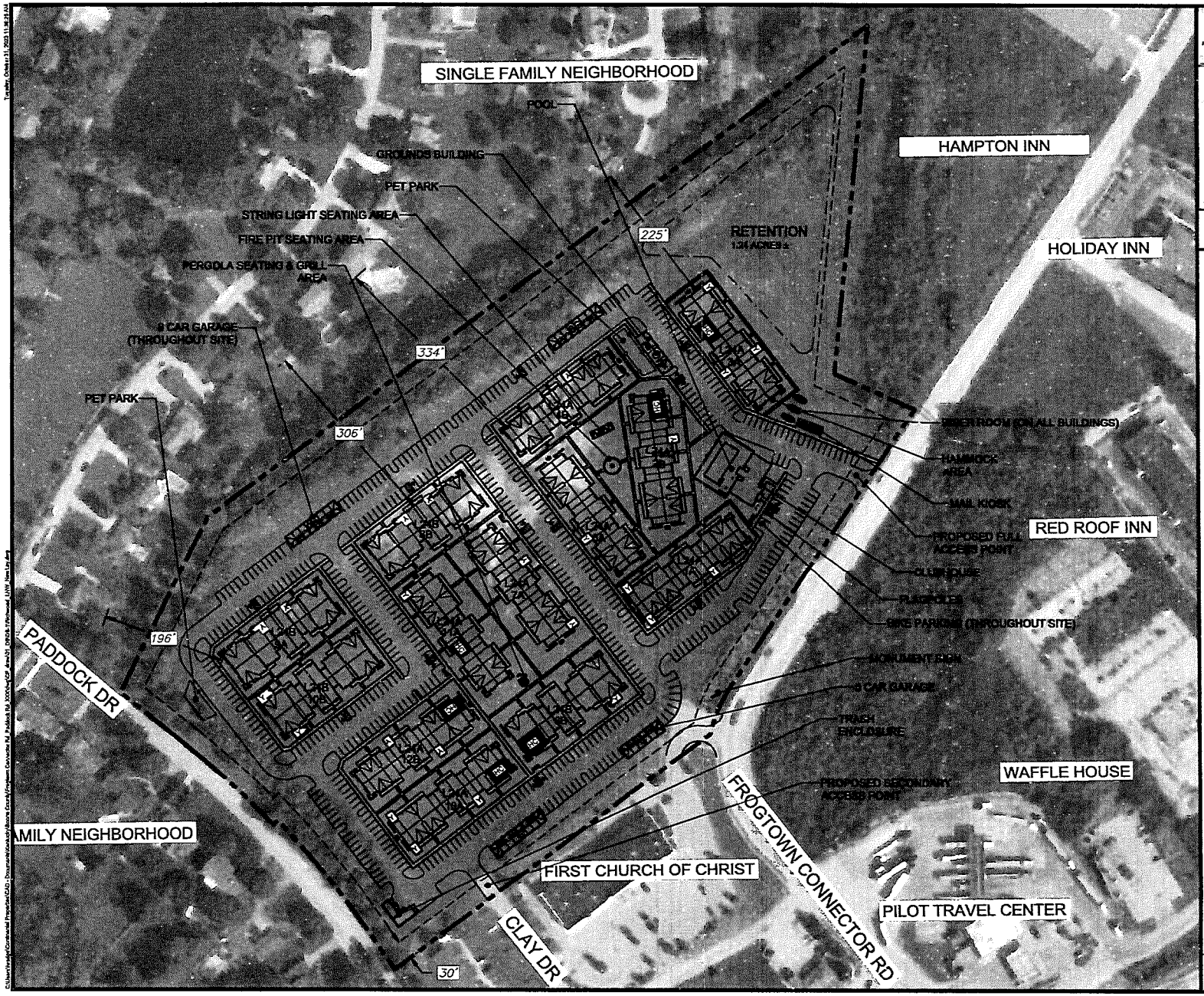
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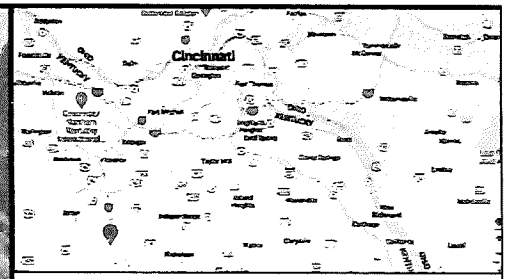
Landlord _____

NOTES

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Sign Systems Inc.





VICINITY MAP
SCALE: NTS

SITE INFORMATION		
MULTIFAMILY AREA	20.00 ACRES	
TOTAL AREA	20.00 ACRES	
DENSITY	15.60 DU/ACRE	
BUILDING / LANDSCAPE SETBACKS	NORTH	90'/90'
	SOUTH	10'/30'
	EAST	30'/30'
	WEST	30'/30'

BUILDING INFORMATION		
CLUBHOUSE	AUTHENTIX	
RESIDENT BUILDINGS	QUANTITY	HEIGHT
12-A (23 DU/BUILDING)	9	2-STORY / 35'
12-B (24 DU/BUILDING)	4	2-STORY / 35'
TOTAL RESIDENT BUILDINGS	13	

GENERAL HOME MIX	HOMES	PERCENTAGE
STUDIO	32	10%
1-BEDROOM	124	40%
2-BEDROOM	124	40%
3-BEDROOM	32	10%
TOTAL HOMES	312	100%

PARKING INFORMATION		
PARKING	QUANTITY	
TANDEM SPACES	NOT INCLUDED	
DETACHED GARAGES	30	
6G (6-BAY)	1	
8G (8-BAY)	3	
CARPORTS	0	
GROUNDS BUILDING (MG-PL)	1	
TOTAL COVERED PARKING	31	
SURFACE PARKING	485	
ADMIN SPACES	NOT INCLUDED	
TOTAL UNCOVERED PARKING	485	
TOTAL PARKING PROVIDED	516	
PARKING REQUIRED PER CODE		
HOME PARKING RATIO	1.65	
OVERALL GARAGES/HOME	0.10	
COVERED PARKING RATIO	0.06	
CLUBHOUSE PARKING	18	
ADA PARKING	17	
GUEST PARKING		
PARKING DIMENSIONS		
STANDARD STALL	9' x 18'	
ADA STALL	9' x 22'	
DRIVE WIDTH	26'	

SITE AMENITIES		
AMENITY	QTY / SF / NOTES	
SWIMMING POOL	INCLUDED	
FITNESS CENTER	INCLUDED	
CAR CARE CENTER	INCLUDED	
PET PLAYGROUND TYPE A	3049.2 sq ft	
ENCLOSED YARDS	26	
PARCEL PICKUP	INCLUDED	
GRILLING AREA	INCLUDED	

PROPERTY BOUNDARY

0 75 150 300

CONTINENTAL PROPERTIES
12434 NORTH EXECUTIVE PARKWAY
MEQUONEE FALLS, WI
262.502.5500 * FAX 262
ON BEHALF OF:
CONTINENTAL 766 FUND LLC

PROJECT INFORMATION

AUTHENTIX RICHWOOD

FROGTOWN CONNECTOR RD & RICHWOOD RD | RICHWOOD, KY

CONTINENTAL 766 FUND LLC

SHEET INFORMATION

SITEPLAN

DRAWN DATE: 10/31/2023
DRAWN BY: LNW

SHEET NUMBER

D1-2.0

BOARD & BATTEN 1

BOARD & BATTEN 2

LAP SIDING 1

LAP SIDING 2

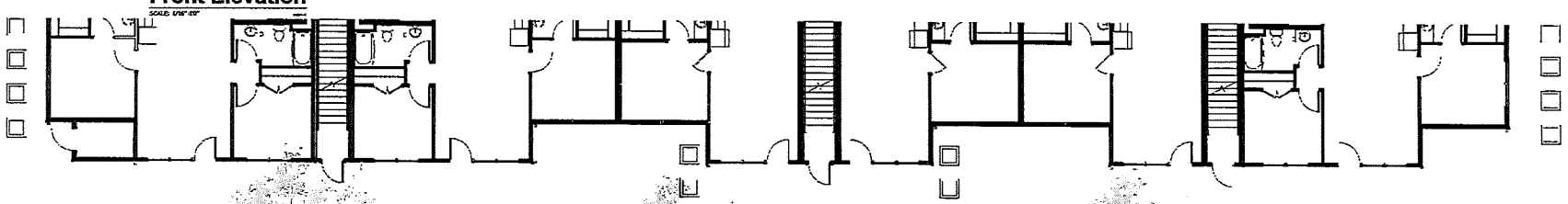
ROOF

DOORS

TRIM

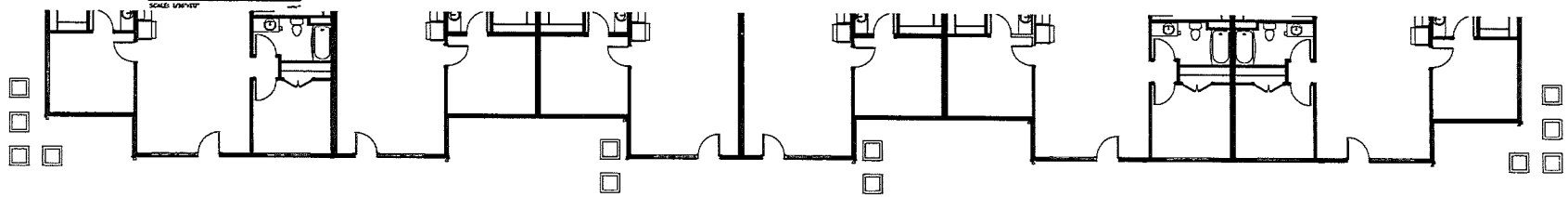


Front Elevation





Rear Elevation



24 UNIT BUILDING TYPE A

CONTINENTAL PROPERTIES

YOU ARE HERE

BOARD & BATTEN 1

BOARD & BATTEN 2

LAP SIDING 1

LAP SIDING 2

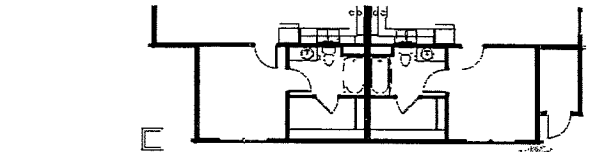
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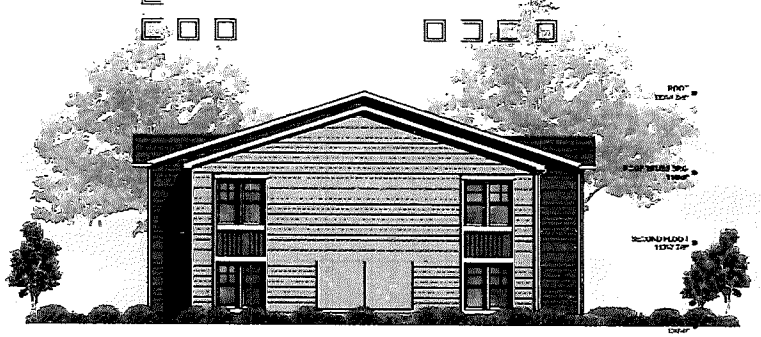
DOORS

TRIM

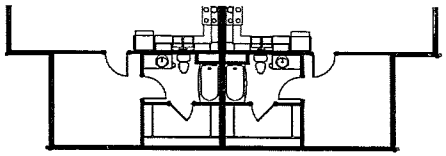


Left Elevation





Right Elevation



24 UNIT BUILDING TYPE A

CONTINENTAL PROPERTIES

YOU ARE HERE

BOARD & BATTEN 1

BOARD & BATTEN 2

LAP SIDING 1

LAP SIDING 2

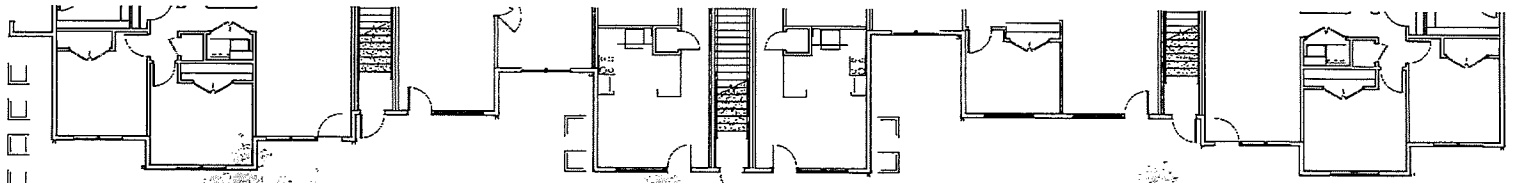
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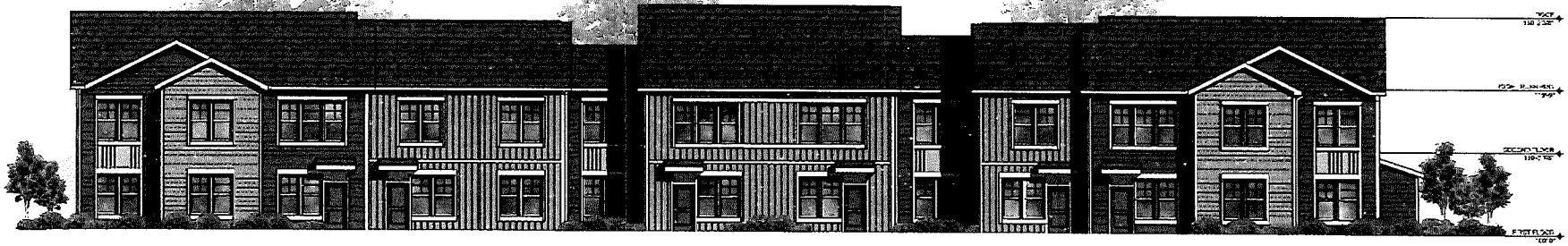
DOORS

TRIM

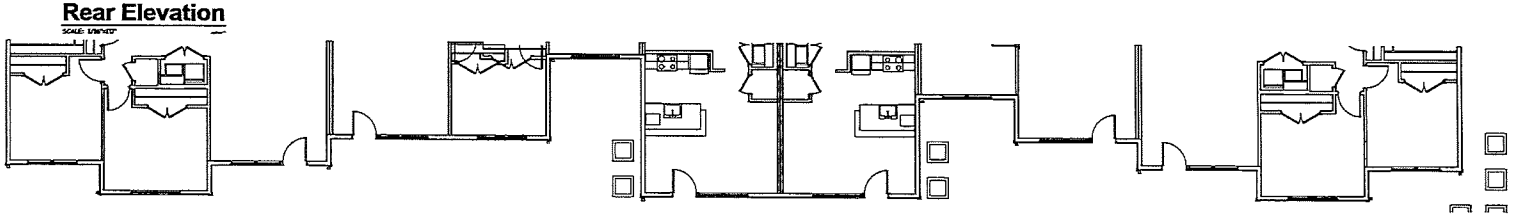


Front Elevation





Rear Elevation



24 UNIT BUILDING TYPE B

CONTINENTAL PROPERTIES

YOU ARE HERE

BOARD & BATTEN 1

BOARD & BATTEN 2

LAP SIDING 1

LAP SIDING 2

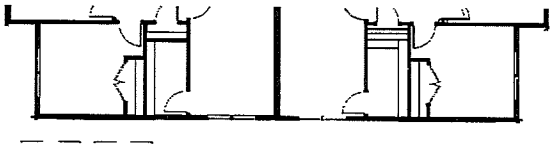
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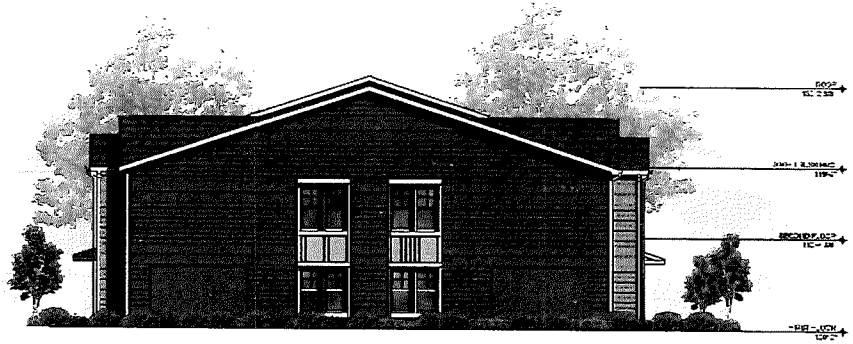
DOORS

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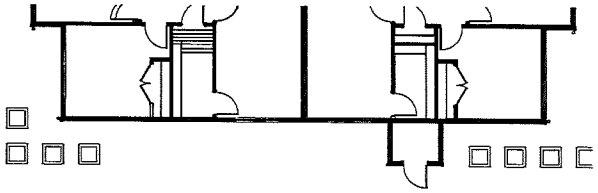


Left Elevation





Right Elevation



24 UNIT BUILDING TYPE B

CONTINENTAL PROPERTIES

YOU ARE HERE

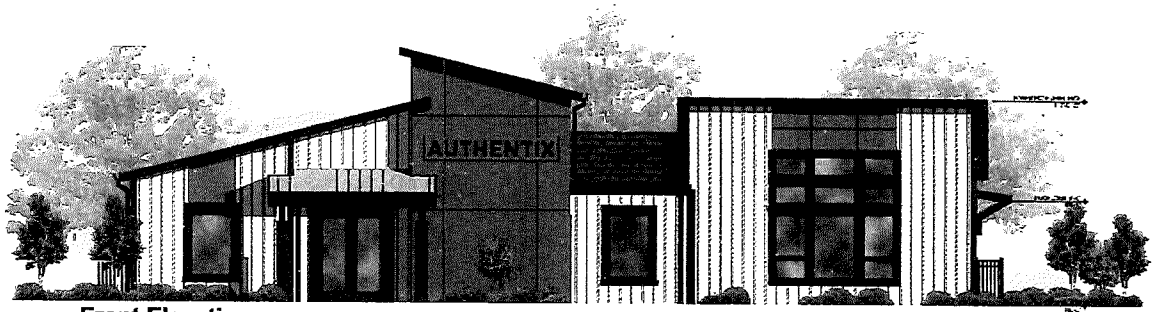
BOARD & BATTEN

FLAT PANEL

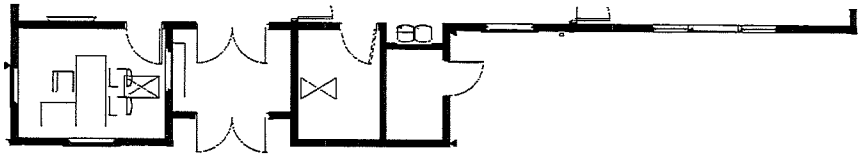
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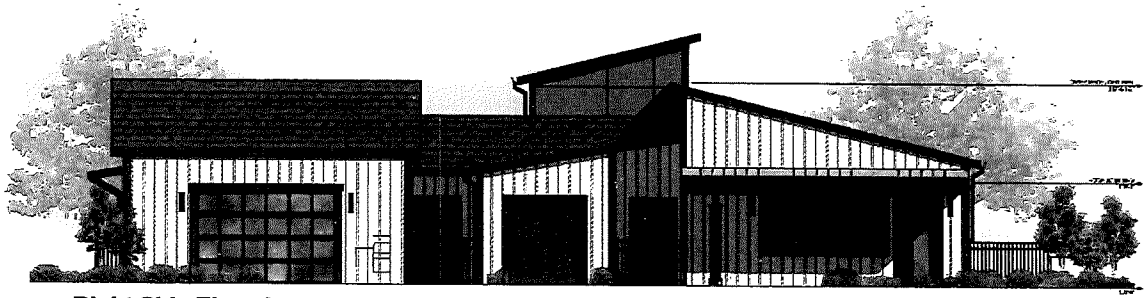
DOORS

TRIM

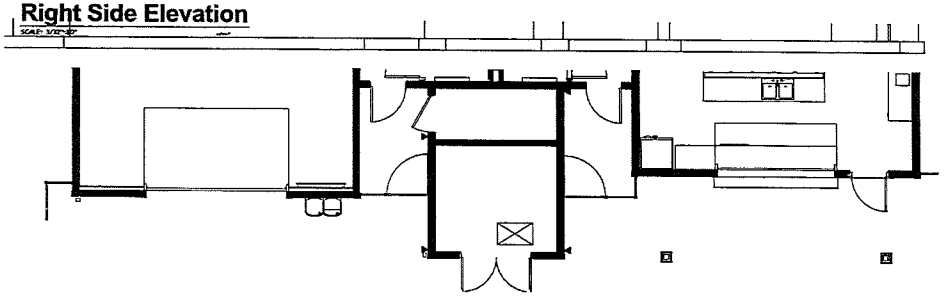


Front Elevation





Right Side Elevation



CLUBHOUSE

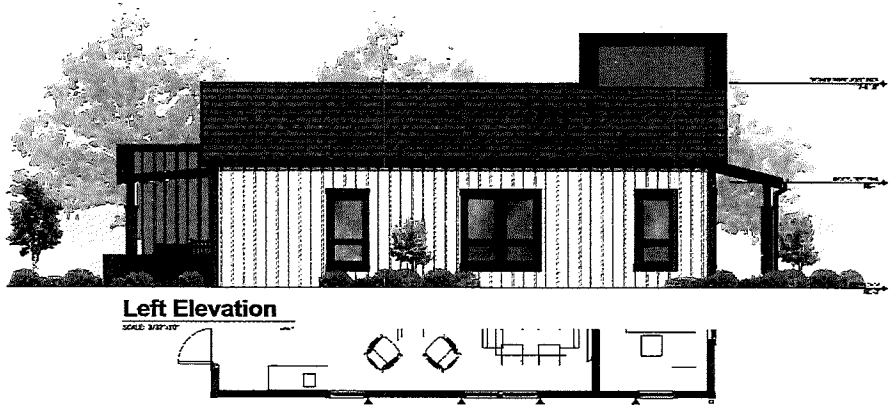
BOARD & BATTEN

FLAT PANEL

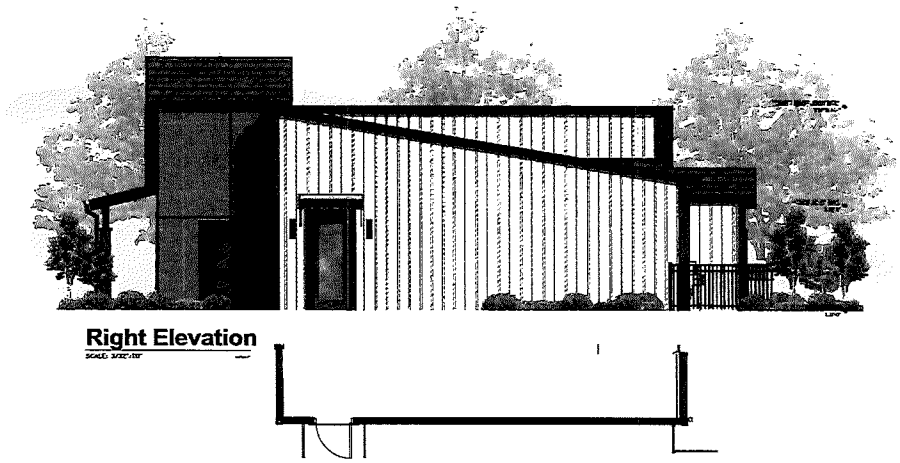
ROOF

DOORS

TRIM



Left Elevation

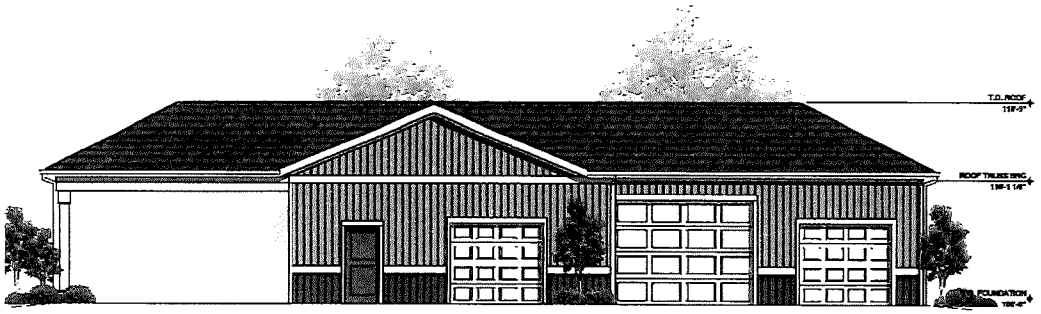


Right Elevation

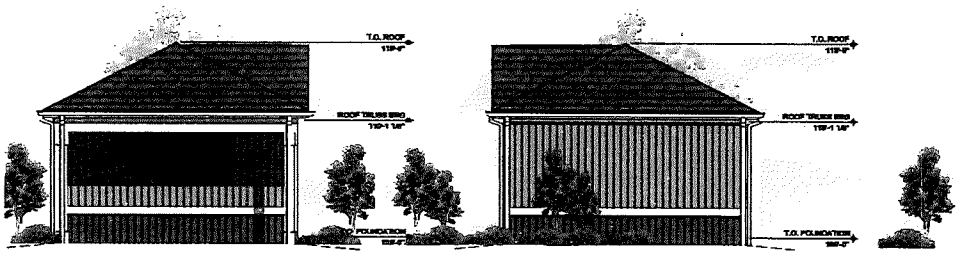
CLUBHOUSE

CONTINENTAL PROPERTIES

YOU ARE HERE

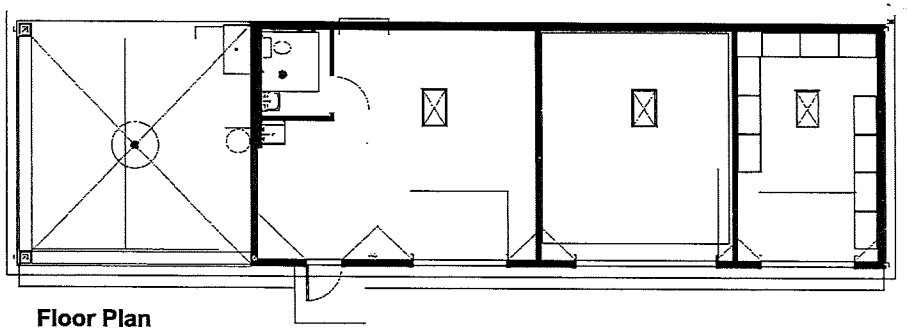


Front Elevation

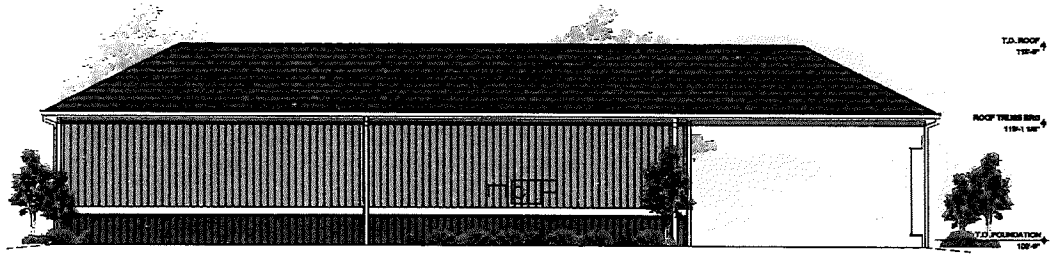


Left Elevation

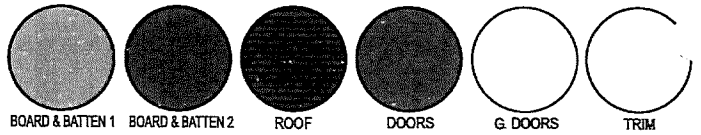
Right Elevation



Floor Plan



Rear Elevation



GROUNDS BUILDING

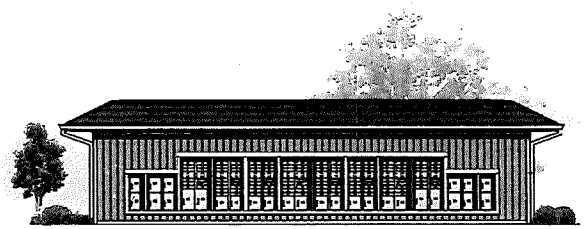
CONTINENTAL PROPERTIES

YOU ARE HERE

BOARD & BATTEN 1

ROOF

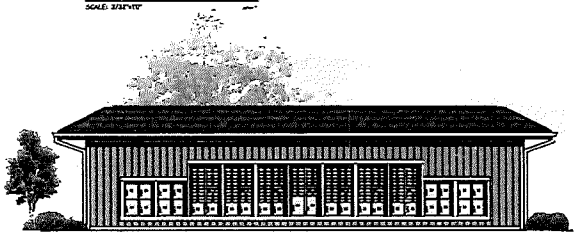
TRIM



Front Elevation



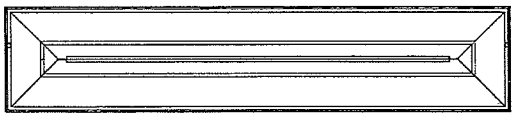
Right Elevation



Rear Elevation



Left Elevation

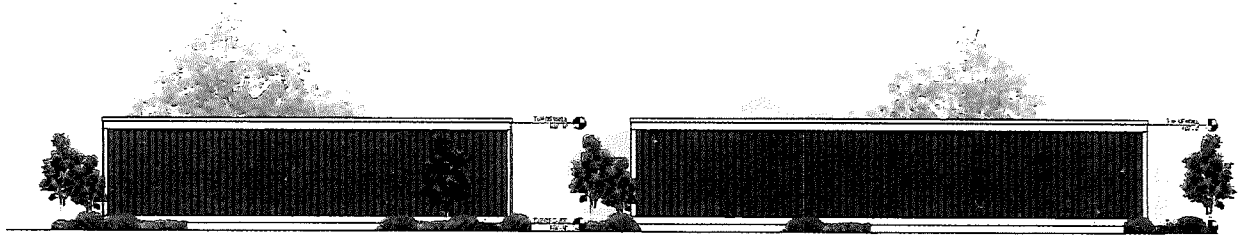


Floor Plan

MAIL KIOSK

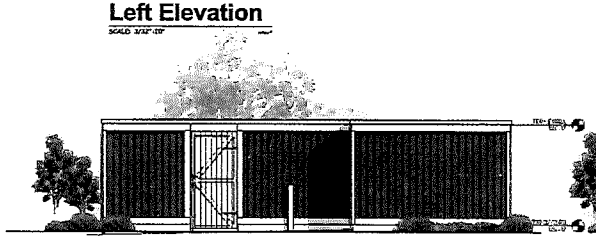
CONTINENTAL PROPERTIES

YOU ARE HERE

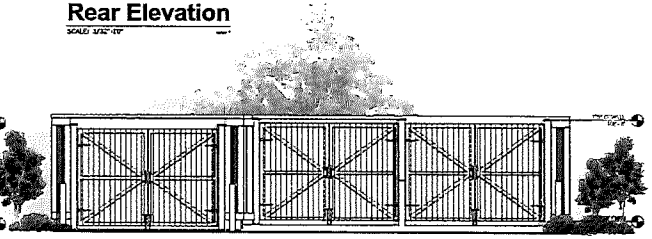


Left Elevation

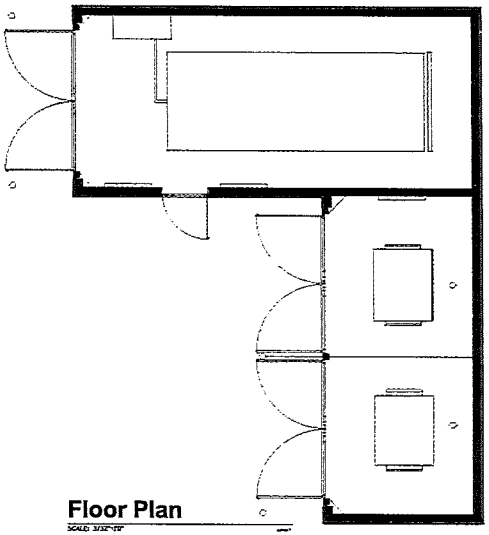
Rear Elevation



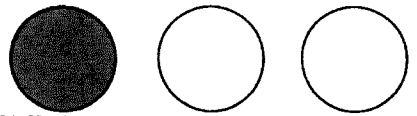
Right Elevation



Front Elevation



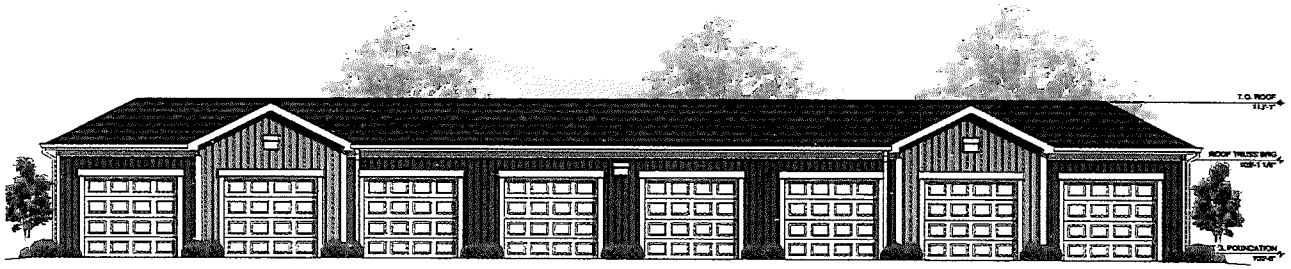
Floor Plan



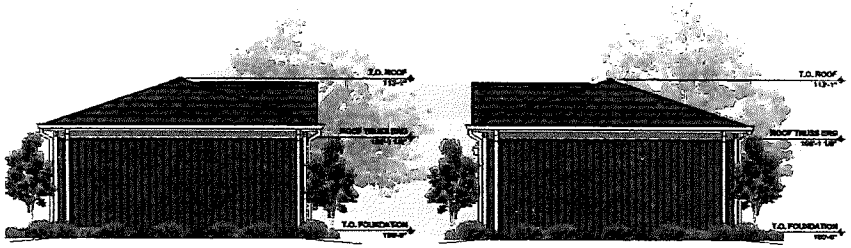
TRASH ENCLOSURE

CONTINENTAL PROPERTIES

YOU ARE HERE

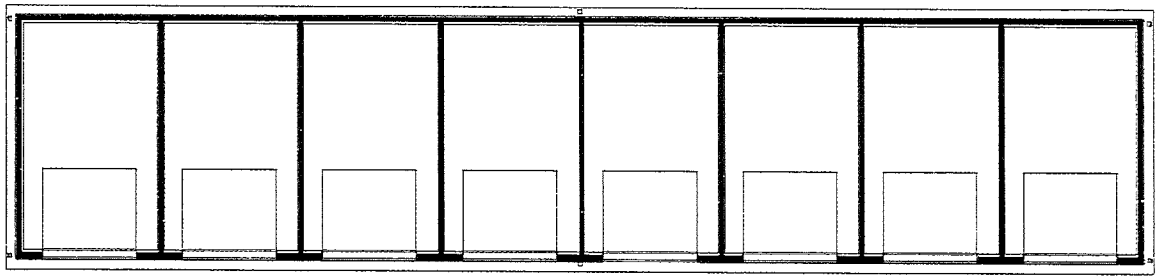


Front Elevation

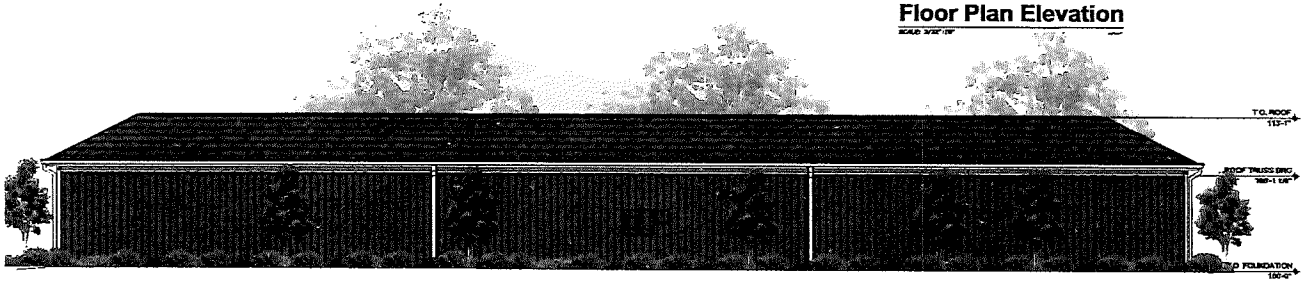


Left Elevation

Right Elevation



Floor Plan Elevation



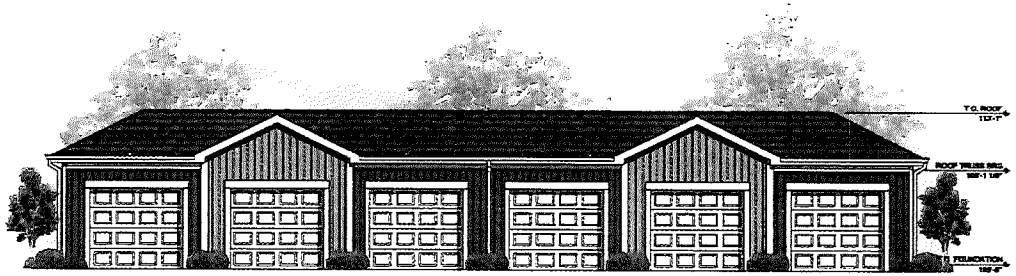
Rear Elevation



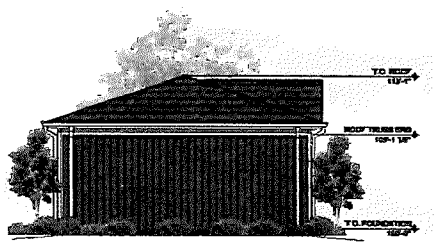
8 BAY GARAGE

CONTINENTAL PROPERTIES

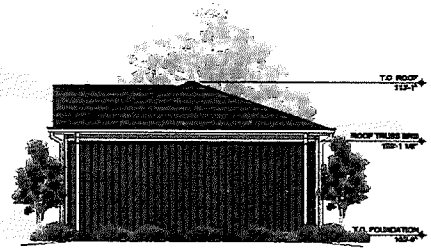
YOU ARE HERE



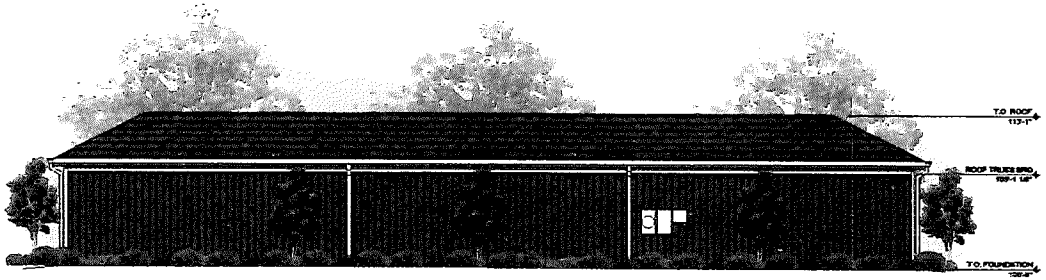
Front Elevation



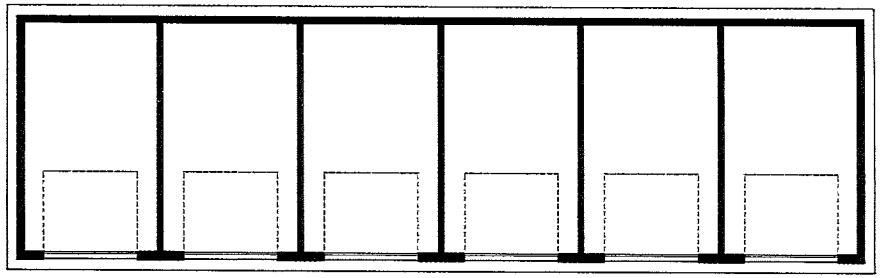
Left Elevation



Right Elevation



Rear Elevation



Floor Plan Elevation



6 BAY GARAGE

CONTINENTAL PROPERTIES

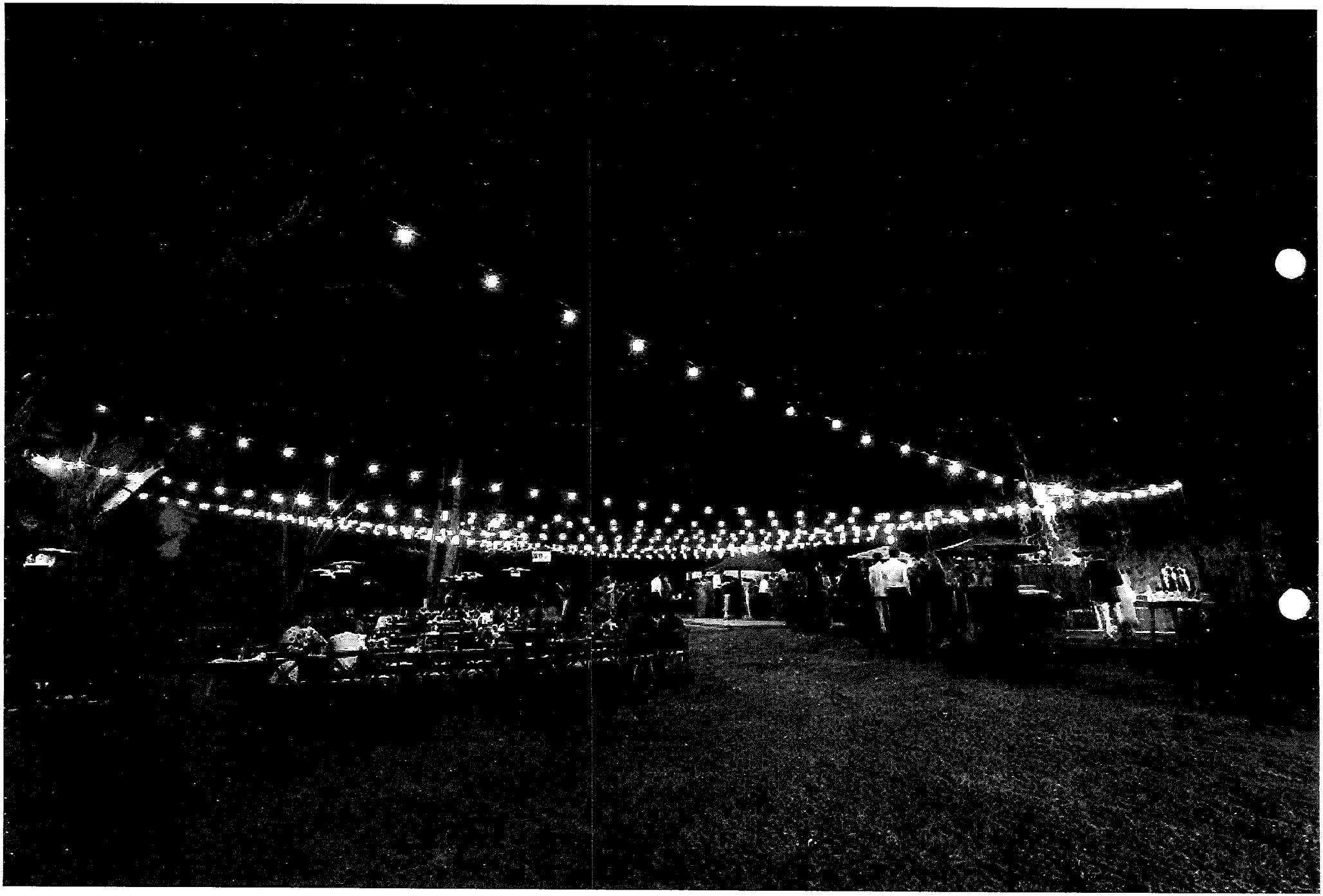
YOU ARE HERE

KITCHEN


AUTHENTIX



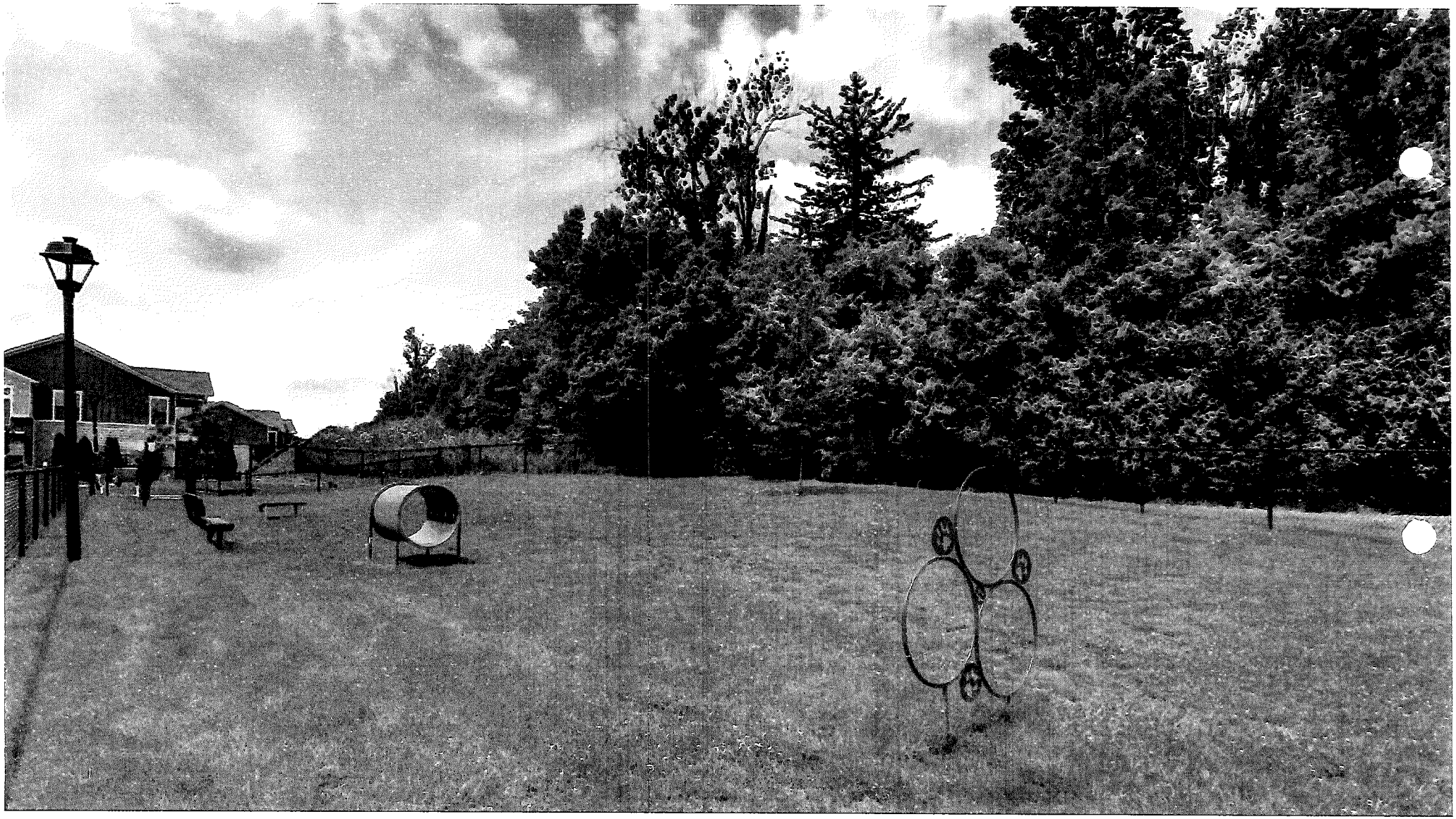
String Light Seating Area



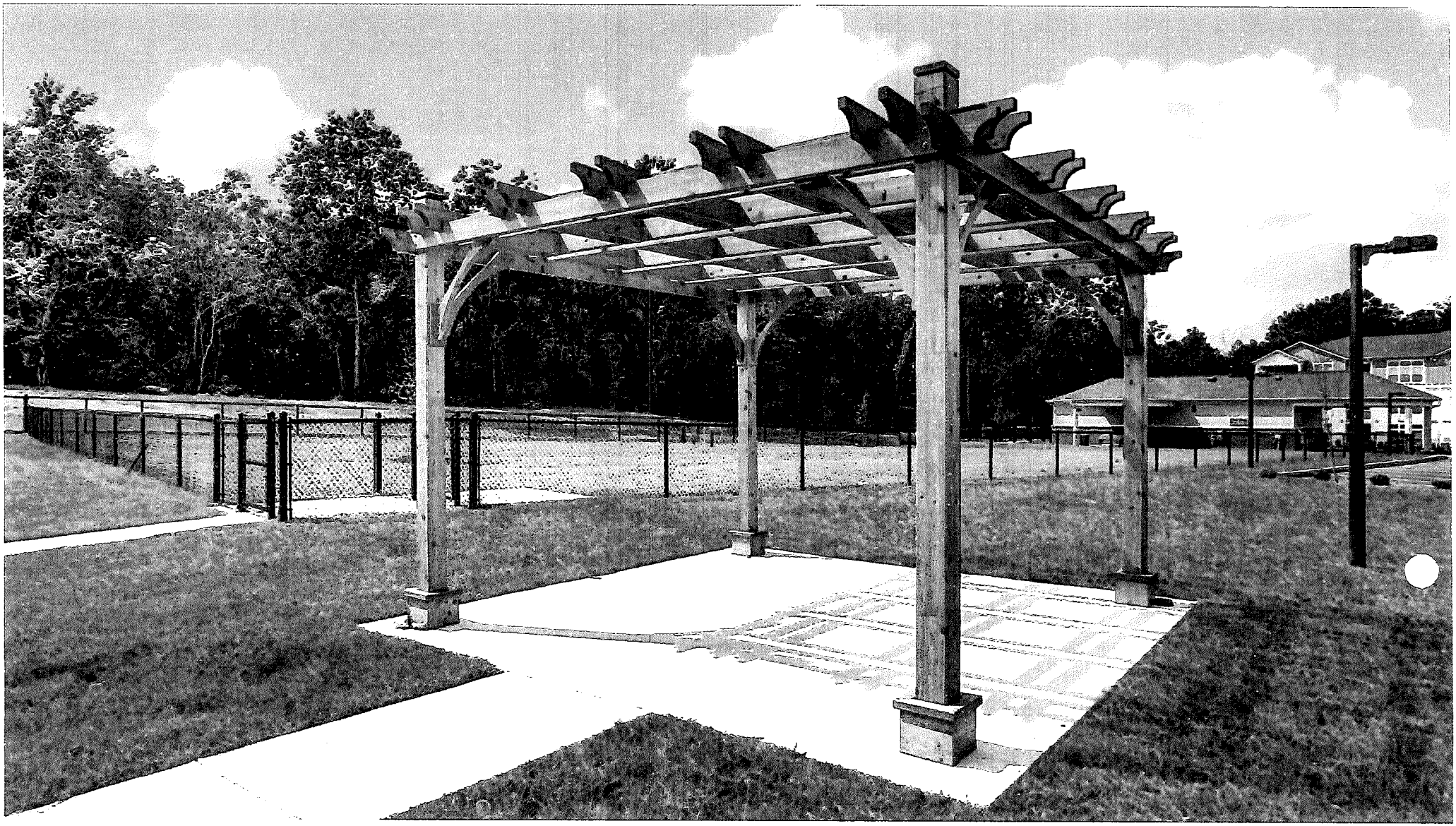
Hammock Area



Pet Park

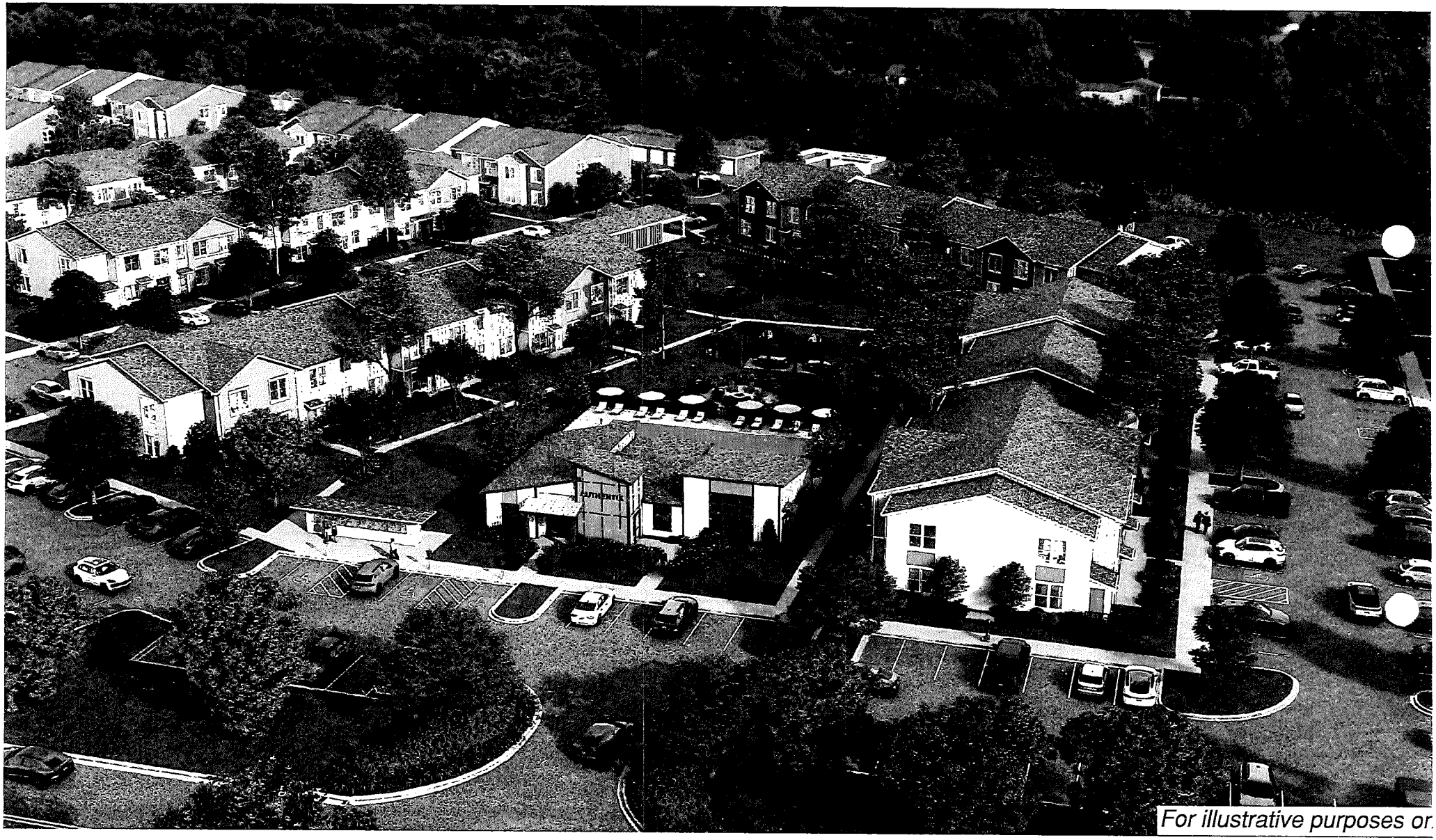


Pergola



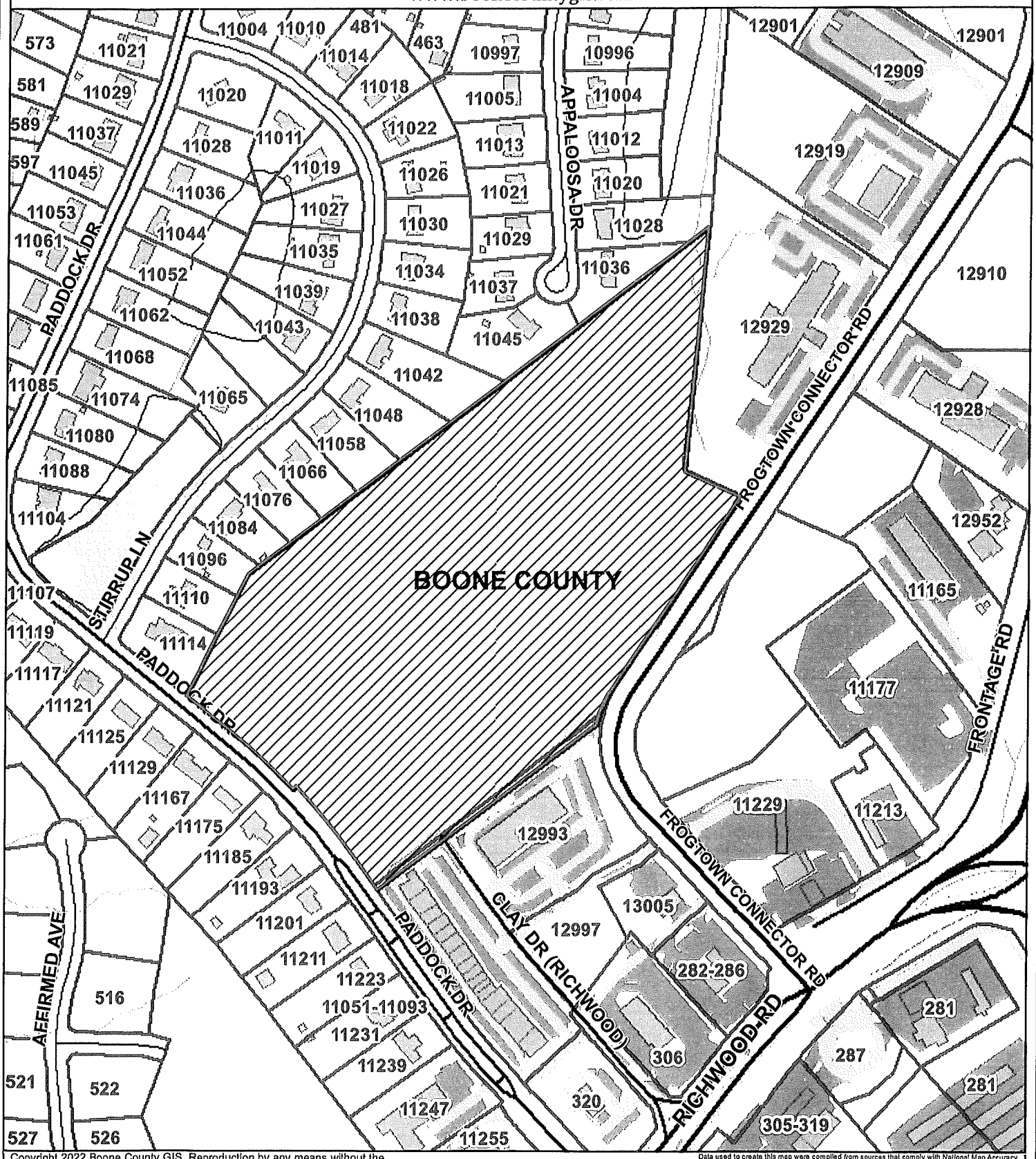
Grill Area




For illustrative purposes or

Vicinity Map

www.boonecountygis.com



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Data used to create this map were compiled from sources that comply with National Map Accuracy Standards. Boone County GIS extends no warranty with respect to the accuracy or content of the information provided by this map. This map should be used for general planning purposes only.

0 150 300 600 900 1,200 Feet

1 inch = 300 feet

N W E S

Boone County GIS - Putting Northern Kentucky on the Map

Map Created: xx/xx/2022

ArcMap Document: *.mxd

Aerial Map

www.boonecountygis.com



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0 150 300 600 900 1,200 Feet

1 inch = 300 feet

N W E S

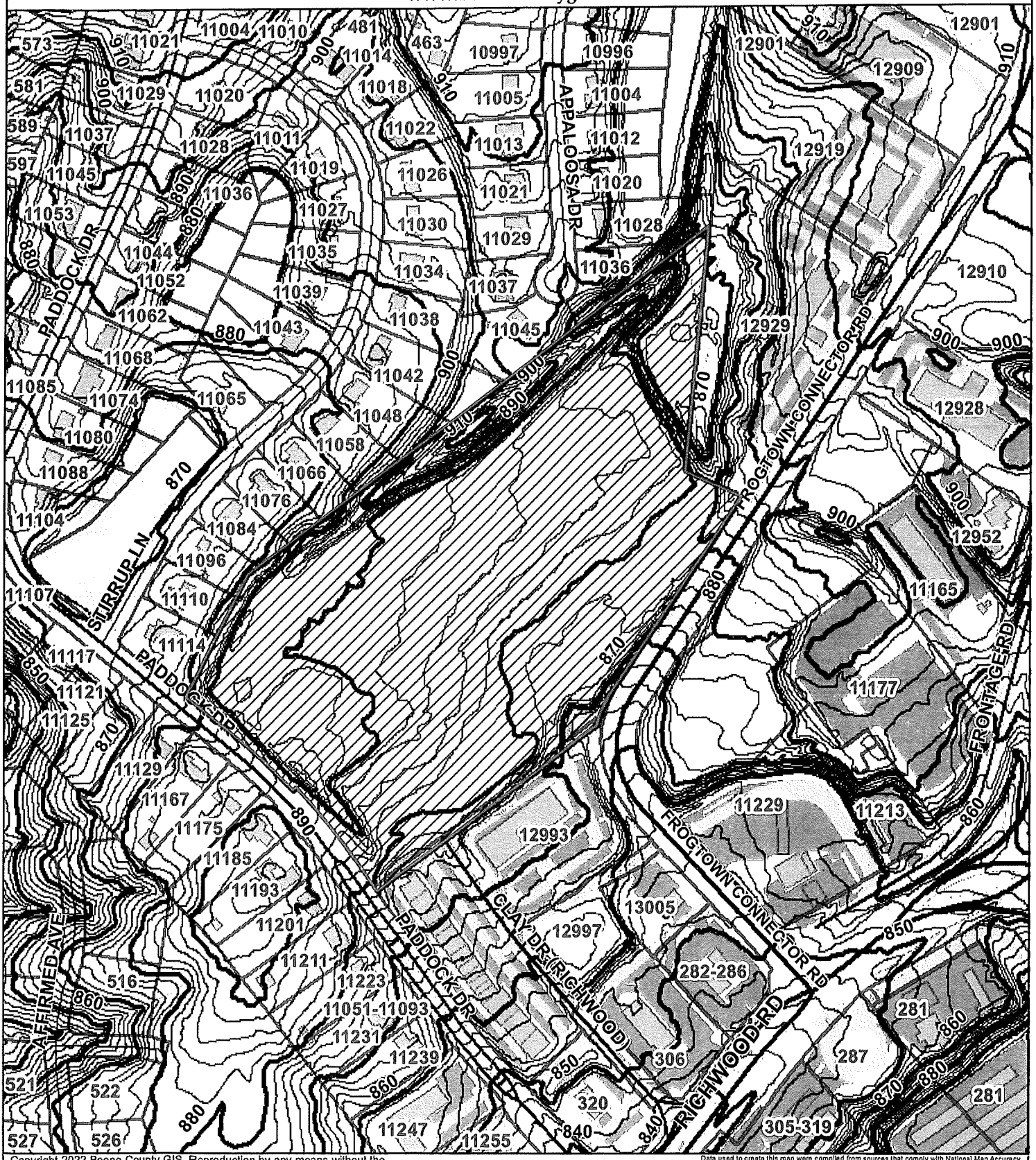
Boone

Map Created: xx/xx/2022

ArcMap Document: *.mxd

Topographical Map

www.boonecountygis.com



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N W E S

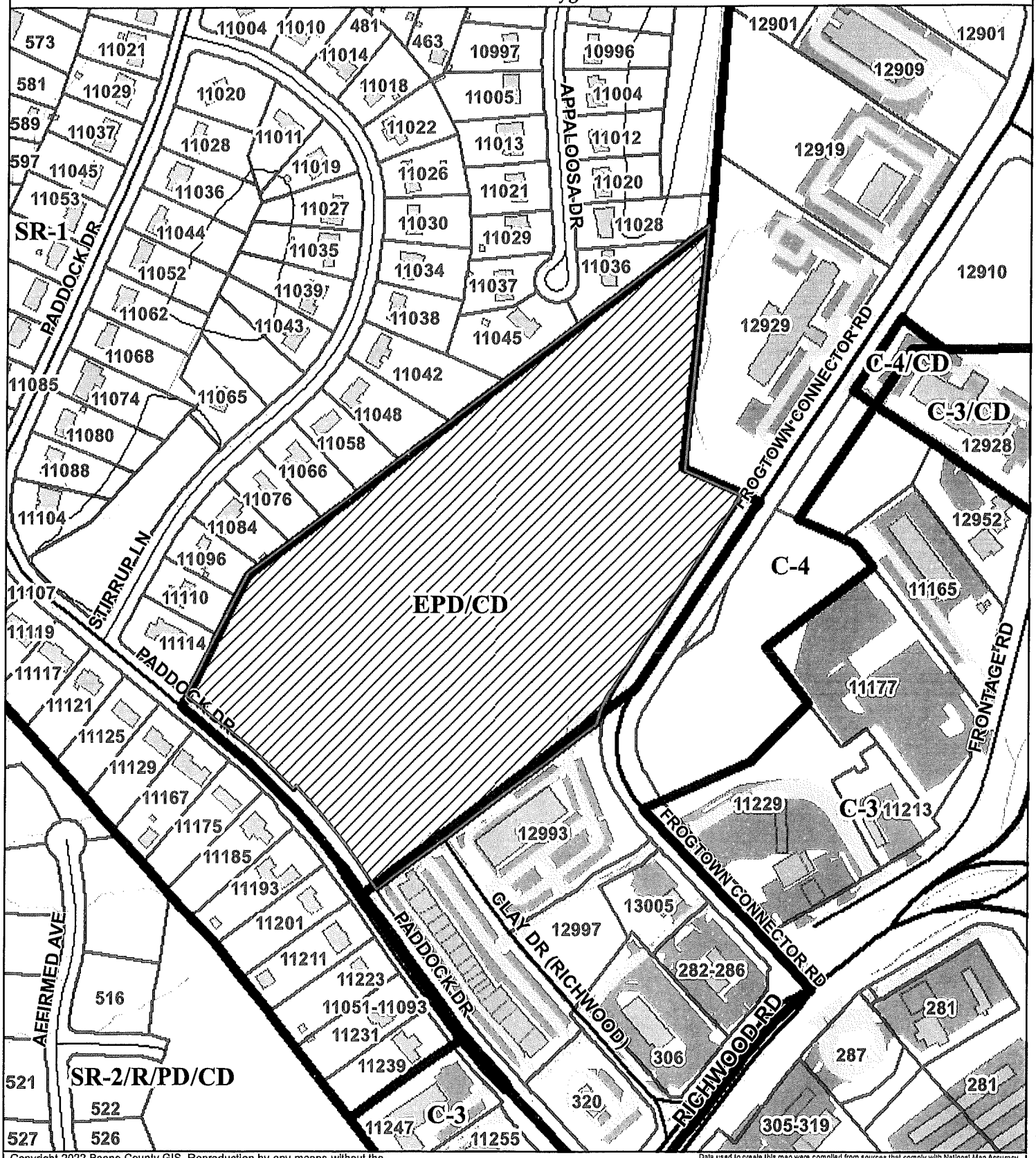
Boone County GIS - Putting Northern Kentucky on the Map

Map Created: xx/xx/2022

ArcMap Document: *.mxd

Zoning Map

www.boonecountygis.com



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1 Inch = 300 feet

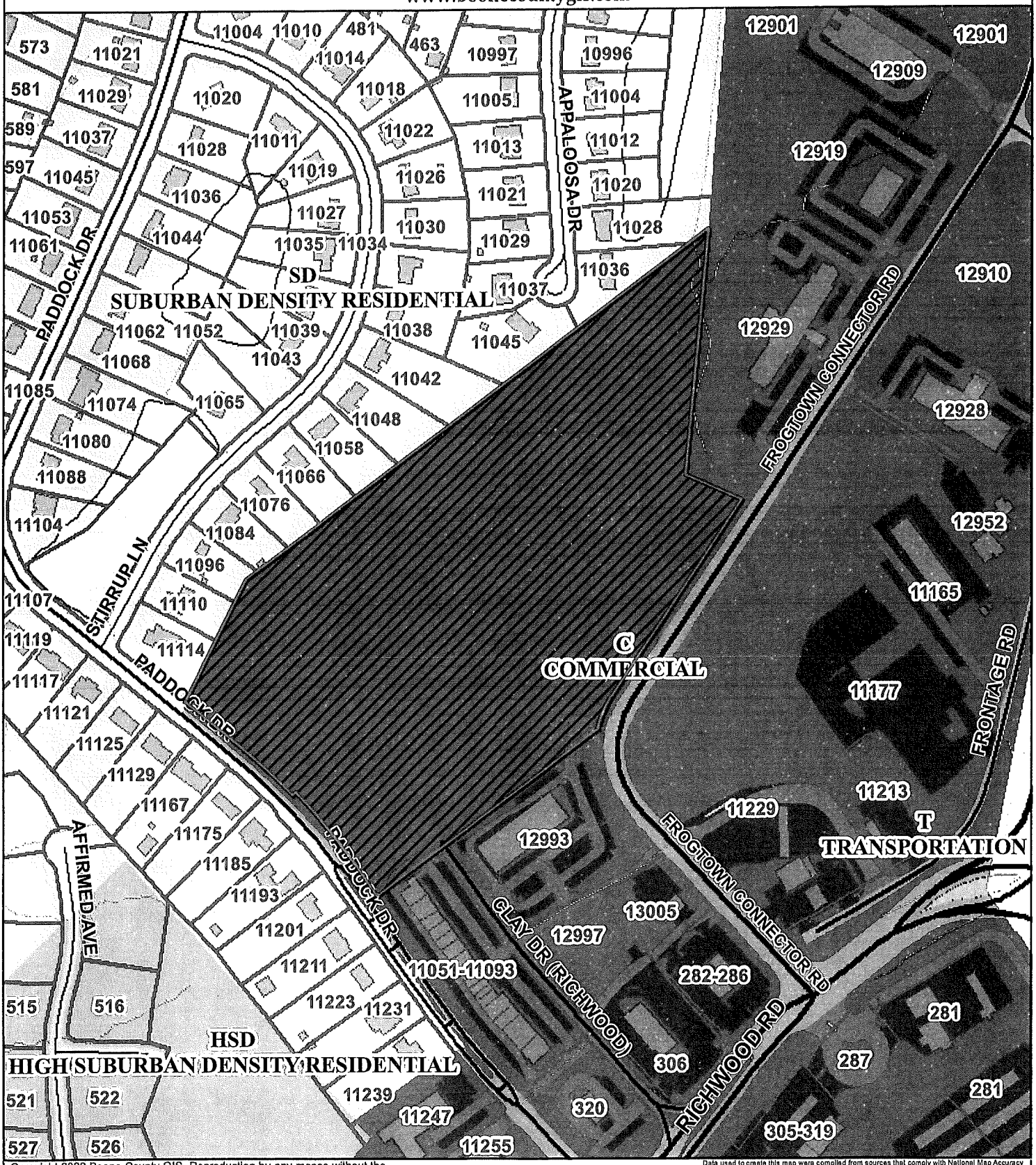
Boone County GIS - Putting Northern Kentucky on the Map

Map Created: xx/xx/2022

ArcMap Document: *.mxd

2040 Future Land Use Map

www.boonecountygis.com



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0 150 300 600 900 1,200 Feet

1 inch = 300 feet

N W E S

Boone County GIS - Putting Northern Kentucky on the Map

Map Created: xx/xx/2022

ArcMap Document: *.mxd

SECTION 1506 PLANNED DEVELOPMENT CRITERIA

A. Concept Development Plan proposals in a Planned Development shall be primarily evaluated against the criteria listed below. The Concept Development Plan shall fulfill the following criteria unless a portion of the criteria do not apply or relate, in whole or part, to a specific proposal. The examples listed in this section are for illustrative purposes. Specific solutions used to fulfill these criteria are contingent upon the size, scale, site conditions, design, uses and impacts of a proposed development.

1. Mixed Use Development and Pedestrian Orientation: Planned Developments shall generally have a mixed use orientation (combination of differing types of residential, commercial, public or civic, and/or industrial uses) both within the development itself and relative to the relationship between the proposed planned development and adjacent sites. The additional intensity allowed in a Planned Development by SECTION 1501 shall only be permitted when a true mixed use and/or an amenity - oriented development with community and recreation facilities as described in this standard is provided.
2. In general, Planned Developments shall have a pedestrian orientation, where it is possible to live, work, shop, and play in the same immediate vicinity without a required dependence on the automobile. This may be accomplished through the use of comprehensive pedestrian circulation networks including multipurpose paths and walks along main routes and open spaces such as stream corridors, between major destinations within the development and adjoining areas, secondary walk connections to the multi-purpose paths, the creation of a designed pedestrian environment including street trees in addition to other required landscaping, decorative street lights and other street furniture, and seating areas, and the use of integral curb walks where appropriate along streets. Disruptions in major paths due to street and drive intersections shall be minimal. Additionally in commercial areas, pedestrian orientation can be accomplished by placing buildings in close proximity to the street with parking areas to the side and rear of buildings, mixing uses within the same multi-story buildings, building entrances directly facing streets with reduced setbacks, architectural design which employs display windows, projecting signs, and awnings at street level, and designed outdoor seating and gathering spaces at the street level. Each development proposal must demonstrate in detail how the project will be made walkable throughout.
3. Compatibility of Uses: Measures shall be taken to assure compatibility of land uses within a Planned Development itself and adjacent sites. Such measures may include the provisions of buffer zones, common open space areas and landscape features, transitional land uses, or a mixed-use development in which no specific type of land use is dominate. When applicable, the design methods recommended in the "Development Layout, Lot Sizes, and Setbacks" section of the Comprehensive Plan's Land Use Element shall be employed. Compatibility measures/mitigation measures shall exceed the usual minimum standards of these regulations when needed to address impacts of the proposed development.
4. Open Space: Useable open space(s), in an amount over and above setback and buffer yard areas and open areas required by the underlying district, shall be provided. These spaces may be provided in the form of parks, plazas, arcades, commons, trails, sports courts or other athletic and recreational areas, outdoor areas for the display of sculptural elements, etc. Land reservations for community facilities may be considered in lieu of useable open space. The use of single loaded streets to provide multi-purpose paths, park areas, or to protect stream corridors, may be proposed for this purpose. Open Space areas are encouraged to have street frontage and visibility. Any site proposed to be publicly dedicated or donated for park or open space purposes shall comply with the appropriate legislative body's requirements for acceptance of such dedications or donations.
5. Multi-Modal Transportation System: Planned Developments shall incorporate multi-modal transportation elements through the development, depending on the foreseeable needs of future residents and users of the site, and the relationship of the project site to the community at large. Such multi-modal elements may include provisions for mass transit stops or stations, car pooling lots, pedestrian and bicycle paths and lanes, bicycle parking areas, etc. Multi-modal facilities are encouraged to be combined with the pedestrian systems and open spaces described in Sections 1 and 4. Multi-modal facilities should connect to existing and future facilities that lie outside of the site.
6. Preservation of Existing Site Features: Existing topography, significant tree cover, tree lines along property lines, cemeteries, and water courses and water bodies shall be largely preserved and incorporated into the project design, where appropriate and consistent with the remainder of this article. The retention of such features may also fulfill portions of the requirements in Section 4 "Open Space" and Section 7 "Landscaping."
7. Landscaping: Substantial landscaping shall be provided in a Planned Development with emphasis given to street scape areas, buffer zones, and the provision of significant landscaping (in terms of size of landscape areas, and quantity and quality of landscape materials) within the developed portions of the site. The use of landscape design guidelines is required for multi-phased projects. The retention of existing healthy, substantial trees should

occur wherever possible. Proper designed street tree plantings may be permitted to fulfill some landscaping requirements as part of an overall amenity package.

8. Architecture: Sites which are subject to architectural requirements through adopted overlay districts or land use studies shall follow said requirements. For all other sites, a consistent architectural theme shall be provided in planned developments. The theme shall largely use traditional, regionally influenced architectural forms and elements and shall allow variations within it. Traditional styles such as Georgian, Federal, I-House, Cape Cod, Craftsman, Tudor, Queen Anne, Italianate, early 20th century commercial structures, and local farm structures may be used as models. Contemporary or transitional styles of comparable quality may also be considered. The architectural theme shall also relate to existing structures on the project site and adjacent sites, especially if such existing structures are historic.
9. For attached or multi-family residential developments and commercial or office developments, the predominant building materials shall have a solid appearance, such as could be achieved with brick, stone, and architectural grade cast concrete products designed to replicate natural materials. Roof designs shall have a finished appearance through the use of three dimensional pitched roof forms with architectural grade roofing and/or the use of defined parapets with cornice lines. Long building facades and roof planes shall be interrupted through the use of three dimensional jogs in the building footprint and secondary roof forms such as hips, dormers, and gables. Such buildings shall include architectural detailing for cosmetic enhancement, largely use natural colors, and use a consistent design treatment on all facades. The use of architectural guidelines or building prototypes is required for all multi-phased projects. Developments should be mixed-use in character with multi-level buildings where commercial services are proposed. Walkability must be planned for when locating commercial and residential uses in proximity to each other. Office and residential uses are strongly advocated above commercial uses in business districts to decrease dependence on the automobile.
10. Historic and Prehistoric Features: Historic and prehistoric features on the project site shall be retained, utilized, and incorporated into the overall project design if physically and economically feasible.
11. Signage: A consistent signage theme shall be provided within a Planned Development. Building mounted signs shall be the predominate signage on the project site. Freestanding signs shall be monument style and of a limited size and height. Signage shall visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors. The use of signage design guidelines is required for multi-phased projects.
12. Transportation Connections and Entry Points: The provision of transportation connections (street connections, pedestrian paths, multi-purpose trails, sidewalks, and bicycle facilities) shall be provided in all planned development unless physically unfeasible or unsafe. This shall include connections to adjoining properties and developments, and inter-connectivity within the development itself, and contain minimal use of cul-de-sacs or other dead-end types of streets only when necessary. Transportation connections shall account for the County's adopted Transportation Plan and any adopted bikeway and/or pedestrian plans. In addition, the various entry points (streets, paths, etc.) into a Planned Development shall be marked or otherwise defined through the use of landscaping, low-key signage on retaining walls, architectural or sculptural elements, archways, markers, etc. Any structures used to demarcate entry points shall visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors.
13. Conformance with Comprehensive Plan: All Planned Developments shall conform to the provisions of the adopted Comprehensive Plan and take into account the limitations of existing or planned infrastructure.
14. Further, Concept Development Plan proposals within areas that are subject to a specific land use or corridor study shall be evaluated against the criteria or requirements of such study as well as the criteria in this section.
15. A Planned Development and its uses, buildings or structures shall be minimally subject to the supplemental performance and development standards of this order, unless superseded by any special requirements, conditions, variances or other particulars imposed by the Planning Commission during the concept or preliminary application and hearing phases described in this article. Such special conditions may include provisions governing, common open space, lands or facilities, disposition of open land, infrastructure provisions including any physical design and/or any other requirement found to be necessary, appropriate or desirable for the purposes of this district.
16. Such conditions shall be made a part of the terms under which the development is approved in accordance with ARTICLE 3. Any violation of such conditions shall be deemed a violation of these regulations.

Effective on: 12/20/2022

Steve Lilly

From: Andy Aman <aaman@sd1.org>
Sent: Thursday, November 2, 2023 3:56 PM
To: Steve Lilly
Subject: RE: Authentix Richwood Submittal

EXTERNAL MESSAGE
Steve, SD1 comments below:

Storm:

1. This project will need to apply for and obtain a Storm Water Permit from SD1 if disturbing 1-acre and greater of land.

Sanitary:

1. A reservation of sanitary sewer capacity needs to be applied for.
2. New sanitary sewers and or connection(s) with this project will need to obtain the appropriate sanitary sewer permits from SD1.

Plats:

1. All plats with an SD1 easement(s) will need to be reviewed and signed off on by SD1.

Andy Aman
Director of Development Services
SD1
1045 Eaton Dr
Ft. Wright, KY 41017
859-578-6880
aaman@sd1.org
www.sd1.org

From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Thursday, November 2, 2023 2:21 PM
To: kim.best@boone.kyschools.us; Paul Stephenson <Pstephenson@boonecountyky.org>; Mark Martin <mmartin@boonecountyky.org>; Alison Chadwell <alison@aspire-eng.com>; Robert Franxman <rfranxman@boonecountyky.org>; Mike Rouse <miker@boonewater.com>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; joey.vest@waltonfireky.com; charlie.alexander@waltonfireky.com; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Andy Aman <aaman@sd1.org>; Jared Ison <jison@sd1.org>
Subject: Authentix Richwood Submittal

All,

A Zoning Map Amendment application has been submitted for the Richwood Pointe, LLC site located on the northeast side of Frogtown Connector Road. A map showing the location has been attached.

The Zoning Map Amendment application is to rezone a 20 acre area from Employment Planned Development (EPD/CD) to Urban Residential Two/Planned Development (UR-2/PD) to allow 312 apartment units within thirteen two-story buildings, a clubhouse/pool, and other accessory uses.

Steve Lilly

From: Best, Kim <kim.best@boone.kyschools.us>
Sent: Friday, November 3, 2023 6:54 AM
To: Steve Lilly
Subject: RE: Authentix Richwood Submittal

EXTERNAL MESSAGE
Hi Steve,

Thank you for sharing this. The district has sees no significant issue with this development.

Thank you

Kim

Kimble Best
Assistant Superintendent – Operations
Boone County School District
8330 US HWY 42
Florence KY 41042
Email: kim.best@boone.kyschools.us
Tammy Jump, Administrative Assisant
859-282-2369

From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Thursday, November 2, 2023 2:21 PM
To: Best, Kim <kim.best@boone.kyschools.us>; Paul Stephenson <Pstephenson@boonecountyky.org>; Mark Martin <mmartin@boonecountyky.org>; Alison Chadwell <alison@aspire-eng.com>; Robert Franxman <rfranxman@boonecountyky.org>; Mike Rouse <miker@boonewater.com>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; joey.vest@waltonfireky.com; charlie.alexander@waltonfireky.com; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Andy Aman <aaman@sd1.org>; jison@sd1.org
Subject: Authentix Richwood Submittal

You don't often get email from steve.lilly@boonecountyky.org. Learn why this is important

EXTERNAL MESSAGE

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The public hearing for these applications has been scheduled for December 6, 2023, at 7:30 P.M. Please let me know if you have any comments regarding this application. Comments received by November 27, 2023 will be

Steve Lilly

From: miker@boonewater.com
Sent: Friday, November 3, 2023 8:56 AM
To: Steve Lilly
Subject: Authentix Richwood Submittal
Attachments: Map.pdf

EXTERNAL MESSAGE
Steve,

No comments at this time.

Thanks,
Mike

Mike Rouse / Project Manager
Boone County Water District
2475 Burlington Pike
Burlington, Ky. 41005

Office: 859-586-7270
Mobile: 859-991-5104

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Steve Lilly

From: Asst. Chief Charlie Alexander <Charlie.Alexander@waltonfireky.com>
Sent: Monday, November 6, 2023 11:14 AM
To: Steve Lilly
Subject: RE: Authentix Richwood Submittal

EXTERNAL MESSAGE
Steve,

FYI....your map does not reflect the correct property based upon the submitted site development.

Walton Fire Department comments as follows:

1. Zoning Change.... no input.
2. Access Points, would like to see an additional entrance at "hard bend" on Frogtown Connector, also would like to consider adding an entrance off of Paddock. This would be beneficial for emergency apparatus due to the size of the development, primarily access for our Ladder trucks and their wheelbase.
3. Public hydrants located @ each entrance.

Thank you,

Charlie Alexander
Assistant Chief
Walton Fire Protection Dist.
P 859.485.7439
F 859.485.4161
C 859.918.8666

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From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Thursday, November 2, 2023 2:21 PM
To: kim.best@boone.kyschools.us; Paul Stephenson <Pstephenson@boonecountyky.org>; Mark Martin <mmartin@boonecountyky.org>; Alison Chadwell <alison@aspire-eng.com>; Robert Franxman

Steve Lilly

From: Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>
Sent: Tuesday, November 21, 2023 3:10 PM
To: Steve Lilly
Cc: Alison Chadwell; Robert Franxman
Subject: FW: Authentix Richwood Submittal

EXTERNAL MESSAGE
Steve/Alison,

Please see Mike's email below about timeline.
I don't think we can allow the developer to assume the project will build this left-turn lane in the near future if its needed for their opening day, as shown in the 2025 Build turn lane warrant sheets.

Thanks,

Linzy Brefeld, P.E.
Transportation Engineer Supervisor
KYTC District 6
Traffic and Permits Section
Linzy.Brefeld@ky.gov

From: Bezold, Mike M (KYTC-D06) <Mike.Bezold@ky.gov>
Sent: Tuesday, November 21, 2023 2:56 PM
To: Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>
Cc: Minckley, James A (KYTC-D06) <James.Minckley@ky.gov>
Subject: RE: Authentix Richwood Submittal

If money were not an issue the earliest construction could begin would be 2031 by the time we complete plans, purchase property, and move utilities.

Mike Bezold, P.E
KYTC District 6
TEEM Project Development
(859) 341-2700

From: Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>
Sent: Tuesday, November 21, 2023 2:52 PM
To: Bezold, Mike M (KYTC-D06) <Mike.Bezold@ky.gov>
Cc: Minckley, James A (KYTC-D06) <James.Minckley@ky.gov>
Subject: FW: Authentix Richwood Submittal

Do we have an anticipated construction date for Frogtown Road, 3-lane section, between US 25 and US 42?

From: Alison Chadwell <alison@aspire-eng.com>
Sent: Monday, November 6, 2023 12:31 PM

To: Steve Lilly <steve.lilly@boonecountyky.org>; Best, Kim <kim.best@boone.kyschools.us>; Paul Stephenson <Pstephenson@boonecountyky.org>; Mark Martin <mmartin@boonecountyky.org>; Robert Franxman <rfranxman@boonecountyky.org>; Mike Rouse <miker@boonewater.com>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; joey.vest@waltonfireky.com; charlie.alexander@waltonfireky.com; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Andy Aman <aaman@sd1.org>; jison@sd1.org
Subject: RE: Authentix Richwood Submittal

Steve,

I only have one question, which may be able to answered by @Brefeld, Linzy M (KYTC-D06). In the TIS Executive Summary supplied, it is noted that KYTC plans to improve the Frogtown Road corridor to include a two way left turn lane. My question is related to the timing; if KYTC were to table this project, would a left turn lane be needed into the development? I think for the purpose of a zone change, if a left turn lane were needed, and the applicant agreed to the build the left turn lane in the case that they would like to start leasing units prior to KYTC completion of this project, that would be an acceptable solution.

This may be a moot point as I do not have the full TIS. (i.e, a left turn lane may not even be needed.)

Thanks,

Alison S. Chadwell, PE, PTOE, LEED AP

Aspire
Engineering
C: (859) 312-8434
alison@aspire-eng.com

From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Thursday, November 2, 2023 2:21 PM
To: kim.best@boone.kyschools.us; Paul Stephenson <Pstephenson@boonecountyky.org>; Mark Martin <mmartin@boonecountyky.org>; Alison Chadwell <alison@aspire-eng.com>; Robert Franxman <rfranxman@boonecountyky.org>; Mike Rouse <miker@boonewater.com>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; joey.vest@waltonfireky.com; charlie.alexander@waltonfireky.com; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Andy Aman <aaman@sd1.org>; jison@sd1.org
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The public hearing for these applications has been scheduled for December 6, 2023, at 7:30 P.M. Please let me know if you have any comments regarding this application. Comments received by November 27, 2023 will be included in my Staff Report. The link to the Concept Development Plan, Renderings, Elevations, and Traffic Impact Study can be found below.

202311_Authentix Richwood

Steven Lilly, PLS
Planner, Zoning Services

BOONE COUNTY
PLANNING COMMISSION

2950 Washington Street, Room 317
Burlington, Kentucky 41005
(P) 859-334-2196 (F) 859-334-2264

Steve Lilly

From: Sara Smith
Sent: Friday, November 3, 2023 4:35 PM
To: Steve Lilly
Subject: FW: Zoning Change on Frogtown Rd Connector

From: kbkckw@twc.com <kbkckw@twc.com>
Sent: Friday, November 03, 2023 4:22 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Zoning Change on Frogtown Rd Connector

EXTERNAL MESSAGE
As a resident of Boone County since 1983, I ask that you do not approve the zoning change to allow the construction of 312 apartment units on the Frogtown Connector.

It is time to allow the residence of Boone County to no longer experience unnecessary growth. We NEED to STOP overwhelming our schools, infratstructure, and mostly the joy of living in Northern KY.

It is no longer enjoyable to travel in Boone County on any day of the week. Going to the mall, local restaurants, parks, or even a relaxing weekend drive is easy or convenient.
My wife worked in the Boone County school system for 20+ years and witnessed the overcrowding in the schools. Teachers, administrators, and other workers will agree the schools can not afford more students. Additionally, the schools already struggle to find reliable help in the bus and maintenance departments.

As for the traffic, this is an area that you cannot keep up with the demands on the road. There is no way on God's earth that the Richwood and Union area will be able to support the additional traffice that will result from the additional appartments. The recent interchange at Mt. Zion and Richwood exits were good for our current traffic demands, however Richwood is constantly busy. The additional traffic will be a nightmare....Not to mention what will happen on Frogtown Rd.

PLEASE consider leaving some areas of Boone County as is. Enough of developing every square inch of the county. You continue to push for development on Chambers and Richwoood Rd. This is just getting out of hand.

You will lose residence to Grant and Owen County if you continue to eat up all fo the undeveloped property.

I pity the people liviing near the development on route 42 in Union across from Kroger. There will be a traffic light every 100 yards just to help residence get out of their neighborhood.

PLEASE STOP THE MADNESS.

Craig and Betty Warman

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 1, 2023 11:04 AM
To: Steve Lilly
Subject: FW: Proposed 13 apartment complex on Frogtown Connector Drive.

From: Debbie Cahill <ddcahill1313@gmail.com>
Sent: Wednesday, November 01, 2023 11:03 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Proposed 13 apartment complex on Frogtown Connector Drive.

EXTERNAL MESSAGE
Please vote to not change the zoning . We don't need 13 apartment building built there. The traffic is already horrible.

The school system is over crowded too. Hertiage Trails and Triple Crown is all single family units. Apartments should not be put here.

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 1, 2023 11:07 AM
To: Steve Lilly
Subject: FW: Opposition to the changing of zoning for the frogtown connector apartments

From: O'Connell Sheldon <Soconnell@costadelmar.com>
Sent: Tuesday, October 31, 2023 2:46 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Opposition to the changing of zoning for the frogtown connector apartments

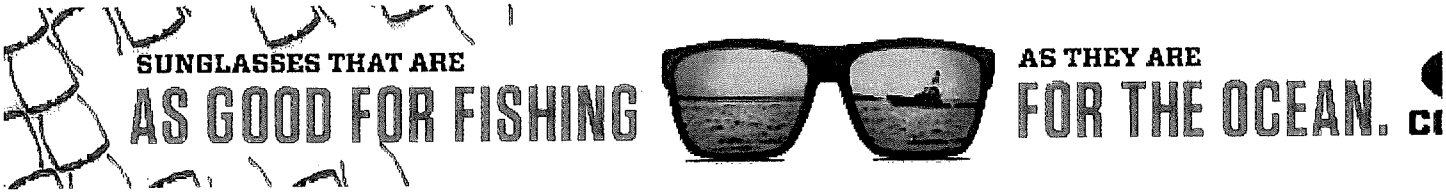
EXTERNAL MESSAGE
To whom it may concern,

I'm writing in hopes to keep the zoning the way it is for the frogtown connector road. I couldn't imagine the traffic increase and all other increases in everything our county doesn't need. Over crowded schools, crime, traffic etc... Please keep the zoning the way it is so they cannot be built.

Thanks in advance,

Sheldon O'Connell- Resident of Union in Boone County.

Sheldon O'Connell



Steve Lilly

From: Sara Smith
Sent: Wednesday, November 1, 2023 12:58 PM
To: Steve Lilly
Subject: FW: I am totally against the "Frogtown Connector Apartment Plan".

From: Uphus, Bob <Bob.Uphus@allegion.com>
Sent: Wednesday, November 01, 2023 12:42 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: I am totally against the "Frogtown Connector Apartment Plan".

EXTERNAL MESSAGE

I am totally against the "Frogtown Connector Apartment Plan".

I live in Walton and it is growing too fast.
Traffic is already an issue at the exit.
Schools are at capacity...

Continental Properties can go farther South where the area can absorb more people.

Please don't over-populate Walton.
Please Keep Our Community A Great Place To Live.

Bob Uphus
Email: bob.uphus@allegion.com

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 1, 2023 1:05 PM
To: Steve Lilly
Subject: FW: Frog town connector apartment plan

-----Original Message-----
From: Denise Conley <mustang1cs@icloud.com>
Sent: Wednesday, November 01, 2023 1:04 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Frog town connector apartment plan

EXTERNAL MESSAGE

I am a current residence of Heritage Trail, and do NOT want the Frogtown connector apartment plan zoning to go through. I am very concerned with the added traffic and population that would increase on out exit. This would also increase the school and that are overcrowded. This would also bring down our home values. We do not want another apartment complex added to our area. please contact me if I need to provide any additional information.

Thank you

Denise Conley
(859)760-5112

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 1, 2023 2:23 PM
To: Steve Lilly
Subject: FW: Frogtown Connector Apartments

-----Original Message-----
From: Richard Weber <dwjr_usmc@yahoo.com>
Sent: Wednesday, November 01, 2023 1:50 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Frogtown Connector Apartments

EXTERNAL MESSAGE

I STRONGLY oppose the development of this property as residential. KEEP IT ZONED COMMERCIAL.

Dick Weber,
Retired Code Enforcement Officer

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 1, 2023 9:22 PM
To: Steve Lilly
Subject: Fw: Frogtown connector apts/zoning change
Attachments: image.png

From: Jacqueline Savoia <savoiashopping@yahoo.com>
Sent: Wednesday, November 1, 2023 6:34 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Frogtown connector apts/zoning change

EXTERNAL MESSAGE

I strongly disagree with the zoning change.
Sent from my iPhone

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 1, 2023 9:22 PM
To: Steve Lilly
Subject: Fw: Opposition to frogtown connector road zoning change

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From: Doug Mummertz <dmummertz1208@gmail.com>
Sent: Wednesday, November 1, 2023 7:54 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Opposition to frogtown connector road zoning change

EXTERNAL MESSAGE

Additional population of this amount will push our road safety and crime to a degree which I hate to consider. Ryle and gray middle school teachers and bus drivers are already pushed to the limit. Richwood road construction completion has helped greatly but adding another 500 plus vehicles will overload frogtown connector at both frogtown road and richwood road intersections. Reconsider this zone change.
Doug Mummertz
1208 Brookstone Dr.
Walton, Ky. 41094

Sent from my iPhone
Doug Mummertz

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 1, 2023 4:41 PM
To: Steve Lilly
Subject: FW:

From: James Wihebrink <wihebrinkj@gmail.com>
Sent: Wednesday, November 01, 2023 4:27 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject:

EXTERNAL MESSAGE
Please do not approve this apartment complex, Richwood road Is a night mare already with all the changes. Pilot is a weigh station and the blockage is beyond terrible at certain times of the day and evening. Traffick is going to be a standstill in the mornings with people trying to get on the interstate to go to work. It takes 7-9 minutes now, cannot imagine without adding 300 more cars into the mix. Not to mention when it is bad weather. Please use some common sense and do not allow this to happen. Have mercy on your long time residents and tax payers. Let them build down 25, plenty of space.

Sara Smith

From: George Svaranowic <gsvarano@yahoo.com>
Sent: Thursday, November 02, 2023 8:09 AM
To: Planning Commission General Account
Subject: AGAINST FROGTOWN EXTENSION APARTMENTS!!!!

EXTERNAL MESSAGE
I live in Heritage Trails. There is ALREADY too much traffic generated out of Frogtown Extension onto 338, especially with PILOT and the HUNDREDS of Semis flooding that intersection. Adding MULTI-APARTMENT housing into that fray will only make a greater nightmare.

DO NOT APPROVE THIS!
PLEASE!

George Svaranowic
317-370-2572
"Courage"

Steve Lilly

From: Sara Smith
Sent: Thursday, November 2, 2023 10:15 AM
To: Steve Lilly
Subject: FW: Oppose Frogtown Road apartments

-----Original Message-----
From: Maria Gamm <maria.gamm3@gmail.com>
Sent: Thursday, November 02, 2023 10:12 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Oppose Frogtown Road apartments

EXTERNAL MESSAGE

Hello,
I would like to oppose the zoning change for the Frogtown Connector Apartments.

These are the reasons I oppose this issues:

ADDING APARTMENTS TO THIS AREA WILL INCREASE

- TRAFFIC PROBLEMS TO AN ALREADY BUSY EXIT

TRUCK STOPS ALREADY CREATING ISSUES

PHOTOS OF CURRENT CONGESTION

- 600 + VEHICLES / 800+ PEOPLE LIVING AT THE FROGTOWN

& RICHWOOD RD

- SCHOOL IMPACT: RYLE AND GRAY ARE ALREADY OVER

CAPACITY. ELEMENTARY'S ARE CLOSE

- OVERALL ADDED NOISE AND LIGHT POLLUTION

- GOVERNMENT SUBSIDY (POSSIBLE SECTION 8)

- CRIME / DRUGS (STATISTICALLY, THESE INCREASE WITH

MUTI-UNIT HOUSING)

PLEASE HELP KEEP OUR COMMUNITY A
GREAT PLACE TO LIVE.

Thank you for listening to my concerns,

Maria Gamm

Steve Lilly

From: Sara Smith
Sent: Thursday, November 2, 2023 10:41 AM
To: Steve Lilly
Subject: FW: Connector road

-----Original Message-----
From: Jim C <jimcordas@gmail.com>
Sent: Thursday, November 02, 2023 10:40 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Connector road

EXTERNAL MESSAGE

Please take into account the local residents opinions on the rezoning for apartments. The impact on traffic and schools will be significant.
Doubt that the recent road construction had this in consideration.
Keep the zoning as is and avoid more congestion at the exit.

Regards,
Jim Cordas
725 Keeneland green dr
Union , ky

Steve Lilly

From: Sara Smith
Sent: Thursday, November 2, 2023 2:19 PM
To: Steve Lilly
Subject: FW: Zoning Change

From: Beth Dieter <Beth.Dieter@stelizabeth.com>
Sent: Thursday, November 02, 2023 2:13 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Zoning Change

EXTERNAL MESSAGE

I am writing to state my strong opposition to the proposed zoning change on the Frogtown Connector that would allow a proposed 312 unit apartment complex.

The Richwood community is still dealing with backed-up traffic that is turning onto the Frogtown Connector. Added residential housing does not enhance or contribute to the community. The property is currently zoned commercial and should stay that way.

Thank you,
Beth Dieter
10916 Appaloosa Drive
Walton, KY
859-814-1370

St. Elizabeth PHYSICIANS | St. Elizabeth HEALTHCARE

Our Mission:
As a Catholic healthcare ministry, we provide comprehensive and compassionate care that improves the health of the people we serve.

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Steve Lilly

From: Sara Smith
Sent: Friday, November 3, 2023 8:23 AM
To: Steve Lilly
Subject: FW: I oppose the Frogtown connector apartment plan

From: Jennifer Suzanne <jennsuz04@yahoo.com>
Sent: Thursday, November 02, 2023 7:54 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: I oppose the Frogtown connector apartment plan

EXTERNAL MESSAGE
Hi,

I live in Boone county, KY, and I oppose the Frogtown connector apartment plan.

Thank you,
Jennifer Sosby

Sent from Yahoo Mail for iPhone

Steve Lilly

From: Sara Smith
Sent: Monday, November 6, 2023 7:57 AM
To: Steve Lilly
Subject: FW: Frogtown Connector Apartment Plan

From: Poskanzer <Poskanzer@yahoo.com>
Sent: Sunday, November 05, 2023 7:06 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Frogtown Connector Apartment Plan

EXTERNAL MESSAGE

Per this email I want the planning commission to oppose this apartment development proposal for Frogtown Connector. The traffic on the Frogtown Connector road with the trucks going in/out of the truckstop is already a problem. The additional cars that would be going to multi-unit housing creates additional bottlenecks.
Additionally, if the apartment company leaves/sells the development after units are rented, there could be decline in the property...hence leading to decline in the quality of renters.
Lastly, the schools are pretty crowded already...and this could worsen the teacher/student ratio.
I understand future traffic and development is already coming to Richwood Road...possibly a Publix store? I have heard it is too late to voice opposition to that. I don't mind a grocery store...but that location could cause problems, as well.
Thanks for your consideration.
Debra Poskanzer
10943 Appaloosa Dr.
Walton, KY 41094

Sent via the Samsung Galaxy S10, an AT&T 5G Evolution capable smartphone

Steve Lilly

From: Sara Smith
Sent: Monday, November 6, 2023 8:06 AM
To: Steve Lilly
Subject: FW: Another Objection To Frogtown Apt Complex

From: David Morgan <dpmorgan@twc.com>
Sent: Monday, November 06, 2023 8:00 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Another Objection To Frogtown Apt Complex

EXTERNAL MESSAGE

Sent from Mail for Windows

Steve Lilly

From: Sara Smith
Sent: Saturday, November 4, 2023 12:17 PM
To: Steve Lilly
Subject: Fw: Vote Against Zoning Change on Frogtown Connector Road

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From: Marilyn Piccioni <marilynepiccioni@gmail.com>
Sent: Saturday, November 4, 2023 10:04 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Cc: corvette1967us@yahoo.com <corvette1967us@yahoo.com>
Subject: Vote Against Zoning Change on Frogtown Connector Road

EXTERNAL MESSAGE
Please vote against changing the zoning from commercial to residential for the new apartment complex on Frogtown Connector Road.

Traffic is extremely heavy in our area on 338 and this would add too much more to the congestion. Please do not let that apartment project go through.

Thank you for your service to our community.
Marilyn & Jerry Piccioni
11119 Paddock Dr,
Walton, KY 41094

Steve Lilly

From: Sara Smith
Sent: Tuesday, November 7, 2023 10:35 AM
To: Steve Lilly
Subject: FW: Apartment complex on Frogtown Connector Road

-----Original Message-----
From: Mary Jo Stiene <mjstiene@hotmail.com>
Sent: Tuesday, November 07, 2023 10:34 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Apartment complex on Frogtown Connector Road

EXTERNAL MESSAGE

This complex will totally impact our area. The additional traffic will be a huge problem. The truck traffic is a big problem already even with the new road. They continue to cause congestion on Richwood Road. Adding approximately 600 vehicles (if each unit has 2 cars) will be a nightmare.
Building the grocery store next to Triple Crown is already going to add to the traffic problems.
The next issue is the schools in this area are already over crowded or at maximum capacity and over 300 apartments will be a huge problem there.
I oppose passing a zoning change for this project.
Sent from my iPhone

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 8, 2023 2:27 PM
To: Steve Lilly
Subject: FW: Objection to the zone change from commercial to residential off Frogtown Connector

From: B Trumble <trumblebrigette@outlook.com>
Sent: Wednesday, November 08, 2023 1:14 PM
To: Planning Commission General Account <plancom@boonecountyky.org>; B Trumble <trumblebrigette@outlook.com>
Subject: Objection to the zone change from commercial to residential off Frogtown Connector

EXTERNAL MESSAGE
To whom it may concern;

We, Adam and Brigette Trumble, object to the zone change being proposed on Frogtown Connector that would allow multiple apartment buildings to be built. We object for many reasons but primarily the following:
The very potential dam breach that will occur again due to ground work.
The overcrowding that it will cause for the roads and schools.
The increase of trespassers that will enter our back yards to get to and from the main roads in our neighborhoods.

If this should pass, we would expect the dam to be reinforced with no harm done to the trees and bushes that give us our only privacy. A 10-12-foot-tall fence to keep trespassers out of yards. Additional schools built before the construction begins to house all of these new student residents that are anticipated, as well as Frogtown Connector and 338 to be revamped once again to handle the growth in traffic that will occur.

Please do not consider the change from Commerical to Residential as the impact on our area will be devastating to all of the current residents in Heritage Trails, Triple Crown, and basically anyone who lives off the Richwood exit.

Please confirm receipt of this email.

Thank you for your time,

Adam and Brigette Trumble

Steve Lilly

From: Sara Smith
Sent: Friday, November 17, 2023 7:55 AM
To: Steve Lilly
Subject: FW: Frogtown Connector Rd. Apartment Rezoning - Resident Letter of Opposition

From: Andy Campbell <andcamp867@gmail.com>
Sent: Thursday, November 16, 2023 4:47 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Frogtown Connector Rd. Apartment Rezoning - Resident Letter of Opposition

EXTERNAL MESSAGE
Dear Boone County Planning Commission,

We are writing to oppose the rezoning of Frogtown Connector Road from commercial to multi-family residential to allow for an apartment complex. My wife Michelle and I live at 606 Mustang Drive, Walton KY 41094 in the Heritage Trails subdivision directly adjacent to the proposed rezoning area. We are unable to make the December 6th Fiscal Court Rezoning meeting and we would appreciate our voice being heard on this matter.

Our reasons for concern:

1. Apartments adjacent to a freeway with the noise and truck traffic tend to be, or will become in short order, low income. That will bring a potential increase in crime and a rundown look to the area which will make our neighborhood less desirable and result in lower property values.

2. Traffic - while we appreciate the improvements to the Richwood Road/Frogtown Connector area, the area still has horrendous traffic issues with a truck stop West of the freeway and non-stop home building off of Richwood plus a Publix on the way . Apartments off of Frogtown Connector will make a bad traffic situation and road capacity issue exponentially worse, again, making the area less desirable.

We have spoken to many in our neighborhood who have voiced the same concerns.

While we recognize the need for new multi-family housing in the NKY area, an apartment complex on Frogtown Connector is not compatible with the existing residential, commercial and traffic realities of the area. As such, we respectfully request that the zoning of this area remain commercial and any rezoning is denied for the good of the existing residents.

We can be reached at 513-496-9979 if you have any questions.

Sincerely,

Andrew Campbell
Michelle Campbell
606 Mustang Drive
Walton KY 41094
Email: andcamp867@gmail.com

Steve Lilly

From: Sara Smith
Sent: Friday, November 17, 2023 3:31 PM
To: Steve Lilly
Subject: FW: Richwood proposed rezoning to residential

-----Original Message-----
From: Kevin Walsh <kevin@kevinw1.com>
Sent: Friday, November 17, 2023 3:29 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Richwood proposed rezoning to residential

EXTERNAL MESSAGE

Good afternoon
I'm writing this to voice opposition to the proposed rezoning and proposed apartment development. The area is residential saturated and needs more commercial business to service the existing residents in the area. The location already is overcrowded with the traffic and increased semi traffic even with recent exit improvements. I believe there are a number of better options in the county. The property at mt zion and 42 would be a far better option for the proposed property

Kevin Walsh

Steve Lilly

From: Sara Smith
Sent: Monday, November 27, 2023 8:38 AM
To: Steve Lilly
Subject: FW: Deny Frogtown Connector Road Zone Variance

From: A Chism <mandygull@hotmail.com>
Sent: Friday, November 24, 2023 8:14 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Deny Frogtown Connector Road Zone Variance

EXTERNAL MESSAGE
RE: Zoning Variance for Frogtown Connector Road

I am asking you to DENY the zoning variance application for the 332 unit apartment building on Frogtown Connector Road. The planning commission tends to disregard what neighborhoods and people want. The data backs this up. In the last 4 years there have been only FOUR denials. I have a hard time understanding why you constantly kowtow to developers.

There are many of studies about "Land Usage Plans." We have a plan and we have always had a plan. Frogtown Connector was/is zoned commercial to provide services for this area which we desperately need. It is not zoned for high density transient housing for a reason. I am asking that you **stick to the plan.** We shouldn't be punished because development has been slow in this area. We are just now getting the market that was planned over 30 years ago. Nor should you cave to a developer just because he asks and dollar signs sparkle in your eyes. Just like fog, they silently move on.

What is most disconcerting is that quality of life doesn't enter into the decision making process even though, study after study and survey after survey, confirms the importance. We don't need more traffic congestion, more concrete, more trucks in this residential neighborhood. We just went through a year of living in Beirut (construction of the double diamond) only to still have truck congestion at Frogtown Connector Road: And you want to add 300-600 more cars? Give us a break.

Studies have proven that people are happier when they can walk to services in their area (When thinking about walkability, think about a young mother pushing a stroller with a 5 year old tagging behind). This neighborhood likes to walk. That will never happen here if you allow this project to continue.

You will probably argue that Boone County needs more housing and that is true. It needs to be strategically placed near transportation and not abutting a residential area.

I doubt if any of you have lived in or next to one. I have.

We like our sleepy, quasi-rural, **pretty** area and want to preserve and enhance it - not destroy it like other parts of Boone County which get uglier and uglier by the minute. We have a real neighborhood with a unique personality. Ugliness is exhausting and depressing. Contrary to what you may think, we are not anti-development. Only that type of development.

This is an exciting time in Boone County where we can mold areas into anything we can dream. The apartment building is a nightmare.

Without sounding trite, to quote Nancy Reagan "Just Say No!"

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 29, 2023 9:50 AM
To: Steve Lilly
Subject: FW: Frogtown Connector

-----Original Message-----
From: Jessica McGrady <jjmcgrady@gmail.com>
Sent: Wednesday, November 29, 2023 9:34 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Frogtown Connector

EXTERNAL MESSAGE

I would like to speak out in opposition to residential use for the land on Frogtown connector. As a resident of Richwood, I feel that this would be a detriment to the new life that is being breathed into our community. The intersection of Frogtown connectors in a constant state of backup and is congested with semis from the truck stop to the west of I75 as it is. That strip of land would be better used as businesses meant to serve the local community so that we don't have to drive as many miles to reach those in the northern and central part of the county.

Thank you,
Jessica McGrady
Resident of Richwood, Boone county

Steve Lilly

From: Sara Smith
Sent: Wednesday, November 29, 2023 11:20 AM
To: Steve Lilly
Subject: FW: Richmond Apartment Proposal

From: Bethany Burner <bf373@msn.com>
Sent: Wednesday, November 29, 2023 11:17 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Richmond Apartment Proposal

EXTERNAL MESSAGE
#1Please, let's leave one exit without a thousand apartments.

#2 Even though the exit roads have been newly finished to accommodate higher traffic, it is busy as it is.

#3 The schools are already packed.

Thank you for your time in considering these options.

Get Outlook for iOS

Sara Smith

From: Sheila Scalf <sheilascalf@yahoo.com>
Sent: Sunday, December 03, 2023 10:40 PM
To: Planning Commission General Account
Subject: Frogtown Connector Apartment Plan

EXTERNAL MESSAGE

Dear Chairman Rolfsen, Board Officers, and Board Members:

This email is being sent to reflect that I, Sheila Scalf, and my husband, Roy Scalf are in opposition to the development of the proposed 312 unit apartment complex being built by Continental Properties on Frogtown Connector Road. We are in opposition to the zoning being changed from commercial to residential. I, Sheila Scalf, would like the opportunity to be called upon to discuss my concerns regarding this proposal at the meeting to be held on December 7, 2023.

First of all, I believe before this should even be considered that a traffic study needs to be completed prior to your Commission considering this. The traffic situation off the Richwood Exit and the surrounding area still presents quite a problem. Even with the new round-a-bout and the crossover – traffic still continues to be a problem. I live on Withers and Paddock. Even though we finally have a traffic light on Paddock, most of the time we can only have 4 cars make it through the intersection after waiting quite some time for our turn. We have some people pulling out of the Dunkin Donuts onto Paddock when they are not supposed to exit that way. Recently, I saw a full loaded semi car hauler coming down Paddock. He came from Pilot through the McDonald's lot and behind the Dunkin Donuts left on Paddock to Richwood Road. We still have a major problem with semis creating major issues on Frogtown Connector Road. When the semis come off the southbound ramp to go to the Pilot truck stop – some are turning on red when the light clearly states that no one may turn right on red. They keep jamming up the intersection on Frogtown Connector Road. When I come down Paddock to make a left turn onto Richwood Road and go up to traffic light at Richwood Road and Frogtown Connector Road, I am immediately stopped again. Sometimes we are stopped by the next light right after the light at Richwood Road and Frogtown Connector Road.

Many a time I travel past Frogtown Connector, the semis are backed up trying to get into Pilot or coming down Frogtown Connector Rd. making their way to get back to the expressway. Now you are proposing to change zoning to accommodate a 312 unit apartment building. This would probably add an additional 600 vehicles plus traveling in our already congested Frogtown Connector and Richwood roads. This would probably add about 800+ additional people in our area.

Some of our schools are already over their capacity.

I have also heard that you are going to be opening up the other end of Paddock. We currently have parking on one side of Paddock. These streets are not very wide. If a large pick-up truck is coming up the street and cars are parked, a lot of people stop and wait for them to get by or expect us to practically drive in someone's yard. We have school buses traveling these roads and there is just not room to have a large amount of traffic that would be added to our existing problems that we are currently living with. We have had semis come up the street on Paddock and there is not room for them to turn around and they had to back all the way down. For the last 3 years I had trouble getting

to Richwood Road when we didn't have a traffic light. If you open up Paddock at the other end – I would probably not be able to get off of Withers to Paddock to proceed to the expressway.

I also have heard that there were graves at the end of Paddock and that was why it was not open previously. I would like to know if this is in fact true.

It is my understanding that the Publix Grocery Store project will be starting and a Cattleman's Roadhouse. That will be another large number of vehicles that we will be dealing with. The new Truckstop is not completed yet. The Senior Living Facility above Skyline is not yet completed. Finally, there are more residences being developed in Triple Crown. All of this is going to present a lot more traffic.

We have all these businesses being built in Union on 42. That is an alternative that we have used in the past when we can't get out of our subdivision.

I am sure that in your eyes that all of this is progress and money. To the people living in this area we are concerned about the overall added noise, light pollution, possibility of Section 8 housing, crime and drugs (which usually increases with multi-unit housing).

Even though we live in Richwood, the post office changes our address to Walton. I keep receiving letters stating that they are trying to make Walton a sanctuary city. Is this true? We already have enough problems right now. We cannot afford to allow this to happen. The county has already raised the taxes on most homes in our county by a large amount, ours is included. I do not think our county or state can afford to be like our border states or New York. Your average citizen cannot afford to support this. Most are already suffering with the cost of groceries, utilities, gas, etc.

As I have stated at a previous meeting, I can recall sitting there and watching your slide presentations prior to hearings I attended. It had a statement regarding Boone County that stated – "Promote the Highest Quality of Life for Its Residents". I feel like my quality of life has been drastically reduced since I move to this area in 2004. When one leaves their home to go to a doctor's appointment and leaves way ahead of time and they get stuck in traffic and wonder if they are going to make it on time – it is not what I thought I would be dealing with when I moved to Boone County. When you hear the saying – "Enough is Enough" – when is it going to be enough? I appreciated some of the beauty of this area. I hope that it is not all going to be concrete and congestion.

As indicated above, I would like to be able to speak at the hearing. I thank you for reviewing my letter and I will look forward to seeing you at the hearing.

Sheila Scalf

EXHIBIT
"B"

REQUEST OF CONTINENTAL 776 FUND LLC, PER LEXI GOETSCH (APPLICANT) FOR RICHWOOD POINTE, LLC
ALTERNATE FINDINGS FOR DENIAL
(READ AT 01/03/24 BUSINESS MEETING)

FINDINGS OF FACT:

1. The Commission concluded that the proposed UR-1/PD district is not consistent with the Our Boone County Plan 2040 Future Land Use Plan Map which identifies the site for Commercial which is described as retail, corporate and professional office, interchange commercial, indoor commercial recreation, restaurants, services, etc.

   The proposed UR-1/PD district would allow for high-density, multi-family residential in an area recommended for commercial uses.

2. The Commission concluded that the proposed UR-1/PD district is not consistent with Our Boone County Plan 2040 Land Use Plan Element which states that highway related commercial growth on the west side of the I75/Richwood Road interchange should be adequately buffered from existing and planned residential uses. As the residential area of Richwood grows, especially with the development of the Triple Crown community, neighborhood and convenience commercial uses should develop. These new uses should be oriented toward the residents rather than the highway traveler. Commercial development along Richwood Road should be screened from the roadway, and serve the developing residential uses in the Richwood - Union area.

3. The Commission concluded that the proposed UR-1/PD district, along with the submitted concept development plan, is not consistent with several Our Boone County Plan 2040 Goals and Objectives.

   a. Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of neighbors and the community (Overall Goal A, Objective 4).
   b. 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).
   c. 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).
   d. Inefficiencies in the transportation network, including road condition, intersection improvements, and signal enhancements shall be identified and addressed (Transportation, Goal B, Objective 3).
   e. Roadway capacity shall be preserved by utilizing access management policies and guidelines (Transportation, Goal B, Objective 4).
   f. New land development shall be closely coordinated with the local transportation system to assure efficiency and continuity within Boone County and with the regional multi-modal transportation system (Transportation, Goal B, Objective 9).

   In making this finding, the Commission concludes that:

a. The proposed residential development is not consistent with the commercial character of the area.
b. The proposed residential development is not consistent with the general housing density of the area.
c. The proposed residential development does not improve the capacity and safety of the existing road system.

4. The existing EPD district is appropriate in that it depicts a Planned Development setting which includes commercial development with residential, civic, and institutional uses as secondary or support uses, all being consistent with the comprehensive plan.

   The proposed UR-1/PD district is inappropriate based on the following:

   a. Our Boone County Plan 2040 Future Land Use identifies the area for commercial uses.
   b. The proposed UR-1/PD district is located in an area that is primarily surrounded by C-4 zoning.
   c. Our Boone County Plan 2040 acknowledges the growing residential area surrounding Richwood Road and the need for neighborhood and convenience commercial uses for the site and surrounding areas.

5. There have been no major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.

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

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Corrin Gulick, Chair

DATE: January 3, 2024

RE: Request of Continental 766 Fund LLC, per Lexi Goetsch (applicant) for Richwood Pointe LLC, per Sheila Crist (owner) for a Zoning Map Amendment from Employment Planned Development (EPD) to Urban Residential One/Planned Development (UR-1/PD) for an approximate 20 acre area located along the northeast side of Paddock Drive, between Richwood Road and Stirrup Lane, approximately 1,100 feet northwest of Richwood Road, and along the northwest side of Frogtown Connector Road, approximately 1,100 feet north of Richwood Road, Boone County, Kentucky, having a Parcel Identification Number (PIDN) of 075.00-00-102.10. The request is for a zone change to allow the development of 312 multi-family dwelling units.

REMARKS:

1. 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 finding of fact and conditions, if deemed necessary, to complete the Committee Report.

2. We, the Committee, recommend approval of the above-referenced Zoning Map Amendment based on the following findings of fact:

FINDINGS OF FACT:

1. The Committee concluded that the proposed UR-1/PD district, along with the submitted concept development plan is appropriate and that the existing EPD district is inappropriate.

   The Employment Planned Development (EPD) district, depicts major employment centers which may consist of industrial, office, and/or commercial uses in a Planned Development setting. The historical intent for designating this site for an EPD district, was to provide for a transition from commercial development along Frogtown Road toward the adjacent single-family residents. The property has been undeveloped for a period of greater than 20 years within the EPD district.

   The proposed UR-1/PD and submitted concept development plan will allow for a more appropriate transition from the higher density commercial development to residential uses. The proposal will allow for adequate buffering by retaining the existing topography and vegetation along the perimeter of the site.

2. The Committee concluded that the proposed UR-1/PD district, along with the submitted concept development plan, is in general agreement with the following passages from Our Boone County Plan 2040 Land Use Element text:

- Boone County's steady and strong population growth is anticipated to continue through the year 2040. During this time, it is imperative that the most recent population trends, estimates, and demographic makeup of Boone County's residents are gathered and analyzed in order to properly identify their needs and meet them through orderly growth. By understanding the demographic components of the population, adequate housing opportunities can be properly planned for and provided. (Demographics, Conclusions and Recommendations, page 19).

- Constant monitoring and analyzing the demographics of a population will give understanding as to the needs of the residents of Boone County. By doing this, the possibility of inadvertently discriminating against or not meeting the needs of any segment of the population is avoided as it becomes more diverse racially and ethnically. It is clear that Boone County's population will continue to grow older. Therefore, appropriate housing must be provided for the growing elderly population near transit, commercial areas, and public facilities and be consistent with the desires of that segment of the population. This can be addressed by providing multi-family dwellings such as apartments, condominiums, assisted living complexes, and even smaller 1-story single family homes or "granny flat" accessory units to single family homes (Demographics, Conclusions and Recommendations, Identifying the Needs of the Population, pg. 20).

- 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. The density of typical residential developments in Boone County over the past couple of decades has been consistent with the suburban residential densities reflected on the 2035 Future Land Use Map (up to 4 units per acre). However, there is a large segment of the population that desires to live in more rural areas while still having convenient access to centers of commercial, services, and employment activity. For residential development to occur in these outlying areas, adequate and proper infrastructure must be provided, and impact on the natural environment must be minimized. If significant large lot residential subdivision development does occur in some of these rural areas, roads and other components of infrastructure will have to be improved. (Demographics, Conclusions & Recommendations, Housing Types & Locations, pg. 21).

- The demand for more affordable residences, generated by the commercial and industrial employment growth centers, has resulted in the development of many new condominium and apartment complexes. However, attempts at more affordable new construction single-family or apartment developments are often met with localized resistance from the public. Creative site design and architecture can help overcome some of this opposition. Clustered housing or Open Space Subdivisions shall be

promoted (via density bonuses) as they enable the development industry and local government to address density concerns and strengthen the sense of community, as well as meet the housing demands of a changing population. Mixed-use, planned developments that can provide a mix of housing options, commercial opportunities, offices, public uses, recreational uses, and multiple transportation options (i.e. transit, pedestrian, park-and-ride) could be one strategy for meeting this demand for higher density. Areas of employment growth in Boone County should experience development pressure for housing options relative in affordability to the jobs and shopping opportunities being created in the area (Demographics, Conclusions & Recommendations, Affordability, pg. 21).

- Different residential 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. Fluctuations in the economy and housing market should be considered when evaluating uses and design of developments. (Land Use, Future Land Use Development Guidelines, Development Layout, Lot Size, and Setbacks, page 95).

The submitted concept development plan proposes multi-family housing ranging from studio, 1, 2, and 3 bedroom floorplans which may help meet the demand for more affordable residences. The plan provides a transition of density from the high volume commercial development along Frogtown Road to the low density single family in the surrounding area while preserving the existing topography and mature tree buffers along the perimeter of much of the site. The plan provides a variety of community amenities while also providing convenient access to centers of commercial, services, and employment activity in the surrounding area.

3. The Committee concluded that the proposed UR-1/PD district, along with the submitted concept development plan, is consistent with several Our Boone County Plan 2040 Goals and Objectives.

   a. A broad range of housing opportunities shall be provided to meet the needs and desires of all household types and shall be balanced with affordability, employment centers, commercial areas, and educational needs (Demographics Goal B, Objective 1).
   b. 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).
   c. 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).
   d. 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).

In making this finding, the Committee concludes that:

a. The proposed development provides a different housing opportunity than what is available in the area.
b. The proposed multi-family development provides a transition between the low-intensity single-family to the higher-intensity commercial uses along the arterial roadways.
c. The proposed development utilizes the existing topography, including retaining the landscaping berm, and keeps the existing vegetation surrounding much of the site.
d. The proposal provides a variety of amenities for the residents to utilize within the open space areas.

4. The Committee concluded that the proposed UR-1/PD district, along with the submitted concept development plan, is consistent with several of the Planned Development (PD) criteria, as outlined in Section 1506 of the zoning regulations.

In making this finding, the Committee concludes that:

a. The proposed UR-1/PD district, along with the submitted concept development plan, will provide for a mixed-use orientation, with the proposed multi-family residential, the existing adjacent single-family residential, and commercial uses adjacent to the site.
b. The proposed use will encourage a pedestrian orientation both within the site and provide walkability to adjacent commercial uses in the area.
c. The site provides for the appropriate transition from commercial uses to the existing single-family neighborhoods.
d. The site will retain approximately 8 acres of open space and provide amenities to promote the use of the outdoor areas. Significant buffer areas are retained with the existing vegetation along the existing boundary of the site.
e. The mature trees and a 10' berm along the boundary of the site, are proposed to remain in their entirety to provide sufficient buffering between the site and the neighboring single-family neighborhoods.
f. The development will utilize a consistent building architecture and provide a transitional architectural design relative to the adjacent properties.

5. The Committee concluded that the attached conditions are necessary to achieve consistency with the Our Boone County Plan 2040. The Committee also concluded that the attached conditions are necessary to mitigate any foreseeable community impacts that may be created by the development. The property owner has signed a letter demonstrating agreement with the conditions:

CONDITIONS:

1. The approval shall be based on the Concept Development Plan packets that were submitted for review at the December 20, 2023, Zone Change Committee meeting unless modified by other conditions below.

2. At the time of submission of a Site Plan application, the developer shall provide documentation from KYTC indicating the need/requirement for any off-site improvements, which shall be reflected on the submitted site plan.

3. A geotechnical report shall be submitted with the Site Plan application. The geotechnical report shall verify that the grading for the development will (1) not have an impact to the existing pond dam located near the northeast corner of the site and behind the properties located along Appaloosa Drive; or (2) provide mitigation measures for the protection of the existing pond dam.

4. All light pole fixtures and wallpacks shall be directed downwards and/or inwards towards the subject site.

5. The allowable height of light pole fixtures and wallpacks shall be 10 feet unless a cross-section is provided.

    - The cross-section shall show that the proposed light pole fixture will be blocked by the berm and not be visible as measured from the average standing eye height at the ground elevation of adjacent homes located along Stirrup Lane.

6. The maximum height of proposed light pole fixtures and wallpacks shall not exceed 20 feet.

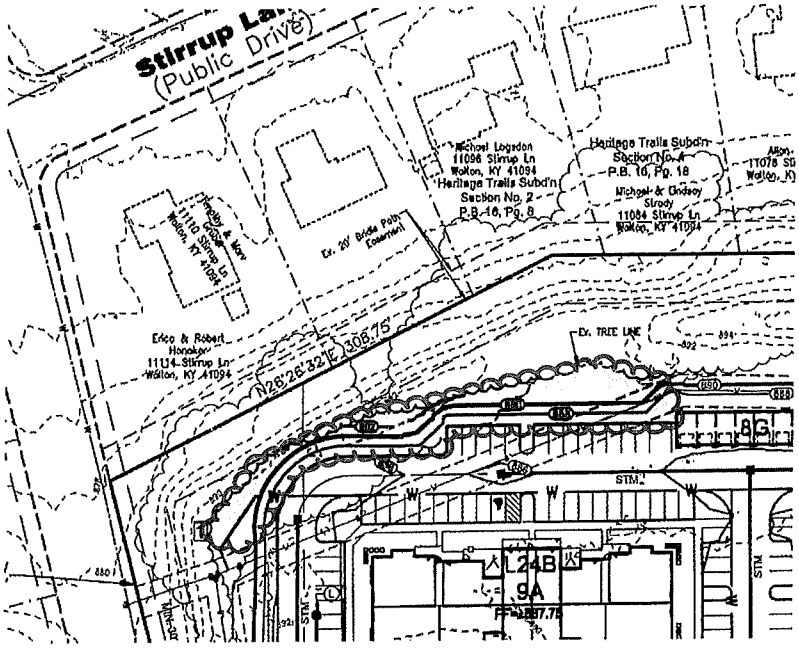
7. A pedestrian connection shall be made from the development to Clay Drive.

8. A 4 foot wide sidewalk shall be installed along the frontage of the development, along Frogtown Connector Road.

9. Clay Drive shall only be used for gated emergency access only.

10. All landscaping shall comply with Article 36 of the Boone County Zoning Regulations except with the additional requirements as follows:

    - Two rows of staggered evergreen trees, planted 40 feet on center, shall be required to be planted along the proposed parking west of Building 9A as shown below:



- Trees removed with the proposed grading along Paddock Lane shall be replaced with the planting requirements for a Buffer Yard "B". The intent is to supplement any trees retained with the additional number and type of plantings for that buffer yard. The new trees shall generally be located along the top of the proposed grade.

11. The apartment buildings and clubhouse shall be constructed per the "updated elevations". The masonry shown on the buildings is Tando stone. The siding is either LP SmartSide wood composite siding or Hardie Plank siding.

12. The retaining wall shall be constructed per the submitted specifications.

13. The base of the monument sign on the apartment site shall be constructed with concrete block, which matches the retaining wall.

14. The dumpster enclosures shall be constructed with concrete block which matches the retaining wall and with cedar and steel gates.

15. A decorative black steel fence shall be installed for the pool.

16. A black vinyl coated chain link fence shall enclose the dog park.

17. A decorative guardrail shall be provided at the top of proposed retaining walls that are adjacent to parking areas.

18. The detention basin shall be routinely maintained so it's aesthetically pleasing and weed-free.

19. Only official flags shall be flown on the apartment flagpoles.

20. The applicant shall be required to submit a parking study to the Zoning Administrator to verify the parking is adequate. The parking study will analyze other similar-sized communities owned by the applicant which contain a clubhouse, numbers of efficiency, 1-BR, 2-BR, and 3-BR units, total parking provided on-site, and empty parking space counts at peak parking times (after work hours and weekends). The Zoning Administrator can seek the opinion of the Zone Change Committee if needed.

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

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Corrin Gulick, Chairwoman

DATE: December 20, 2023

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.

ZONING MAP AMENDMENT, Corrin Gulick, Chairwoman, Steve Lilly, Staff

2. Request of **Continental 766 Fund LLC, per Lexi Goetsch (applicant)** for **Richwood Pointe LLC, per Sheila Crist (owner)** for a Zoning Map Amendment from Employment Planned Development (EPD) to Urban Residential One/Planned Development (UR-1/PD) for an approximate 20 acre area located along the northeast side of Paddock Drive, between Richwood Road and Stirrup Lane, approximately 1,100 feet northwest of Richwood Road, and along the northwest side of Frogtown Connector Road, approximately 1,100 feet north of Richwood Road, Boone County, Kentucky, having a Parcel Identification Number (PIDN) of 075.00-00-102.10. The request is for a zone change to allow the development of 312 multi-family dwelling units.

Janet Kegley

For Project ✓ Absent____
Against Project ____
Abstain ____ Deferred ____

Corrin Gulick (Chairwoman)

For Project ✓ Absent____
Against Project ____
Abstain ____ Deferred ____

Rick Lunnemann

For Project ✓ Absent____
Against Project ____
Abstain ____ Deferred ____

Kathy Clark (Alternate)

For Project ____ Absent____
Against Project ____
Abstain Deferred

Steve Harper

For Project ✓ Absent____
Against Project ____
Abstain ____ Deferred ____

Steve Turner (Alternate)

For Project ____ Absent____
Against Project ____
Abstain ____ Deferred ____

David Hincks

For Project ✓ Absent____
Against Project ____
Abstain ____ Deferred ____

Jackie Steele (Alternate)

For Project ____ Absent____
Against Project ____
Abstain ____

TOTAL: ____ DEFERRED 5 FOR PROJECT ____ ABSENT

____ AGAINST PROJECT ____ ABSTAIN

BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
DECEMBER 6, 2023
7:30 P.M.

Chairman Rolfsen opened the Public Hearing at 8:03 p.m. and welcomed the audience to the Planning Commission's December 6, 2023 Public Hearings.

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mrs. Kathy Clark
Mrs. Pamela Goetting
Ms. Corrin Gulick, Vice Chairwoman
Mr. David Hincks
Mr. Rick Lunnemann
Mr. Eric Richardson
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele, Secretary/Treasurer
Mr. Tom Szurlinski
Mr. Steve Turner
Mr. Kenny Vaught

COMMISSION MEMBERS NOT PRESENT:

Mr. Steve Harper, Temporary Presiding Officer
Mrs. Janet Kegley

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Michael D. Schwartz, Director, Zoning Services
Mr. Steve Lilly, GISP, Planner

Chairman Rolfsen introduced the first item on the Agenda:

ZONING MAP AMENDMENT, Steve Lilly, Staff

1. Request of **Continental 766 Fund LLC, per Lexi Goetsch (applicant)** for **Richwood Pointe LLC, per Sheila Crist (owner)** for a Zoning Map Amendment from Employment Planned Development (EPD) to Urban Residential One/Planned Development (UR-1/PD) for an approximate 20 acre area located along the northeast side of Paddock Drive, between Richwood Road and Stirrup Lane, approximately 1,100 feet northwest of Richwood Road, and along the northwest side of Frogtown Connector Road, approximately 1,100 feet north of Richwood Road, Boone County, Kentucky, having a Parcel Identification Number (PIDN) of 075.00-00-102.10. The request is for a zone change to allow the development of 312 multi-family dwelling units.

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

Mr. Jay Bayer, Project Engineer, stated that the site is located at the northwest corner of I-71/I75 and Richwood Road. Access is off the Frogtown Connector and Clay Drive (a private street). Clay Drive is tied to this property. A minimum 30 foot buffer is noted on the plan but some of it will be 80-90 feet in width. A 20 foot high berm exists on the site. They planned on leaving most of is alone especially along Paddock Drive. Mr. Bayer described the zoning history of the subject property. Back in 1991, the site was rezoned from SR-1 to EPD as a result of a tie vote. In 1993, a Concept Development Plan was approved for a grocery store. In 1995, a lawsuit was filed related to the use. Later, the Zoning Administrator determined the site could be developed with a retail center with more than 100,000 square feet and two out lots. The site has remained vacant since that time.

Mr. Cameron Miller, Continental Properties, described his company. He submitted support letters from various businesses in the strip retail center and neighboring church (See Exhibit A). Continental Properties is a national developer that has built projects in over 125 communities. They own 35,000 units across the United States. They build, own and maintain properties in the long term. They would like to rezone the property in order to build a two story, 312 unit market rate multi-family community. They have many amenities including a club house, fitness center, resort style pool and on-site passive and recreational activities (pet playgrounds, hammocks, fire pit and grilling areas). The current EPD zone allows a small portion of residential uses but it also allows industrial, office and commercial uses. The proposed residential zone allows for more open space, less traffic and serves as a transition from commercial to single-family residential. The site is about 40% open space. Site constraints include competition with existing retail centers, poor visibility from Richwood Road, large retail uses and office vacancies in the area. The applicant stated that they held a neighborhood meeting on August 21, 2023 to obtain feedback. The following comments were noted: Does the area really need apartments? What about increasing the buffer area and amount of plantings on the berm? What about completing a traffic analysis for the Frogtown Connector and confirm school capacity? Mr. Miller stated that Ms. Kim Best from

the School District doesn't seem to have a significant concern about the project as noted in the Staff Report. On October 17, 2023, there was a second neighborhood meeting. The NKADD Housing Study was released to the public. The buffer yard was increased next to the single-family housing. More planting material were shown on the berm. No shared access with the church was noted. A Traffic Impact Statement was completed as well as school capacity was dealt with by the company. The applicant noted that they would like to provide more one to two bedroom units. In addition, the applicant relocated the secondary access to limit traffic on Paddock Drive. They increased the buffer to 50 feet and moved the garages to increase privacy and the pet park. The original proposal was a three story product but it changed to a two story product with stone. Mr. Miller showed renderings of the building architecture and materials. They will put in a sidewalk along Frogtown Road. He noted four sight line renderings. He explained that a residential development will have a significant reduction in traffic compared to a shopping plaza during AM and PM peak hours. They are working with the Kentucky Transportation Cabinet to discuss the level of improvements to the Frogtown Connector.

Mr. Bayer referred to the Demographic section of the Comprehensive Plan. The Plan refers to looking at other areas of the County for multi-family housing. The Plan refers to the growing elderly population and the need for multi-family units. With regard to housing types and locations, there is a need to retain youth in the County – educational opportunities and job market. The Comprehensive Plan notes that high density developments should be close to thoroughfares and urban services and be developed sensitively in terms of building height, mass and setbacks. The developer met several times with the neighborhood. The building height was lowered from three stories to two stories and increased the buffering distances. Residential development has occurred at a much lower density. The proposed request is in agreement with the adopted Goals and Recommendations of the Comprehensive Plan. The current zoning is inappropriate and that the proposed zoning is appropriate because the site has sat there for 30 years undeveloped for commercial use. He asked for approval of the proposal.

Staff member, Steve Lilly, referred to his PowerPoint presentation (see Staff Report). He reminded the Board of the Design Guidelines under the Planned Development (PD) regulations (Section 1501). Staff has reviewed the application and has identified a few areas that should be known by the Board. The UR-1/PD allows up to 18 dwelling units per acre. The applicant is requesting 15.6 dwelling units per acre. The PD overlay allows up to 50% of the underlying zone. Staff reviewed the applicant's parking calculation for the site. Staff calculated a need for 562 off-street parking spaces. Only 516 spaces are being proposed by the developer. The applicant is requesting some exceptions to signage – a building mounted sign for the clubhouse and an A-frame sign at the clubhouse. Normally, the UR-1 zone would not allow that type of signage. A Traffic Impact Study has been completed for the subject site. Frogtown Road is planned to be widened. That project is scheduled to be completed by 2031. A left turn lane is warranted on Frogtown Road to allow traffic to turn left onto the Frogtown Road Connector. Sidewalk connections are needed. He highlighted the green lines that outline the tree lines on the site. He asked for a clarification of how much of the vegetation will be retained? The revised building elevations will have to be reviewed closely. Staff sent out an agency memo. Several comments

were received and they have been included in the Staff Report. Those concerns can be addressed at the Committee meeting. Staff has received over 20 emails opposing the project. Those emails have been included in the Staff Report.

Chairman Rolfsen asked about the location of the curb cut. Mr. Lilly stated that the applicant is proposing to move the existing curb cut towards the existing hotel pending review and approval from the Kentucky Transportation Cabinet. First Church of Christ would retain its curb cut by itself. Mr. Lilly showed photographs of the site and adjoining properties, including views of the existing berm. Clay Drive would provide access to the project site.

At this time, Chairman Rolfsen asked if anyone in the audience who was in favor or against the request or have questions?

Mr. David Coley, Rolling Hills Hospitality, stated that his firm operates the Holiday Inn Express and the Hampton Inn Suites. He believes the proposed project will be a great addition. He is optimistic about the area. There are a lot of good developments in the area and more to come. They are even looking at another hotel for the area.

Mrs. Marcie Clark, 759 Brittany Trail, stated that her neighborhood is the cut through when there are traffic issues on Richwood Road. People drive down Station and Buckshire to Brittany Trail to Tiburon. The Pilot Truck Stop backs up constantly so people will go north and cut through. It is not a good project and she is against it.

Mr. Dennis Kelly, 12231 Gaines Way, stated that he has moved south in Boone County to get away from the traffic. He doesn't like people who don't pay individual property taxes and still use County services – fire, school, police, etc. There will be more than 53 kids from this development. Are the schools prepared for the increase? There will be over 600 cars added to the roads. More will be added when the TA Truck Stop opens up. Mr. Kelly mentioned his experience living on a street with 350 apartments. The police and fire runs increased by 100%. The same happened with crime. After 2 years, there was a mass migration from East Lakeside because of the apartments. It is wrong to put apartments by single-family residential living.

Mr. Brian Fry, 10611 Laurin Court, noted how trucks are lined up on the exit ramps during rush hour on most nights. Intersections need to be improved before permitting this use. He also stated that the previous hotel developer wants the site to be developed to avoid the possibility of another hotel being built in the area.

Mr. Kevin Walsh, 11014 Stirrup Lane, stated that the Comp Plan stresses that zoning decisions should strive to balance the rights of landowners with the rights of neighbors in the community. Heritage Trails has been around for over 30 years. The subject property has had a horse barn and stables with riding paths. That changed along time ago. Most people would not buy in the subdivision now when considering what is proposed. There are inefficiencies in the road network that need to be addressed. Signal enhancements and intersection improvements on Richwood

Road and not just the Frogtown Connector needs to occur. The project should be moved to a different location. The project has only one road – Frogtown Connector. Clay Drive doesn't work because left turns are prohibited. It will force traffic to Paddock Drive. There is more of a desire for more retail space for the surrounding community. It is not the right spot for it considering the recent growth in the area. He strongly opposes the project.

Ms. Michelle Kelly, 12231 Gaines Way, asked how many developments does Continental need to have in Boone County? They already have the Ammon site.

Mr. Kurt Drotteff, 10924 Appaloosa Drive, stated that he had 367 signatures from his community (See Exhibit 2). At 12:48 p.m. today, he turned onto Richwood Road and was met with a row of trucks. The Frogtown Connector was blocked and he took some pictures. There were 21 trucks getting gas. Pilot Oil has been there for a while. However, changing zoning to accommodate something that doesn't make sense for the community is just bad. They have to go to Union or Florence for everything. Where is the line between progress and too much? A restaurant would be great to serve southern Boone County. Multi-family housing attracts crimes because of a lot of concentrated people. The schools are overcrowded.

Ms. Sheila Scalf, 437 Withers Lane, stated that the interchange improvements have not improved anything. There was a truck hauler on Paddock Drive. The new traffic signals take a long time to turn onto Richwood Road. Only 4 vehicles can get through the traffic signal cycle. The trucks are turning on red even though they are not supposed to turn on red. Chairman Rolfsen said Paddock Drive will not be opened for the proposed development.

Mr. Kevin Bonfield, 10848 Secretariat Run, moved to the area from Nashville. That area had a lot of noise pollution. By putting more in the area, there is going to be more noise pollution. He is concerned about home values in the Heritage Trails and Triple Crown Subdivisions.

Mr. Michael Strady, 11084 Stirrup Lane, expressed a concern about the value of homes with apartments being constructed. There is significant congestion during business hours. Traffic studies are usually under-represented particularly the peak hour AM traffic. There will be more than one-third going to and from work. There has been an increase in the size of Triple Crown, the senior living facility, the Publix grocery store, etc. There is already dense housing in Steeplechase Subdivision. The proposed apartment project is being jammed into the lot. There are other places in southern Boone County that could accommodate apartments. An example of this off the Walton exit where there are shops and good interstate access and even a library. The preposed project is not a good fit for the neighborhood. The interchange improvements really haven't helped.

Ms. Joyce Shibilia, 595 Turfrider Court, explain the redistricting of students of the new Steeplechase School. At the time, there was just enough room to support future growth in the area. There is no more room and they are experiencing late busses. The busses can't keep up now and they won't be able to in the future.

Chairman Rolfsen explained that Staff sent a letter to the School District to comment on the proposed project. Often the response is no problem with capacity. Ms. Kim Best has addressed the school capacity issue. There is a letter in the Staff Report stating the position of the School District.

Kentucky Representative, Marianne Proctor, 60th District, stated that she has been receiving a lot of comments about the proposed project. She also lives in the area. She is thankful for the improvements to Richwood Road to date but the traffic is still a disaster. Currently, the area is a solid red with traffic backups in Richwood. Representative Proctor stated that the schools are at capacity according to the teachers, bus drivers, etc. Steeplechase Elementary is full. She is puzzled how more students can be added to the system without meeting the needs of the students today.

Ms. Bridgett Trumble, 11028 Appaloosa Drive, showed the location of her retention pond. Since the start of construction, the dam from her retention pond has already been breached twice. She contacted SD1 and they informed her that she should contact the State. The State completed a report on the dam and noted that she had a problem with the dam but they can't do anything about it because the center of the dam is less than 25 feet. The State would have been involved if there were houses in place downstream. There aren't any, just the hotel. She fixed the dam as a result of the other lake being drained on the other side of her property. If more earth is moved at a rapid rate, the dam will be undermined again and affect the houses on Appaloosa Drive. What will be the impact of the development's retention/detention basin? She owns part of the lake. She lost 8-10 feet of ground along with 10-15 trees that screen the property next door. Again, she expressed a concern about the movement of dirt during construction and its effect on the dam.

Mr. Jim Weaver, 12125 Decker Lane, stated that before you consider any apartment complex in Boone County, what is on the books before action is taken? How many houses are approved? He said he tried to find the information. How does it improve the quality of like that we have? What does it do to the residents in the area? Mr. Costello responded that the Planning Commission has a list of residential projects by geographical area already approved yet not built yet. It is an Active Subdivision Chart. It is over thousands and listed county-wide and by geographical area. Mr. Weaver wondered how may houses or apartments have been approved in the Richwood area?

Mr. Gary Wynn, 10971 Paddock Drive, stated that a Frogtown Road expansion in 2031 will require the I-75 bridge to be fixed. The connection from Clay Drive to Paddock Drive was approved by the HOA but was never set up to be a major access point. Trucks have destroyed Fifth-Third's drive-thru driveway. Has there been a study of the power grid usage? The Amazon building on Industrial Road can't be used because there is not enough power. The traffic load does not include deliveries from retailers and food vendors.

Mr. Alex Blaine, 109 Schira Court, stated that you have to stop putting more cars on I-75.

Mr. Michael Vogt, 377 Foxhunt Drive, stated that he was on a planning commission at one time. Board members can't be captive to the experts and politicians. The area is becoming very urban. Thousands of houses have been added. The quality of life is changing for the worst. That is hard. A community is where lawns allow kids to play. People are not crowded in that type of community. Both interchanges are much worse and will get worse.

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Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on December 20, 2023 at 5:00 P.M. This item will be on the Agenda for the Business Meeting on January 3, 2024 at 7:00 p.m. in the Fiscal Courtroom. Chairman Rolfsen closed the Public Hearing at 9:50 p.m.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

Exhibit A – Support letters from Continental Properties
Exhibit B – Neighborhood petition against the project

REQUEST OF CONTINENTAL 776 FUND LLC, PER LEXI GOETSCH (APPLICANT) FOR RICHWOOD POINTE, LLC
ALTERNATE FINDINGS FOR DENIAL
(READ AT 01/03/24 BUSINESS MEETING)

FINDINGS OF FACT:

1. The Commission concluded that the proposed UR-1/PD district is not consistent with the Our Boone County Plan 2040 Future Land Use Plan Map which identifies the site for Commercial which is described as retail, corporate and professional office, interchange commercial, indoor commercial recreation, restaurants, services, etc.

   The proposed UR-1/PD district would allow for high-density, multi-family residential in an area recommended for commercial uses.

2. The Commission concluded that the proposed UR-1/PD district is not consistent with Our Boone County Plan 2040 Land Use Plan Element which states that highway related commercial growth on the west side of the I75/Richwood Road interchange should be adequately buffered from existing and planned residential uses. As the residential area of Richwood grows, especially with the development of the Triple Crown community, neighborhood and convenience commercial uses should develop. These new uses should be oriented toward the residents rather than the highway traveler. Commercial development along Richwood Road should be screened from the roadway, and serve the developing residential uses in the Richwood - Union area.

3. The Commission concluded that the proposed UR-1/PD district, along with the submitted concept development plan, is not consistent with several Our Boone County Plan 2040 Goals and Objectives.

   a. Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of neighbors and the community (Overall Goal A, Objective 4).
   b. 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).
   c. 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).
   d. Inefficiencies in the transportation network, including road condition, intersection improvements, and signal enhancements shall be identified and addressed (Transportation, Goal B, Objective 3).
   e. Roadway capacity shall be preserved by utilizing access management policies and guidelines (Transportation, Goal B, Objective 4).
   f. New land development shall be closely coordinated with the local transportation system to assure efficiency and continuity within Boone County and with the regional multi-modal transportation system (Transportation, Goal B, Objective 9).

   In making this finding, the Commission concludes that:

a. The proposed residential development is not consistent with the commercial character of the area.
b. The proposed residential development is not consistent with the general housing density of the area.
c. The proposed residential development does not improve the capacity and safety of the existing road system.

4. The existing EPD district is appropriate in that it depicts a Planned Development setting which includes commercial development with residential, civic, and institutional uses as secondary or support uses, all being consistent with the comprehensive plan.

   The proposed UR-1/PD district is inappropriate based on the following:

   a. Our Boone County Plan 2040 Future Land Use identifies the area for commercial uses.
   b. The proposed UR-1/PD district is located in an area that is primarily surrounded by C-4 zoning.
   c. Our Boone County Plan 2040 acknowledges the growing residential area surrounding Richwood Road and the need for neighborhood and convenience commercial uses for the site and surrounding areas.

5. There have been no major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.

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

BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
DECEMBER 6, 2023
7:30 P.M.

Chairman Rolfsen opened the Public Hearing at 8:03 p.m. and welcomed the audience to the Planning Commission's December 6, 2023 Public Hearings.

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mrs. Kathy Clark
Mrs. Pamela Goetting
Ms. Corrin Gulick, Vice Chairwoman
Mr. David Hincks
Mr. Rick Lunnemann
Mr. Eric Richardson
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele, Secretary/Treasurer
Mr. Tom Szurlinski
Mr. Steve Turner
Mr. Kenny Vaught

COMMISSION MEMBERS NOT PRESENT:

Mr. Steve Harper, Temporary Presiding Officer
Mrs. Janet Kegley

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Michael D. Schwartz, Director, Zoning Services
Mr. Steve Lilly, GISP, Planner

Chairman Rolfsen introduced the first item on the Agenda:

ZONING MAP AMENDMENT, Steve Lilly, Staff

1. Request of **Continental 766 Fund LLC, per Lexi Goetsch (applicant)** for **Richwood Pointe LLC, per Sheila Crist (owner)** for a Zoning Map Amendment from Employment Planned Development (EPD) to Urban Residential One/Planned Development (UR-1/PD) for an approximate 20 acre area located along the northeast side of Paddock Drive, between Richwood Road and Stirrup Lane, approximately 1,100 feet northwest of Richwood Road, and along the northwest side of Frogtown Connector Road, approximately 1,100 feet north of Richwood Road, Boone County, Kentucky, having a Parcel Identification Number (PIDN) of 075.00-00-102.10. The request is for a zone change to allow the development of 312 multi-family dwelling units.

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

Mr. Jay Bayer, Project Engineer, stated that the site is located at the northwest corner of I-71/I75 and Richwood Road. Access is off the Frogtown Connector and Clay Drive (a private street). Clay Drive is tied to this property. A minimum 30 foot buffer is noted on the plan but some of it will be 80-90 feet in width. A 20 foot high berm exists on the site. They planned on leaving most of is alone especially along Paddock Drive. Mr. Bayer described the zoning history of the subject property. Back in 1991, the site was rezoned from SR-1 to EPD as a result of a tie vote. In 1993, a Concept Development Plan was approved for a grocery store. In 1995, a lawsuit was filed related to the use. Later, the Zoning Administrator determined the site could be developed with a retail center with more than 100,000 square feet and two out lots. The site has remained vacant since that time.

Mr. Cameron Miller, Continental Properties, described his company. He submitted support letters from various businesses in the strip retail center and neighboring church (See Exhibit A). Continental Properties is a national developer that has built projects in over 125 communities. They own 35,000 units across the United States. They build, own and maintain properties in the long term. They would like to rezone the property in order to build a two story, 312 unit market rate multi-family community. They have many amenities including a club house, fitness center, resort style pool and on-site passive and recreational activities (pet playgrounds, hammocks, fire pit and grilling areas). The current EPD zone allows a small portion of residential uses but it also allows industrial, office and commercial uses. The proposed residential zone allows for more open space, less traffic and serves as a transition from commercial to single-family residential. The site is about 40% open space. Site constraints include competition with existing retail centers, poor visibility from Richwood Road, large retail uses and office vacancies in the area. The applicant stated that they held a neighborhood meeting on August 21, 2023 to obtain feedback. The following comments were noted: Does the area really need apartments? What about increasing the buffer area and amount of plantings on the berm? What about completing a traffic analysis for the Frogtown Connector and confirm school capacity? Mr. Miller stated that Ms. Kim Best from

the School District doesn't seem to have a significant concern about the project as noted in the Staff Report. On October 17, 2023, there was a second neighborhood meeting. The NKADD Housing Study was released to the public. The buffer yard was increased next to the single-family housing. More planting material were shown on the berm. No shared access with the church was noted. A Traffic Impact Statement was completed as well as school capacity was dealt with by the company. The applicant noted that they would like to provide more one to two bedroom units. In addition, the applicant relocated the secondary access to limit traffic on Paddock Drive. They increased the buffer to 50 feet and moved the garages to increase privacy and the pet park. The original proposal was a three story product but it changed to a two story product with stone. Mr. Miller showed renderings of the building architecture and materials. They will put in a sidewalk along Frogtown Road. He noted four sight line renderings. He explained that a residential development will have a significant reduction in traffic compared to a shopping plaza during AM and PM peak hours. They are working with the Kentucky Transportation Cabinet to discuss the level of improvements to the Frogtown Connector.

Mr. Bayer referred to the Demographic section of the Comprehensive Plan. The Plan refers to looking at other areas of the County for multi-family housing. The Plan refers to the growing elderly population and the need for multi-family units. With regard to housing types and locations, there is a need to retain youth in the County – educational opportunities and job market. The Comprehensive Plan notes that high density developments should be close to thoroughfares and urban services and be developed sensitively in terms of building height, mass and setbacks. The developer met several times with the neighborhood. The building height was lowered from three stories to two stories and increased the buffering distances. Residential development has occurred at a much lower density. The proposed request is in agreement with the adopted Goals and Recommendations of the Comprehensive Plan. The current zoning is inappropriate and that the proposed zoning is appropriate because the site has sat there for 30 years undeveloped for commercial use. He asked for approval of the proposal.

Staff member, Steve Lilly, referred to his PowerPoint presentation (see Staff Report). He reminded the Board of the Design Guidelines under the Planned Development (PD) regulations (Section 1501). Staff has reviewed the application and has identified a few areas that should be known by the Board. The UR-1/PD allows up to 18 dwelling units per acre. The applicant is requesting 15.6 dwelling units per acre. The PD overlay allows up to 50% of the underlying zone. Staff reviewed the applicant's parking calculation for the site. Staff calculated a need for 562 off-street parking spaces. Only 516 spaces are being proposed by the developer. The applicant is requesting some exceptions to signage – a building mounted sign for the clubhouse and an A-frame sign at the clubhouse. Normally, the UR-1 zone would not allow that type of signage. A Traffic Impact Study has been completed for the subject site. Frogtown Road is planned to be widened. That project is scheduled to be completed by 2031. A left turn lane is warranted on Frogtown Road to allow traffic to turn left onto the Frogtown Road Connector. Sidewalk connections are needed. He highlighted the green lines that outline the tree lines on the site. He asked for a clarification of how much of the vegetation will be retained? The revised building elevations will have to be reviewed closely. Staff sent out an agency memo. Several comments

were received and they have been included in the Staff Report. Those concerns can be addressed at the Committee meeting. Staff has received over 20 emails opposing the project. Those emails have been included in the Staff Report.

Chairman Rolfsen asked about the location of the curb cut. Mr. Lilly stated that the applicant is proposing to move the existing curb cut towards the existing hotel pending review and approval from the Kentucky Transportation Cabinet. First Church of Christ would retain its curb cut by itself. Mr. Lilly showed photographs of the site and adjoining properties, including views of the existing berm. Clay Drive would provide access to the project site.

At this time, Chairman Rolfsen asked if anyone in the audience who was in favor or against the request or have questions?

Mr. David Coley, Rolling Hills Hospitality, stated that his firm operates the Holiday Inn Express and the Hampton Inn Suites. He believes the proposed project will be a great addition. He is optimistic about the area. There are a lot of good developments in the area and more to come. They are even looking at another hotel for the area.

Mrs. Marcie Clark, 759 Brittany Trail, stated that her neighborhood is the cut through when there are traffic issues on Richwood Road. People drive down Station and Buckshire to Brittany Trail to Tiburon. The Pilot Truck Stop backs up constantly so people will go north and cut through. It is not a good project and she is against it.

Mr. Dennis Kelly, 12231 Gaines Way, stated that he has moved south in Boone County to get away from the traffic. He doesn't like people who don't pay individual property taxes and still use County services – fire, school, police, etc. There will be more than 53 kids from this development. Are the schools prepared for the increase? There will be over 600 cars added to the roads. More will be added when the TA Truck Stop opens up. Mr. Kelly mentioned his experience living on a street with 350 apartments. The police and fire runs increased by 100%. The same happened with crime. After 2 years, there was a mass migration from East Lakeside because of the apartments. It is wrong to put apartments by single-family residential living.

Mr. Brian Fry, 10611 Laurin Court, noted how trucks are lined up on the exit ramps during rush hour on most nights. Intersections need to be improved before permitting this use. He also stated that the previous hotel developer wants the site to be developed to avoid the possibility of another hotel being built in the area.

Mr. Kevin Walsh, 11014 Stirrup Lane, stated that the Comp Plan stresses that zoning decisions should strive to balance the rights of landowners with the rights of neighbors in the community. Heritage Trails has been around for over 30 years. The subject property has had a horse barn and stables with riding paths. That changed along time ago. Most people would not buy in the subdivision now when considering what is proposed. There are inefficiencies in the road network that need to be addressed. Signal enhancements and intersection improvements on Richwood

Road and not just the Frogtown Connector needs to occur. The project should be moved to a different location. The project has only one road – Frogtown Connector. Clay Drive doesn't work because left turns are prohibited. It will force traffic to Paddock Drive. There is more of a desire for more retail space for the surrounding community. It is not the right spot for it considering the recent growth in the area. He strongly opposes the project.

Ms. Michelle Kelly, 12231 Gaines Way, asked how many developments does Continental need to have in Boone County? They already have the Ammon site.

Mr. Kurt Drotteff, 10924 Appaloosa Drive, stated that he had 367 signatures from his community (See Exhibit 2). At 12:48 p.m. today, he turned onto Richwood Road and was met with a row of trucks. The Frogtown Connector was blocked and he took some pictures. There were 21 trucks getting gas. Pilot Oil has been there for a while. However, changing zoning to accommodate something that doesn't make sense for the community is just bad. They have to go to Union or Florence for everything. Where is the line between progress and too much? A restaurant would be great to serve southern Boone County. Multi-family housing attracts crimes because of a lot of concentrated people. The schools are overcrowded.

Ms. Sheila Scalf, 437 Withers Lane, stated that the interchange improvements have not improved anything. There was a truck hauler on Paddock Drive. The new traffic signals take a long time to turn onto Richwood Road. Only 4 vehicles can get through the traffic signal cycle. The trucks are turning on red even though they are not supposed to turn on red. Chairman Rolfsen said Paddock Drive will not be opened for the proposed development.

Mr. Kevin Bonfield, 10848 Secretariat Run, moved to the area from Nashville. That area had a lot of noise pollution. By putting more in the area, there is going to be more noise pollution. He is concerned about home values in the Heritage Trails and Triple Crown Subdivisions.

Mr. Michael Strady, 11084 Stirrup Lane, expressed a concern about the value of homes with apartments being constructed. There is significant congestion during business hours. Traffic studies are usually under-represented particularly the peak hour AM traffic. There will be more than one-third going to and from work. There has been an increase in the size of Triple Crown, the senior living facility, the Publix grocery store, etc. There is already dense housing in Steeplechase Subdivision. The proposed apartment project is being jammed into the lot. There are other places in southern Boone County that could accommodate apartments. An example of this off the Walton exit where there are shops and good interstate access and even a library. The preposed project is not a good fit for the neighborhood. The interchange improvements really haven't helped.

Ms. Joyce Shibilia, 595 Turfrider Court, explain the redistricting of students of the new Steeplechase School. At the time, there was just enough room to support future growth in the area. There is no more room and they are experiencing late busses. The busses can't keep up now and they won't be able to in the future.

Chairman Rolfsen explained that Staff sent a letter to the School District to comment on the proposed project. Often the response is no problem with capacity. Ms. Kim Best has addressed the school capacity issue. There is a letter in the Staff Report stating the position of the School District.

Kentucky Representative, Marianne Proctor, 60th District, stated that she has been receiving a lot of comments about the proposed project. She also lives in the area. She is thankful for the improvements to Richwood Road to date but the traffic is still a disaster. Currently, the area is a solid red with traffic backups in Richwood. Representative Proctor stated that the schools are at capacity according to the teachers, bus drivers, etc. Steeplechase Elementary is full. She is puzzled how more students can be added to the system without meeting the needs of the students today.

Ms. Bridgett Trumble, 11028 Appaloosa Drive, showed the location of her retention pond. Since the start of construction, the dam from her retention pond has already been breached twice. She contacted SD1 and they informed her that she should contact the State. The State completed a report on the dam and noted that she had a problem with the dam but they can't do anything about it because the center of the dam is less than 25 feet. The State would have been involved if there were houses in place downstream. There aren't any, just the hotel. She fixed the dam as a result of the other lake being drained on the other side of her property. If more earth is moved at a rapid rate, the dam will be undermined again and affect the houses on Appaloosa Drive. What will be the impact of the development's retention/detention basin? She owns part of the lake. She lost 8-10 feet of ground along with 10-15 trees that screen the property next door. Again, she expressed a concern about the movement of dirt during construction and its effect on the dam.

Mr. Jim Weaver, 12125 Decker Lane, stated that before you consider any apartment complex in Boone County, what is on the books before action is taken? How many houses are approved? He said he tried to find the information. How does it improve the quality of like that we have? What does it do to the residents in the area? Mr. Costello responded that the Planning Commission has a list of residential projects by geographical area already approved yet not built yet. It is an Active Subdivision Chart. It is over thousands and listed county-wide and by geographical area. Mr. Weaver wondered how may houses or apartments have been approved in the Richwood area?

Mr. Gary Wynn, 10971 Paddock Drive, stated that a Frogtown Road expansion in 2031 will require the I-75 bridge to be fixed. The connection from Clay Drive to Paddock Drive was approved by the HOA but was never set up to be a major access point. Trucks have destroyed Fifth-Third's drive-thru driveway. Has there been a study of the power grid usage? The Amazon building on Industrial Road can't be used because there is not enough power. The traffic load does not include deliveries from retailers and food vendors.

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APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

Exhibit A – Support letters from Continental Properties
Exhibit B – Neighborhood petition against the project

September 7, 2023

Boone County Planning Commission
c/o Kevin Costello
kcostello@boonecountyky.org
2950 Washington St, P.O. Box 958
Burlington, KY 41005

RE: Letter of Support for Continental 766 Fund LLC's Rezoning Request (Authentix Richwood Multifamily Project)

Dear Kevin Costello:

I am writing to express my support for the high-quality multi-family community being proposed by Continental Properties Company, Inc on the +/- 19.77 acres north of Frogtown Connector Rd & east of Paddock Dr.

I have received and reviewed Continental's concept plan and project narrative, and I feel that the project will be an excellent addition to our community. Continental has a hard-earned reputation for building and maintaining high quality rental communities that fit well into their environment.

We respectfully request you to approve this project.

Sincerely,

Printed Name: Annette Cobb, business owner - Marcheseno's

Address: 11065 Clay Dr Walton 41094 Pizza

November 27, 2023

Boone County Planning Commission
c/o Kevin Costello
kcostello@boonecountyky.org
2950 Washington St, P.O. Box 958
Burlington, KY 41005

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We respectfully request you to approve this project.

Sincerely,

Printed Name: Brian Heckber, Executive Director of Operations, First Church of Christ

Address: 12993 Frogtown Connector Road, Walton, KY

September 7, 2023

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c/o Kevin Costello
kcostello@boonecountyky.org
2950 Washington St, P.O. Box 958
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Sincerely,

Printed Name: Erik Simms D.C.

Address: 11053 Clay Dr. Walton Ky 41094

September 7, 2023

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c/o Kevin Costello
kcostello@boonecountyky.org
2950 Washington St, P.O. Box 958
Burlington, KY 41005

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Sincerely,

Printed Name: Eric Pasith

Address: 11051 Clay Dr. Walton KY

	NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
1	Andrea Grant	New Haven	5132358160	Andrea Grant	12/4/23
2	Kara turner	New Haven	859-393-8214		12/5/23
3	Jeremy turner	New Haven	"		12/5/23
4	Heather Dew	New Haven	859-750-1145	Heather Dew	12/05/23
5	Maria Meade	New Haven	859-640-2143	Maria Meade	12/05/23
6	Kele Mason	New Haven	859-750-1086	Kele Mason	12/5/23
7	Shanna Hall	New Haven	859-322-4673	Shanna Hall	12/5/23
8	Michelle Pitzer		859-468-1478	Michelle Pitzer	12/5/23
9	Gina Olsen	New Haven	8594684843	Gina Olsen	12/5/23
10	Kelly Panko	New Haven	859-308-0058	Kelly Panko	12/5/23
11	Tamara Crupper	NHE	859 653-7990	Tamara Crupper	12/5/23
12	Judy Stauffer	NHE	859-493-6022	Judy Stauffer	12-5-23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

13	Susan Anderson	NHE	859-384-5325	Susan Anderson	12-5-23
14	Abby Hurless	NHE	859-384-5325	Abby Hurless	12-5-23
15	Jay Ozment	"	"	Jay Ozment	12-5-23
16	Megan Breitlinger	"	859-384-5325		12/5/23
17	[illegible]	NHE	859-384-5325	[illegible]	12/5/23

BCPC PH #1 12/6/23
EXHIBIT B

	NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
18	Jessica Wells	NHE	859-743-2400	Jessica Wells	12/5/23
19	Carrie Powers	NHE	859-409-9131	Carrie Powers	12/5/23
20	Kristina Smith	NHES	859-384-5325	K Smith	12/05/23
21	Kelsee Carter	NHES	859-409-7792	Kelsee Carter	12/6/23
	John Wells	NHES	859-743-9644	John Wells	12/6/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Laura Blick	145 Langsdale Pl. Crittenden KY 41030	859-912-0650	Laura Blick	11/17/23
Leann Carr	12013 Chianti Ct Walton Ky 41094	859-653-5042	Leann Carr	11/17/23
Angela Martin	526 Mustang	859-371-3477	Angela Martin	11-19-23
William Sullivan	526 MUSTANG	8594852114	William Sullivan	11/19/23
Patti Fisher	10955 Paddock	5933805763	Patricia Fisher	11/19/23
Ken Fisher	10955 Paddock DR	859 653-2937		11/19/23
Bob Schlarb	11091 Paddock	8594856585		11/19/23
Anita Schlarb	11091 Paddock DR	859 485 6585		11/19/23
Alexis Day	11099 Paddock Dr.	859 4967200	Alexis Day	11/19/23
JERRY + MARICKY Piccioni	11119 Paddock Dr	859-866-1240		11/19/23
Marilyn Piccioni	11119 Paddock	859-630-4623	Marilyn Piccioni	11/19/23
PAUL HUCENBERG	11107 Paddock	859-485-7286		11/19/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
TODD WALLACE	11117 PADDOCK	859 485 1054		11-19-23
MIKE WALSH	11121 PADDOCK	859 512 4143		11-19-23
Chris Hudak	11125 Paddock	859 486-1869		11-19-23
Robin Motton	11129 Paddock	859-485-1425		11-19-23
Verni Hart	11125 Paddock	(859)485-1425		11-19-23
Greg May	11201 Paddock	859 485 7267		11-19-23
Mary Jo Stiene	10989 Paddock	859-743-3792		11-19-23
Jeremy Blick	145 Langsdale Pt.	859.393.6760		11-20-23
Cindy Stiene	10989 Paddock Dr	859-803-8574		11/24/23
Jessica Derrin	378 Fathurst	(916)514-2626		11/25/23
Shawna Nethke	365 Fathurst	281-683-8406		11-25-23
Doug Stiene	369 Fathurst			11/25/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Michael Vogt	377 Fox Hunt Dr	8577816920		11/26/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Tom Booth	10770 Seattle Slew Dr.	513-310-4227		11/28/23
Todd Vokas	11004 Gato Del Sol	440-487-7088		11/28/23
Pam Combs	10837 Sawgrass Union KY	859-653-2990	Pam Combs	11/28/23
Allison Eastman	10000 Lucr Admiral Dr.	859-727-5309	Allison Eastman	12/4/23
Staci Avey	11525 Crescent	859 640 8009		12/4/23
Jake Avey	Union, KY 41091	270 302 3597		12/4/23
Lori Boyle	1405 Garden Ct Union, KY 41091	513-256-9596	Lori Boyle	12/4/23
Rose Hoenderkamp	850 Hancock Ct Union KY 41091	2407788532		12/4/23
Robin Huffman	11001 Gato del Sol Union 41091	859 421-0130		12/4/23
Adam Huffman	11001 Gato del Sol Union 41091	859-206-5487		12/4/23
Rebecca Howard	1111 Whirlaway Dr Union 41091		Rebecca Howard	12/4/23
David Howard	1111 Whirlaway Union 41091		David Howard	12/4/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Brian Zepf	10951 Appaloosa	859 750 7150		11/28/2023
Mark Mckelvey	1079 Hyperion Cr Union ky 41091	859-494-3134		11/28/23
THOMAS LITMER	10639 PEGASUS CT UNION KY 41091	859-992-8564		11/28/23
Debra Litmer	10639 Pegasus Ct Union, OH 45122	859-992-8579		11/28/23
Ivy Broderick	2029 Jockey Club Union ky 41091	905-260-6054		11/28/23
Joe O'Connell	1185 Del Marc Ct Union ky 41091	703-850-8354		11/28/23
Pat O'Connell	1185 Del Marc Ct	703-850-8876		11/28/23
TERRY BARKER	1077 MCCARRON LANE UNION	859-609-3223		11/28/23
Jason Mauck	15061 Stable Wood	859-652-6561		11/28/23
Megan Mauck	15061 Stable Wood	321-507-0024		11/28/23
Scott Szekuc	888 Dark Star Ct Union ky	859-912-0159		11/28/23
Rebecca Whallin	1351 Prado Dr. Union, KY.	502-299-4833		11-28-23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Tina Anderson	1981 Orb Ct. Union	859-653-8156	Tina Anderson	11-28-2023
Allison Anderson	1981 Orb Ct.	859-982-3075	Allison Anderson	11-28-23
Emily Anderson	1981 Orb Ct	859-750-7704	Emily Anderson	11-28-23
MIKE HUSTON	17085 St. LEGER	859-801-8919	Mike Huston	11/28/23
MAYERS MICHAEL	1019 McCARRON	419-343-6736	Michael Mayers	11/28/23
CAROLE MAYERS	1019 McCarron	419-367-3821	Carole Mayers	11/28/23
LARRY Rieger	11128 WAR ADMIRAL DR	832-964-5457		11/28/23
Leigh Rieger	11120 WAR ADMIRAL DR	832 244 3220		11/28/23
SUSAN Phillips	10881 Arcana LN.	808-347-8093		11/28/2023
JOHN CARSON	10857 Richelieu	859-380-4459		11/28/23
Barb Duell	10819 St. Leger	859 468-5412		11-28-23
JEFF DUELL	10819 ST LEGER	859-801-8213		11/28/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Mark Stanton	1312 Woodlawn	(859) 444-8682		11/28/23
Bethany Heath	1962 orbit ct	859-537-7993		11/28/23
Austin Heath	1962 orbit	859-537-7993		11/28/23
Tracey Griffo	1225 Manordale	248.767.3111		11/28/23
Geoff Morris	1225 Manordale Lake	[illegible]		11/28/23
Julie Goebel	1061 Swale Ct	859-816-7463		11/28/23
Greg Goebel	1061 Swale Ct	859.814.7369		28.NOV.23
Meagan O'Connell	11513 Gregson Union KY	859-307-7228		11/28/23
Amy Stokke	10653 Unbridled Ct. Union, KY 41091	502-230-7973		11/28/23
Amie Ware	12 Ke citation Dr. 41091	502-836-7044		11-28-23
Susan Eppley	1123 Grindstone Ct	859-638-6325		11/28/23
Pam Zepf	10529 Madeline Dr	8598028379		11/28/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Sheldon O'Donnell	11513 Gregson Ct	310-774-6643		11/28/23
Schmidhammer	10919 Arcuro	859 384 7369		28 Nov 23
Gene Flowers	1183 Brushop	540-241-8591		11/28/23
Vada Flowers	1183 Brushop	859-384-9046		11/28/23
Andra Day	1193 Chesapeake Trl	859-443-800		11/28/2023
Jon Rams	1254 Whimsical Way	248.946.1440		11/28/2023
Erica monk palese	1023 spectacular Bid Dr	859 432 3996		11-28-23
Amanda Vokas	11004 Gato Del Sol	513-374-1036		11-28-23
Tracey Downing	1031 Articles Dr.	859-757-8582		11/28/23
DANIELLE MUSSMAN	1001 OAKmont Ct	8596308692		11/28/23
Bill MUSSMAN	1001 OAKmont Ct.	8598026145		11/28/23
Donna Reinard	1225 Citation Dr	317-753-4880		11/28/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
John Gray	1044 mccarron Lane	503-481-4354		11-28-23
Kristi Gray	1044 McCarron Ln	360-254-3028	Kristi Gray	11-28-23
Daniele Perry	1100 Kurtzinger Ct.	859-380-5134	Daniele Perry	11-28-23
Rick Perry	1100 Kurtzinger Ct	859-380-3142		11-28-23
Bobbie Underwood	961 Augusta Ct Union KY 41091	859-466-7341		11-28-23
Karen Mixon	10809 War Admiral Dr	513-356-6585	Karen Mixon	11-28-23
Marty Mixon	"	"	Marty Mixon	11-28-23
Jackson Mixon	"	"	Jackson Mixon	11-28-23
Megan Mixon	"	"	Megan Mixon	11-28-23
Tim Hilgeman	1332 Oxley ct. Union ky	513-746-7871		11.28.23
Adam Roach	733 Gallant Fox LN	859 462 8566		11-28-23
Erin Roach	733 Gallant Fox Ln	859-466-7678	Erin Roach	11-28-23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Michelle Vezina	948 Oakmont Ct Union, KY	513-349-6169	Michelle Y Vezina	11/28/23
Jayson Putnam	1083 Samuel Court Union, Ky	859-992-1170		11/28/23
Jonathan Bentley	654 Coaltown Ct. Union, KY 41091	606-434-9668		11/28/23
Liz Malkemus	1032 Dustwhirl Dr Union, KY 41091	765-238-1021		11/28/23
James Hill	1003 Belmont Park	859-466-1338		11/28/23
James Hill	1003 Belmont Park	859-466-133		11/28/23
Susan Little	1325 Prado Dr	845.271.8695		11/28/2023
Jason Little	1325 Prado Drive	845.271.8475		11/28/2023
Suzanne Nicely	1410 Cordero Ct	859-512-5009		11/28/23
Karl Nicely	1410 Cordero Ct.	859.630.8090		11/28/23
Sue Hammel	10836 St Andrew	574-202-0847		11/28/23
Tammy Booth	10770 Seattle Slew	859-760-0639		11/28/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Allie Dorman	10712 Stone St Union KY 41091	859.663.1774	Allie Dorman	12/1/23
mike JACques	11051 Gato del Sol	859 462 9055	mike Jacques	12/2/23
Samantha JACques	11051 Gato del Sol	859 462 9003	Samantha Jacques	12/2/23
Lorraine Lowtmann	1047 Spectacular Bid Dr	859-462-7820	M Lorraine Lowtmann	12/2/23
Terri McMullen	1050 Spectacular Bid Drive Union KY	859-380-2300	[illegible]	12/2/23
MARIA SCHLITZMAN	10848 Secretariat Run Union KY 41091	859-609-2804	[illegible]	12/2/23
Kevin Benfield	10848 Secretariat Run Union, KY	859-361-5649	[illegible]	12/2/23
Michelle Peck	10776 Chant Ct Union KY 41091	9378384303	Michelle Peck	12/3/23
Steve Peck	10776 Chant Ct Union KY 41091	9375541870	[illegible]	12/3/23
Linley Belew	11031 Gato del Sol Union KY 41091	859-619-0498	Linley Belew	12-3-23
Tina Music	11052 Gato Del Sol Union Ky 41091		Tina Music	12/4/23
Rick Hemming	11502 Gato Del Sol Union Ky 41091		Rick Hemming	12-4-23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Curtis Chaney	10723 War Admiral Dr. Union, KY	513-680-0634	Curtis Chaney	12-5-23
Barbara Chaney	"	513-680-1337	Barbara Chaney	12/5/23
Justin Chaney	"	513-806-6907	Justin Chaney	12-5-23
Ashlee Corkayne	10918 Kilby Rd Union KY	414 630 4138		12/5/23
Trevor Corkayne	"	513-673-5394		12/5/23
Linasey Boggs	1237 Monarchos Rdg Union, Ky 41091	843-708-1844		12/5/23
Shawn Boggs	" "	304-615-4507		12/5/23
Pamela Porter	96 O Dist w/hirl Union KY	859-743-6036		12/5/23
Josh parsons	797 MenOWar Blvd Union 41091			12/5/23
Angie Parsons	797 MenOWar Blvd Union Ky 41091			12/5/23
Robin Curers	8690 Red Mile Florence Ky 41042	859-907-2834		12/5/2023
Dylan Kirtley	11512 Grassmere Union Ky 41091	502-544-9805		12/6/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Candice Kimsey	891 Hicks Pike	859-391-1019		12/5/23
Abigail Kimsey	891 Hicks Pike	859-446-1808		12/5/23
John Kimsey	891 Hicks Pike	859-391-1340		12/5/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Jessica McGrady	636 Turfrider Court	304-763-8448		12/6/23
Chris McGrady	636 Turfrider Court	304-763-8444		12/6/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

(7)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Gary Wigman	10971 Paddock	513 614. 7404	Gary Wigman	11/3/2023
Kelsey Stidham	495 Yearling	859. 443. 6174	Kelsey Stidham	11/3/2023
John Stidham	495 Yearling	513. 295. 5074	John Stidham	11/3/2023
Jim Davenport	487 Yearling	859-468-1650	Jim Davenport	11/3/2023
Cheryl Davenport	487 Yearling	859-802-6304	Cheryl Davenport	11/3/2023
NANCY BAUGHN	11088 PADDOCK	859-760-7320	Nancy Baughn	11/9/2023
CALVIN BAUGHN	11088 PADDOCK	859-760-7320	C. Baughn	11/9/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

(3)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Jay Schneider	10988 Appaloosa Drive Walton, KY	859.512.3452		12/3/23
Michael Medley	10988 Appaloosa Walton KY 41094	859 485 (7529)	Michael Medley	12/3/23
Laura Medley Schneider	10988 Appaloosa Walton, KY 41094	859-240-6643	Laura Medley Schneider	12/3/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
John Bartlett	10997 Appaloosa	(859) 547-9277	John Bartlett	11/30/23
Linda Bartlett	10997 Appaloosa	859 547-9775	Linda Bartlett	11/30/23
Terry Brueggen	10996 Appaloosa	859-655-5552	Terry Brueggen	11/30/23
Debbie Brueggen	10996 Appaloosa	859-468-9405	Debbie Brueggen	11/30/23
Kurt Drotleff	10924 Appaloosa Drive	513-218-8948	K Dr	12-6-23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

Heritage Trails Petition against Frogtown zoning change
November 2023

(10)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Jim & Chris Moore	10940 Appaloosa Dr	859 485 1309	Jim & Chris Moore	11/9/2023
Jim Wilhelm	10879 App.	859-485-7277	Jim Wilhelm	11/8/2023
Pat Wilhebrink	10879 App	859-512-2253	Patricia C. Wilhebrink	11/8/23
Ron & Chrysteen Vanover	10903 App	859-692-3601	[illegible]	11/8/23
Chrysteen Vanover	11	859-692-3602	Chrysteen D. Vanover	11-8-23
Peggy Galbraugh	10972 Appaloosa	859-485-4343	Margaret Peggy Galbraugh	11-8-2023
Bill Galbraugh		859-485-4343	Bill Galbraugh	11-8-23
Pat Cummings	10964 Appaloosa	630-7076	Pat Cummings	11-16-23
Diana Doran	10964 Appaloosa	859 630-3427	Diana Doran	11-16-2023

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

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NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Bridget Tanner	10762 Gleneagle Union, Ky 41091	859-628-9572	Bridget Tanner	11/28/2023
Mike Tanner	10762 Gleneagle Union, Ky 41091	859-816-7356	MT	12/4/2023

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

By; Q. Campbell

(6)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
April Dallas	11185 Paddock Dr Walton, Ky 41094	859-816-3409	April Dallas	11/25/23
Steve Schild	11193 Paddock Walton	859-609-7819	Steve Schild	11/25/23
Tom Lamb	10846 Charismatic	859-445-1178	Tom Lamb	11-25-23
Ryan Shutt	10852 Charismatic	859-803-334	Ryan Shutt	11-25-23
Cherie Hoffman	10893 Charismatic	859-640-8976	Cherie Hoffman	11-25-23
Sam Lee	10827 CHARISMATIC	513-608-6327	Sam Lee	11/25/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

(8)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Debbie Cahill	11175 Paddock Dr.	859-992-8604	Debbie Cahill	11-7-23
STEVE CAHILL	11175 PADDOCK DR	765-338-8184	Steve L Cahill	11-7-23
Donna Ramsey	11167 Paddock Dr	859-962-7461	Donna Ramsey	11-19-23
Mike Ramsey	11167 Paddock Dr.	859-962-7460	Mike Ramsey	11-19-23
Linda Sallee	10815 Charismatic Dr	513-678-6334	Linda Sallee	12-5-23
Chuck Sallee	10815 Charismatic Dr	513-678-6332		12/5/23
Ron Koneva	11104 Paddock	859-485-2503	Ronald Koneva	12/5/23
Ruth Koneva	11104 Paddock Dr.	859-485-2503	Ruth Koneva	12/5/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

(10)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Phyllis Edmonds	664 Radnor Ln Walton Ky	2707997345	Phyllis Edmonds	11-23-23
Laurel Nimmons	11986 Cloverbrook Union Ky		Laurel Nimmons	11-27-23
Michelle Schock	11978 Cloverbrook Union Ky		Michelle Schock	N-29-2023
Daniel Schock	11978 Cloverbrook Union KY 41091 Dr	859-640-6418	Daniel Schock	11-29-2023
IRVIN BEVIS	11985 CLOVERBROOK	859-992-1025	Irvin Bevis	11/30/2023
Deborah Reed	11985 Cloverbrook Dr Union, Ky 41091	859-816-3330	Deborah Reed	11/30/2023
Greg Stoppelwerth	11970 Cloverbrook	513-318-8819		11/30/2023
WES Ballard	1258 WHITESIDE WAY	901-651-8919	Wes Ballard	11-30-2023
Katie Bisagno	11982 Cloverbrook Dr Union KY 41091		Katie Bisagno	11-30-23
George Bisagno	11982 Cloverbrook Union		George Bisagno	11-30-23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

(12)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Ruth Chaney	621 Mustang Dr.	812 371 03 89		11/16/2023
Sue Lowe Kian	603 Mustang DR	859-743-3261		11/16/2023
Matt Bise	605 Mustang Dr	937 684 2880		11/16/2023
Shirley Hodge	597 Mustang dr	859-957-4436		11/16/23
David Hodge	597 Mustang	859-991-0034		11/16/23
Danielle Knox	597 Mustang dr	859-652-2934		11/16/23
W. Sturdivant	582 Mustang	(859) 512-7633		11/16/2
Mike Miller	534 Mustang	859-391-9190		11/16/23
Robert	526 Mustang			11/16/23
Pam Steiger	557 Mustang	8594648418		11-16-2
Gary Sargent	1054 Belmont Park	859-468-60		11/19/2023
Georgia Sargent	1054 Belmont Pk	859-512-3227		11-19-23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

(17)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Mike ZomBrodt	565 Mustang		Mike Zombrodt	11/14/23
Alan Bates	549 Mustang	573-760-4573		11/14/23
Amy Bates	549 Mustang Dr	859-653-0549		11/14/23
Lesley Weinrich	706 Gunther Ct.	859-992-1932		11/14/23
Chad Dietz	708 Gunther Ct.	859-801-6824	Chad Dietz	11/14/23
Wayne Berryman	525 Mustang	859-760-9675	Wayne Berryman	11/15/23
[illegible]	506 Mustang Dr.	859-817-9705	[illegible]	11-15-23
Michelle Campbell	606 Mustang Dr	859 750 4275	Michelle Campbell	11/16/23
Andrew Campbell	606 Mustang Dr.	513-496-9979		11/16/23
Kim Hoffman	623 Mustang Dr	859-802-4433		11/16/23
Lavry Sons	629 Mustang	859-512-3527		11/16/23
Fernando Vazquez	621 Mustang Dr	812-371-6509		11/16/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

(12)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Rita Cook	518 Mustang	859-992-0388	Rita Cook	11/14/23
Richard Cook	518 Mustang	859-992-0334	Richard Cook	11/14/23
Joan Miller	534 Mustang	859-322-5676	Joan L Miller	11/14/23
Brandy Hammons	550 mustang DR	859-307-6811	Brandy Hammons	11-14-23
Brian Hammons	550 Mustang Dr	859-393-8858	Brian Hammons	11-14-23
Tim Hale	558 Mustang	315-572-2760	Tim Hale	11-14-23
Amanda Lais	589 Mustang	859-609-1593	Amanda Lais	11/15/23
Gary Wilson	574 Mustang	859-485-9231	Gary Wilson	11/14/23
Suzanne Wilson	574 Mustang	859 8859292	Suzanne J Wilson	11/14/23
Cindy Davidson	573 Mustang Dr	559-485-6373	Cindy L Davidson	11/14/23
Kathleen Wilson	574 Mustang	(859)339-7523	Kathleen J Wilson	11/14/23
Elizabeth Wilson	574 Mustang Dr	(859) 818-5232	Elizabeth Wilson	11/14/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

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NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Carrie Roark	10978 Paddock Dr.	859-653-8760	Carrie Roark	11-8-23
Jan Richards	471 Yearling	859-802-803	Jan Richards	11-8-23
[illegible]	471 Yearling Ct	513 300-1592	[illegible]	11-8-23
Jim Mudd	464 Yearling	859-620 9145	Jim Mudd	11-8-23
Colin Kramer	463 yearling ct	859-912-3990		11-8-23
Sydney Kramer	463 Yearling Ct.	859-380-7611		11/8/23
AARON DOMAN	472 yearling ct.	832-758-0720		11/8/23
Matt Cross	10855 Secretariat Dr	859-537-7369		11/9/23
Brigette Trumbo	11028 Appaloosa Dr	859-353-3377		11/9/23
Jennifer Reineke	10940 Paddock Dr	919-449-4316		11/9/23
GRANT REINEKE	10940 PADDOCK DR.	919.449.4344		11/9/23
Greg McQueary	10876 Appaloosa	859 919 0283		11/9/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

Tammy McClure	10884 Appaloosa	859-609-1590		11/23/23
Keith McClure	10884 Appaloosa	859-957-4490		11/23/23
Casey McClure	10884 Appaloosa	859-414-5339	Casey McClure	11/23/23

(16)

Marc Marlette 782 Gallant Fox Union Ky 41091 859-466-9638 11/23/23

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
		859-485-4955		
Eugene Hyde	496 Yearling Ct Walton Ky	~~859-485-4955~~	Eugene V. Hyde	11-5-23
Richard Gire	479 Yearling Ct Walton KY 41094	859-629-9705		11-5-23
Alicia Gire	479 Yearling Ct Walton, KY 41094	859-629-9705	Alicia Gire	11-5-23
Alan Cochrane	10713 St Leger Union 41091	304-544-952[illegible]		5 Nov 23
Chris Kasper	10847 Legacy Secretariat Ky	859-760-2282	Chris Kasper	5 Nov 23
Vicky Bauerle	10924 Paddock Walton, Ky 41094	859-630-1480	Vicky Bauerle	11/5/23
Scott Bauerle	10924 Paddock Walton Ky 41094	859-630-0170		11-05-23
Julie Bauerle	10924 Paddock Walton KY 41094	859-630-1477		11/5/23
Amanda mccarty	472 yearling ct Walton ky	337-354-6352	Amanda McCarty	11/5/23
Stephanie Marks	464 Yearling Ct Walton KY	859-620-2187	Stephanie Marks	11/7/23
Christy Gross	10855 Secretariat Union, KY 41091	859-750-2838	Christy Gross	11/7/23
Bob Roark	10978 Paddock Dr Walton KY 41094	859-760-7303		11-8-23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

Beth Dieter	10916 Appaloosa Walton KY 41094	859-814-1370		11-23-23
Matthew Marlette	782 Gallant Fox Lane Union, Ky 41091	859-429-7440	Matthew Marlette	11-23-23
Elizabeth Marlette	782 Gallant Fox	Union Ky	Elizabeth W Marlette	11-23-23

(12)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
MIKE DODD	11004 Appaloosa	513-441-9661	Mike T. Dodd	11/30/2023
Audrey	11020 APPA	859-630-5192	A. Layne	11/30/23
Ryan Ware	11021 Appaloosa	859-621 7374		11/30/2023
Lindsey Ware	11021 Appaloosa dr.	859-760-5586	Lindsey Ware	11/30/23
ADAM T. TROUBLE	11028 APPALOOSA DR	(859) 816-0219	A T	11/30/23
Dennis Savoie	11036 Appaloosa	859-663-8982	Dennis L Savoie	11/30/23
Barbara Rahn	11036 Appaloosa	859-663-8984	Barbara Rahn	11-30-23
Connie P. Combs	11045 Appaloosa Dr	859-485-7153	Connie P. Combs	11-30-23
Katie Gilvin	11005 Appaloosa Dr.	513-535-0004	Katie Gilvin	11-30-23
Mike Gilvin	11005 Appaloosa	859-609-7309		11-30-23
Patricia Medley	10988 Appaloosa	859-485-7529	Patricia Medley	11/30/23
Sue Larson	10967 Appaloosa	859-485-9629	Sue M Larson	11/30/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

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NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Erica Honaker	11114 Stirrup Ln.	859-468-9159	Erica Honaker	11/15/23
Rob Honaker	1114 Stirrup Ln	513-518-4344		11/15/23
Alex Kramer	11034 Stirrup Ln	859-816-0967		11/18/23
Tim Gruber	11110 Stirrup Ln	859-485 4905		11/18/23
Ted Wingrove	11011 Stirrup Ln	859-802-2692		11/18/23
John F. Hulsk	11010 Stirrup Ln	859 486 1758		11/18/23
Jennifer Walsh	11014 Stirrup Ln	5135088545	Walsh	11/20/23
Kevin Walsh	11014 Stirrup Ln	5135822562		11/20/23
Jeremy Bey	10932 Appaloosa Dr.	859-912-3406		12-4-23
Andrea Bey	10932 Appaloosa Dr	859-760-4663	ABey	12-4-23
Neil Peelman	10908 Appaloosa Dr	513-377-7094		12-4-23
Tonya Peelman	10908 Appaloosa Dr	513-652-3516	Tonya Peelman	12-4-23
Lauren Dratleff	10924 Appaloosa Dr.	513-288-0944		12/4/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

(12)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
GILLIAN TURNER	482 MUSTANG	859 393 7435	Gillian Turner	11/17/23
BRIAN TURNER	482 MUSTANG	859 485 1516	Brian Turner	11/7/23
Joshua Brown	11029 Appaloosa	859-640-3147	Joshua Brown	11/17/23
Brittany Brown	11029 Appaloosa	859-640-3137	Brittany Brown	11/17/23
RICK EIKSAM	10821 SILVER CHARM	859-240-8695	Rick Eiksam	11/17/23
Mary BiSaGNO	11982 Cloverbrook Dr.	8592500833	Mary Bisagno	11/17/23
Jerry Lasita	10609 Secretariat Run	859-384-2844	Jerry Lasita	11/17/23
JASON SMITH	11211 Paddock dr	513-470-9604	Jason Smith	11/17/23
Debra Poskanzer	10943 Appaloosa Dr. Walton, KY 41094	859-919-0204	Debra Poskanzer	11/19/23
DAN SHANK	10701 ST. LEGER CR UNION, KY 41091	513-532-3802	Dan Shank	11/20/23
PENNY SHANK	10701 ST. LEGER CIR UNION, KY 41091	513-532-5621	Penny Shank	11/20/23
Sharon Ryan	11085 Paddock DR Walton	859-760-1166	Sharon Ryan	11/28/23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

(13)

NAME	ADDRESS	CONTACT NUMBER	859-	SIGNATURE	DATE
DARREN HALLAM	11019 STIRRUP LANE	4471			11/15/23
DAVID HOWARD	11018 STIRRUP LN. WALTON KY	410 8	859-636-0853		11/15/23
Matt Wingrove	11026 Stirrup Ln.	859-802-9274			11/15/23
Robert Skelton	11027 Stirrup Ln	393-3696			11/15/23
Jessica Rulli	11039 Stirrup Ln.	859-209-1605			11/15/23
Harold & Sylvia Roesberg	11012 Stirrup Ln.				11-15-23
DAVID MILLER	11043 STIRRUP LN	859 412 6691			11-15-23
Ruthanne Miller	11043 Stirrup Lane	859-412-6690			11-15-23
Andi Schack	11043 Stirrup Lane	[redacted]			11-15-23
Gabriel Laper	11053 Stirrup Lane	305-399-5301			11-15-23
Michael Strady	11084 Stirrup Lane	859-512-6468			11-15-23
Lisa Strady	11084 Stirrup Lane	859-512-1505			11-15-23
Patti Logsdon	11096 Stirrup Lane	859 802 9055			11-15-23

This petition is to oppose a zoning change to parcel number #075.00-00-102.10 in Boone Co Ky from commercial to residential for the purpose of building apartments

154; 4. Campbell

(12)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Alexis Raisbeck	10890 Paddock Dr	859 866 2039	Alexis Raisbeck	11/11/2023
Judy Poynter	438 Withers	859 485-7388	Judy Poynter	11-11-2023
Terry Herrman	444 Withers	859 620 1644		11/11/23
Claudia Williams	449 Withers		Claudia Williams	11/11/23
Ray Scalf	437 Withers Ln. Richwood Ky	859-816-8503	Ray Scalf	11/11/23
Sheila Scalf	437 Withers LN. Richwood Ky	859485-8503	Sheila Scalf	11/11/23
Marcia Campbell	10979 Paddock	859-802-8234	Marcia Campbell	11/15/23
Evelyn Campbell	10979 Paddock	859 750-4708	Evelyn Campbell	11/15/23
KAREN MAZE	456 withers lane	562-884 4947	Karen Maze	11/18/23
* Timothy Johnson	453 Withers Lane Richwood	859-512-6940		11/18/23
Kim Cobaugh	11020 Paddock Ln. Walton, KY 41094	(859)640-0077		11/18/23
TONY GABAUGH	11020 PADDOCK DR WALTON, KY	(859) 640-0076		11/18/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

D7; V. CAMPBELL

(12)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Weston Sanford	10866 Paddock Dr	513-426-5662	Weston Sanford	11/11/23
Laura Sanford	10869 Paddock Dr.	419-350-6190	Laura Sanford	11/11/23
CONNIE PETIE GREW	10870 PADDOCK DR	859-493-4164	Connie Petiegrew	11/11/23
Judy Randolph	10878 PADDOCK	859-240-5416	Judy Randolph	11/11/23
Laura Bragg	10882 Paddock	859-496-6883	Laura Bragg	11/11/23
Dave Bragg	10882 Paddock	513 760-2607	David Bragg	11/11/23
Joe Randolph	10878 Paddock	859-913-2008	Joe Randolph	11/11/23
Brianne Hamant	426 Filly Ct Walton KY	859 816 3520	Brianne Hamant	11/11/23
DIANNE JONES	430 Filly Ct	859-512-3194	Dianne Jones	11/11/23
Angie Flegner	432 Filly Ct Walton	859-444-8491	Angie Flegner	11/11/23
Staff	421 Filly Ct	859-962-3929	Staff	11/11/23
Matt Moore	10897 Paddock Drive	859-308-8159		11/4/23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

BY, G. CAMPBELL

(12)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
Thomas Gray	11044 Paddock Dr.	859-743-3745	Thomas Gray	11/18/23
Brian Carothers	11045 Paddock Dr.	859.393.2571		11/18/23
Karen Carothers	11045 Paddock Dr.	859-393-6673	Karen Carothers	11/18/23
Mark Wilson	11068 Paddock	330 351 5115		11-18-23
Anita Wilson	11068 Paddock	330 241-1153	Anita Wilson	11-18-23
MARUELA MARZAN	11069 Paddock	859-485-3799	Maruela Marzan	11-18-23
ROBERT M KINCAID	11122 Paddock	859-628-6754	Robert M Kincaid	11-25-23
Barb Kincaid	11122 Paddock	859-620-1698	Barbara Kincaid	11-25-23
Luke Rich	11223 Paddock	859-380-5730		11-25-23
Wesley Aylor	11239 Paddock	859-462-2232		11-25-23
Amber Aylor	11239 Paddock	859-462-0848		11-25-23
Matt Dallas	11185 Paddock	859-307-9437		11-25-23

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

(12)

NAME	ADDRESS	CONTACT NUMBER	SIGNATURE	DATE
(4) Pamela McCoy	238 Pleasant Hill	859-992-2736	Pamela McCoy	11/27/23
Sherri Brooks	457 Mustang	859-466-6778	Sherri Brooks	11/27/23
Jeff Brooks	457 Mustang Dr	859-485-3023		11/27/23
Doug Jones	901 Whirlaway Dr	859-468-0238		11/27/23
Brenda Williams	901 Whirlaway	859 991 2932	Brenda Williams	11-27-23
Kacie Mills	433 Filly ct	606-875-4860	Kacie Mills	11-28-23
Chris Mills	433 Filly ct	606-813-9910		11-28-33
DAN BODE	10927 APPALOOSA	859-630-1800	Dan Bode	12-4-23
Kathleen Glatt	10927 Appaloosa	859-380-2503	Kathleen Glatt	12-4-23
Hayden Bode	10927 Appaloosa	859-653-6910	Hayden Walton Bode	12/4/23
WM GLASS	10927 Appaloosa	859-512-3789		12/4/23
Carson Bode	10927 Appaloosa dr	859-630-8649	Carson Bode	

PETITION TO **OPPOSE** PROPOSED RICHWOOD RD APARTMENTS FOR PARCEL #075.00-00-102.10

BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY FISCAL COURTROOM
BURLINGTON, KENTUCKY
BUSINESS MEETING
JANUARY 3, 2024
7:00 P.M.

Chairman Rolfsen opened the Business Meeting at 7:00 p.m. and welcomed the audience to the Planning Commission's January 3, 2024 Business Meeting. Mr. Rolfsen then invited everyone to join him in reciting the Pledge of Allegiance.

COMMISSION MEMBERS PRESENT:

Mrs. Kathy Clark
Mrs. Pamela Goetting
Ms. Corrin Gulick, Vice Chairwoman
Mr. Steve Harper, Temporary Presiding Officer
Mr. David Hincks
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Eric Richardson
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele, Secretary/Treasurer
Mr. Tom Szurlinski
Mr. Steve Turner

COMMISSION MEMBERS NOT PRESENT:

Mr. Randy Bessler
Mr. Kenny Vaught

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Michael Schwartz, Director, Zoning Services
Mr. Steve Lilly, GISP, Planner

At this time, Mr. Costello invited Mr. Kim Patton to the front of the room to receive an award. Mr. Patton served on the Planning Commission for 2 terms and was appointed by Judge Gary Moore from 2015-2022. Mr. Patton also served as Vice Chairman of the Planning Commission and on the Long Range Planning/Comp Plan Committee, the Zone Change Committee and the Executive Committee. Chairman Rolfsen thanked Mr. Patton for his years of service. Mr. Patton stated that he enjoyed being on the Planning Commission. He knows what it takes to serve on the Board and to make tough decisions for the good of the County. He appreciated everyone's time commitment and research. Serving 8 years on the Board was a highlight for him.

APPROVAL OF THE MINUTES:

Chairman Rolfsen stated that the Commissioners received copies of the Minutes from the December 6, 2023 Business Meeting and Public Hearings. He asked if there were any comments or corrections?

Mr. Szurlinski moved to approve the Minutes as presented. Mr. Richardson seconded the motion and it carried unanimously.

BILLS:

Mr. Kevin P. Costello, AICP, Executive Director, advised the Commissioners of the **Bills to be Paid,** which included a list of **Expenses** and **Salaries and Benefits** for a time period between December 7, 2023 and January 3, 2024.

EXPENSES:		
Attorney Fees		4,600.00
Auto Expense		26.96
Consultant/Professional Svcs Fees		5,390.00
Filing Fees (CLURS)		700.00
Legal Ads/Recruitment		496.28
Miscellaneous Expense		268.36
Office & Board Meeting Supplies		1,928.81
Office Equipment / Maintenance		692.40
Office Equipment / Expense		563.98
Postage Expense		485.66
Printing/Pub/Dues/Subscriptions		1,248.15
	TOTAL:	**$ 15,708.20**
SALARIES AND BENEFITS:		
FICA-BCPC Portion		$ 6,742.73
Health/Dental/Life/LTD		16,262.96
Retirement – BCPC Portion		26,603.51
Salaries – Staff Expenses		92,345.85
Salaries – BCPC & BOA		990.00
	TOTAL:	**$ 142,945.05**
	GRAND TOTAL:	**$ 158,653.25**

Ms. Gulick moved that the bills (expenses and salaries and benefits) be approved and paid as presented and indicated approval of those items, which have been previously paid. Mrs. Goetting seconded the motion and it carried unanimously.

ACTION ON PLAN REVIEWS:

ZONING MAP AMENDMENT, Corrin Gulick, Chairwoman, Steve Lilly, Staff

1. Request of **Continental 766 Fund LLC, per Lexi Goetsch (applicant)** for **Richwood Pointe LLC, per Sheila Crist (owner)** for a Zoning Map Amendment from Employment Planned Development (EPD) to Urban Residential One/Planned Development (UR-1/PD) for an approximate 20 acre area located along the northeast side of Paddock Drive, between Richwood Road and Stirrup Lane, approximately 1,100 feet northwest of Richwood Road, and along the northwest side of Frogtown Connector Road, approximately 1,100 feet north of Richwood Road, Boone County, Kentucky, having a Parcel Identification Number (PIDN) of 075.00-00-102.10. The request is for a zone change to allow the development of 312 multi-family dwelling units.

Staff Member, Steve Lilly, read the Committee Report, which recommended approval based upon Findings of Facts and Conditions for the Zoning Map Amendment. It was recommended unanimously for approval. The applicant signed the Condition letter.

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

Mr. Jay Bayer, Project Engineer, stated that his client was in full agreement with the Committee Report, including the basis for approval with the existing zoning being inappropriate and the proposed zoning being more appropriate. It is further in agreement with the Comprehensive Plan.

Mr. Kurt Drotle, 10924 Appaloosa Drive, stated that he collected over 400 signatures in opposition in just a few weeks. There is too much building and too much too fast. There is constant apartment building. The applicant will already be building apartments just down the road from here. There are more being build elsewhere in the County. Why is there such a need for apartments when many are yet filled? The Tapestry project had over 50 units available not long ago. Apartments that will be built on the Frogtown Connector are a horrible idea. Commercial truck traffic and overall traffic are the big issues. The proposed zone change goes against the 2040 Comprehensive Plan. Per the 2040 Plan, land use and zoning decisions shall strive to balance the rights of the landowner and the rights of the neighborhood and community. The original plan for Heritage Trails Subdivision was to use the site in question as a horse barn, riding stables and riding paths. It changed many years ago by the developer as the zoning changed to commercial. The proposed use will result in increased crime and traffic and school capacity. The recent improvements to I-75 are barely enough to accept the current traffic flow. The truck traffic continues to back up onto the interstate. With the anticipation of the reopening of the truck stop on the east side of I-75, the senior facility, and another hotel, the congestion will undoubtedly get worse. Another potential 600 people will make the area dangerous. Roadway capacity should be preserved by moving the project elsewhere. A true need should be defined and determined. The proposed project depends on the existing roads. The traffic impact analysis can't be trusted. It doesn't address the Frogtown Connector and Richwood Road and Clay Drive. The planned retail will help the existing communities. There are few guarantees in life. The development must work for everyone especially for those people who call this area home. This is not a place for this type of development. The viewpoint of this community must be heavily considered.

Seeing no further comment, **Ms. Gulick stated that the Committee reviewed all of the public comments and moved to recommend approval by Resolution to the Boone County Fiscal Court based upon the Findings of Fact and Conditions presented by Staff. Mr. Lunnemann seconded the motion.**

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

Mr. Szurlinski stated that they didn't think it was a bad project. His concern was the timing. The request involves adding 312 families with the visitor and vehicle traffic that goes with it. Richwood Road was just completed with the expectation that it would provide some relief. He wasn't sure if it was ready yet for more. When you look at the upgrades for Frogtown Road and the Frogtown Connector taking about 10 years, he stated that he had too many concerns about traffic.

Chairman Rolfsen asked if all of the traffic was going to occur via the Frogtown Connector. Mr. Lilly replied yes. Clay Drive is for emergency access only.

Dr. Clark expressed a concern about traffic – trucks are backed up as well as schools.

Mr. Schwenke noted that he couldn't take the southbound Richwood Road exit because it was backed up. He had to go to the Walton exit. He turned around and noticed that the Pilot Truck Stop was blocked. He hopes the new TA Truck Stop will provide relief of back ups on the west side of the interstate. He suggested waiting until all the truck stops are opened and the Frogtown Connector is fixed. The submitted application might be a bit premature.

Chairman Rolfsen stated that he walked the site and saw a truck blocking the Frogtown Connector. There are still projects not yet open – Cattleman's Restaurant, First Church of Christ on Hicks Pike, the Senior Living development, TA Truck Stop, Publix, etc. Apartment living is 24 hours a day. Retail/office sometimes close at 5:00 p.m. Traffic is controlled by the hours a place is open. There is only one way in and out. Improvements to Frogtown Road are a decade away. How will this traffic flow? There are a lot of unknowns now. It is unknown whether the State can expedite funding for Frogtown Road.

Mr. Harper stated that he thought that when the TA Truck Stop reopens, it will help the situation. It will pull some of the trucks away from the Pilot Truck Stop on the west side of the interchange. He believes that the apartment use is a less intensive use than a commercial use.

Chairman Rolfsen asked for a vote on the original motion made by Ms. Gulick and seconded by Mr. Lunnemann. The vote found Ms. Gulick, Mr. Harper, Mr. Hincks, Mrs. Kegley, Mr. Lunnemann and Mr. Richardson voting yes or in favor of the request and Dr. Clark, Mrs. Goetting, Chairman Rolfsen, Mr. Schwenke, Mrs. Steele, Mr. Szurlinski, and Mr. Turner voting no or against the request. The motion to approve the request is denied by a vote of 6 (yes) and 7 (no).

Chairman Rolfsen asked if there were Alternate Findings for Denial? Mr. Costello replied yes and distributed copies of them to the Board Members (see Exhibit A). Mr. Lilly read the Alternate Findings for Denial.

Mrs. Steele moved to recommend denial by Resolution to the Boone County Fiscal Court based upon the Alternate Findings for Denial as presented by Staff (see Exhibit B). Mr. Schwenke seconded the motion. The vote found Dr. Clark, Mrs. Goetting, Chairman Rolfsen, Mr. Schwenke, Mrs. Steele, Mr. Szurlinski and Mr. Turner voting yes or in favor

of the denial of the request and Ms. Gulick, Mr. Harper, Mr. Hincks, Mrs. Kegley, Mr. Lunnemann and Mr. Richardson voting no or against the denial of the request. The motion to deny the request passed by a vote of 7-6.

ZONING MAP AMENDMENT, Steve Harper, Chairman, Michael Schwartz, Staff

2. Request of **Great Places LLC, per David Noll (applicant)** for **Robert E. Reeves Estate, per Amy Parmen (owner)** for a Zoning Map Amendment from Rural Suburban Estates/Union Town Overlay (RSE/UTO) to Suburban Residential One/Planned Development (SR-1/PD) for an approximate 41.4 acre area located at 2063 Hathaway Road, Boone County and Union, Kentucky. The request is for a zone change to allow the development of 196 detached single-family, two-family, and attached single-family dwelling units.

Staff Member, Michael Schwartz, read the Committee Report, which recommended approval based upon Findings of Facts and Conditions for the Zoning Map Amendment. It was recommended unanimously for approval. The applicant has signed the Condition letter.

Chairman Rolfsen asked about the proposed emergency turnaround? Mr. Schwartz referred to a drawing (Road B) showing 2 turnarounds. In addition, Road "A" will be 28 feet in width. He asked if there was anyone in the audience who wanted to speak in favor or against the request?

Mr. David Noll, applicant, said he was available to answer any questions. All items were addressed properly at the Committee meeting.

Seeing no further comment, **Mr. Harper moved to approve the request by Resolution to the Boone County Fiscal Court and the City of Union based upon the Committee Report and subject to the Findings of Fact and Conditions. Mr. Hincks seconded the motion and it passed unanimously.**

NEW BUSINESS

ZONING MAP AMENDMENT FOR A SPECIAL SIGN DISTRICT, Michael Schwartz, Staff

3. Request of **9541 US 42 LLC, per Thomas J. Ackerman (applicant)** for **City of Union, per Mayor Larry Solomon** and **Children's Hospital Medical center, per Maura Moran-Berry (owners)** for a Zoning Map Amendment for a Special Sign District for an approximate 68 acre site located between US 42 and Old Union Road and north of Sweet Harmony Lane, Union, Kentucky, being known as the Union Promenade development. The request is for a Special Sign District in a Union Commercial/Union Neighborhood Office/Urban Residential Two/Planned Development (UC/UNO/UR-2/PD) district to allow alternative signage.

CHANGE OF CONCEPT DEVELOPMENT PLAN/CONDITIONAL USE PERMIT, Todd Morgan, Staff

4. Request of **Hrezo Engineering Inc, per Jim Bertram (applicant)** for **Alex Othman (owner)** for: (1) a Change of Concept Development Plan for an approximate 2.62 acre area of the site; (2) a Conditional Use Permit for an

approximate 7.52 acre area of the site; and (3) expansion of an existing commercial parking facility for an approximate 2.02 acre area of the site. The site is an approximate 9.54 acre area located at 527-535 Hunter Road and 571-591 Hunter Road, Boone County, Kentucky, which is currently zoned Commercial Services (C-3). The submitted request is to allow the conversion of an approximate 7.52 acre area of the site from commercial parking to a truck stop and to allow the expansion of the existing commercial parking facility on an approximate 2.02 acre area of the site.

Mr. Richardson moved to schedule the Public Hearings for Items #3 and #4 on February 7, 2024 at 7:30 p.m. in the Fiscal Courtroom. Mr. Szurlinski seconded the motion and it passed unanimously.

H. **EXECUTIVE DIRECTOR'S REPORT:**

- No Report

I. **COMMITTEE REPORTS:**

- Airport (Randy Bessler)
  No Report

- Administrative/Personnel (Tom Szurlinski)
  No Report

- Enforcement (Tom Szurlinski)
  No Report

- Long-Range Planning/Comprehensive Plan (Bob Schwenke)
  No Report

- Technical/Design Review (Rick Lunnemann)
  No Report

- Executive (Charlie Rolfsen)
  No Report

J. **CHAIRMAN'S REPORT**: (Charlie Rolfsen)
No Report

K. **OKI REPORT**: (Randy Bessler)
No Report

L. **OTHER: 2024 Election of Officers**

Mr. Schwenke announced that he and Mrs. Kegley served on the Nominating Committee to present a slate of officers for the Boone County Planning Commission in 2024. He asked if anyone wanted to nominate a candidate? Seeing no one, he noted the current officers would like to serve again in 2024. The following individuals are recommended by the Nominating Committee.

- Charlie Rolfsen – Chairman
- Corrin Gulick – Vice Chairwoman
- Jackie Steele – Secretary-Treasurer
- Steve Harper – Temporary Presiding Officer

Mrs. Kegley moved to approve the recommended slate of officers presented for 2024 as by the Nominating Committee by acclamation. Dr. Clark seconded the motion and it passed unanimously.

M. ADJOURNMENT:

There being no further business to come before the Planning Commission, **Mr. Bessler moved to adjourn the meeting. Mrs. Goetting seconded the motion and it passed unanimously. The meeting was adjourned at 8:07 P.M.**

APPROVED

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

Exhibit A – Alternate Findings for Denial read at 01/03/2024 Business Meeting

SUPPORTING INFORMATION

December 21, 2023

Continental 734 Fund LLC
c/o – Ms. Lexi Goetsch
W134N8675 Executive Parkway
Menomonee Falls, WI 53051

Re: Request of **Continental 766 Fund LLC, per Lexi Goetsch (applicant)** for **Richwood Pointe LLC, per Sheila Crist (owner)** for a Zoning Map Amendment from Employment Planned Development (EPD) to Urban Residential One/Planned Development (UR-1/PD) for an approximate 20 acre area located along the northeast side of Paddock Drive, between Richwood Road and Stirrup Lane, approximately 1,100 feet northwest of Richwood Road, and along the northwest side of Frogtown Connector Road, approximately 1,100 feet north of Richwood Road, Boone County, Kentucky, having a Parcel Identification Number (PIDN) of 075.00-00-102.10. The request is for a zone change to allow the development of 312 multi-family dwelling units.

Dear Ms. Goetsch,

The following represents the recommended conditions of approval for the above referenced applications as discussed by the Planning Commission's Zone Change/Concept Plan Committee at their December 20, 2023, meeting. Both you and the property owner sign will need to sign the appropriate lines at the end of this letter to agree to the conditions. Please return a copy of this letter, with original ink signatures, to the Boone County Planning Commission office by January 2, 2024.

CONDITIONS:

1. The approval shall be based on the Concept Development Plan packets that were submitted for review at the December 20, 2023, Zone Change Committee meeting unless modified by other conditions below.

2. At the time of submission of a Site Plan application, the developer shall provide documentation from KYTC indicating the need/requirement for any off-site improvements, which shall be reflected on the submitted site plan.

3. A geotechnical report shall be submitted with the Site Plan application. The geotechnical report shall verify that the grading for the development will (1) not have an impact to the existing pond dam located near the northeast corner of the site and behind the properties located along Appaloosa Drive; or (2) provide mitigation measures for the protection of the existing pond dam.

4. All light pole fixtures and wallpacks shall be directed downwards and/or inwards towards

the subject site.

5. The allowable height of light pole fixtures and wallpacks shall be 10 feet unless a cross-section is provided.

    a. The cross-section shall show that the proposed light pole fixture will be blocked by the berm and not be visible as measured from the average standing eye height at the ground elevation of adjacent homes located along Stirrup Lane.

6. The maximum height of proposed light pole fixtures and wallpacks shall not exceed 20 feet.

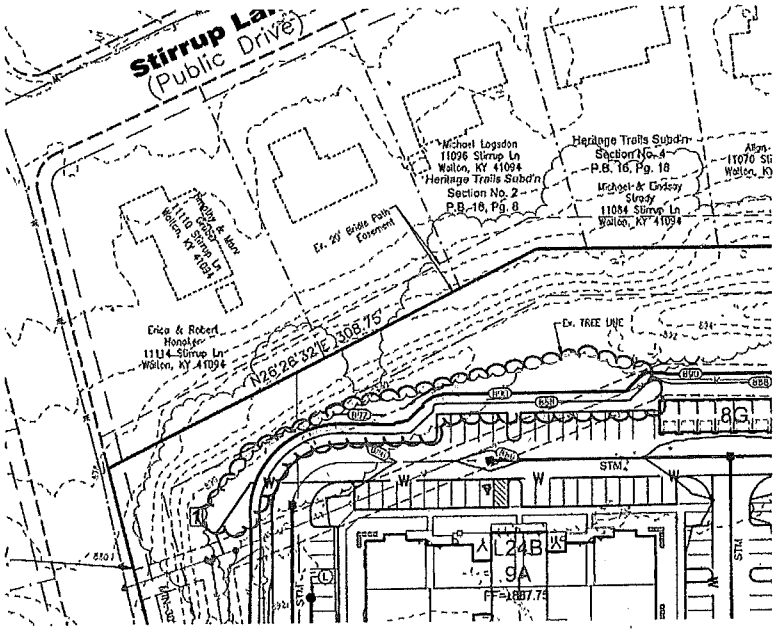
7. A pedestrian connection shall be made from the development to Clay Drive.

8. A 4 foot wide sidewalk shall be installed along the frontage of the development, along Frogtown Connector Road.

9. Clay Drive shall only be used for gated emergency access only.

10. All landscaping shall comply with Article 36 of the Boone County Zoning Regulations except with the additional requirements as follows:

    a. Two rows of staggered evergreen trees, planted 40 feet on center, shall be required to be planted along the proposed parking west of Building 9A as shown below:



    b. Trees removed with the proposed grading along Paddock Lane shall be replaced with the planting requirements for a Buffer Yard "B". The intent is to supplement any trees retained with the additional number and type of plantings for that buffer yard. The new trees shall generally be located along the top of the proposed grade.

11. The apartment buildings and clubhouse shall be constructed per the "updated elevations". The masonry shown on the buildings is Tando stone. The siding is either LP SmartSide wood composite siding or Hardie Plank siding.

12. The retaining wall shall be constructed per the submitted specifications.

13. The base of the monument sign on the apartment site shall be constructed with concrete block, which matches the retaining wall.

14. The dumpster enclosures shall be constructed with concrete block which matches the retaining wall and with cedar and steel gates.

15. A decorative black steel fence shall be installed for the pool.

16. A black vinyl coated chain link fence shall enclose the dog park.

17. A decorative guardrail shall be provided at the top of proposed retaining walls that are adjacent to parking areas.

18. The detention basin shall be routinely maintained so it's aesthetically pleasing and weed-free.

19. Only official flags shall be flown on the apartment flagpoles.

20. The applicant shall be required to submit a parking study to the Zoning Administrator to verify the parking is adequate. The parking study will analyze other similar-sized communities owned by the applicant which contain a clubhouse, numbers of efficiency, 1-BR, 2-BR, and 3-BR units, total parking provided on-site, and empty parking space counts at peak parking times (after work hours and weekends). The Zoning Administrator can seek the opinion of the Zone Change Committee if needed.

Sincerely,

Steven C. Lilly, PLS, GISP
Planner, Zoning Services

SCL/ss

AGREEMENT

I, Lexi Goetsch, hereby agree to conditions of approval, which are listed on this letter.

Ms. Lexi Goetsch
Continental 734 Fund LLC - Applicant

1-3-24
Date

I, RICHARD CRIST hereby agree to the conditions of approval, which are listed on this letter.

RICHARD CRIST, MEMBER
RICHARD CRIST, MEMBER
Richwood Pointe LLC – Property Owner

1-2-24
Date

bayer becker

bayerbecker.com
513.336.6600
mason | cincinnati | oxford | fort mitchell

DATE: October 27, 2023

DESCRIPTION: Area to be Rezoned – 20.0 Acres

LOCATION: Frogtown Connector Road – KY Hwy 3203
Boone County, Kentucky

Situated in the County of Boone, Commonwealth of Kentucky, lying on the Northeast side of Paddock Drive and Northwest side of Frogtown Connector Road (KY Hwy 3203) and being all of the remaining portion of a 21.1134 acre tract conveyed to Richwood Pointe, L.L.C. in Deed Book 669, Page 259 of the Boone County Clerk's Records at Burlington and more particularly described as follows:

Begin at Southmost corner of Lot 47 of Heritage Trails Subdivision, Section No. 2, as recorded in Plat Book 16, Page 8, said point also being on the existing Northeast right-of-way line of Paddock Drive (50' RW) and the TRUE POINT OF BEGINNING;

thence, from the TRUE POINT OF BEGINNING, departing said existing Northeast right-of-way line and with the Southeast line of Lots 47-49 of said Heritage Trails Subdivision, Section No. 2, North 26° 26' 32" East, 308.75 feet to a South corner of said Lot 49;

thence, with the Southeast line of said Lot 49; Lots 50-55 of Heritage Trails Subdivision, Section No. 4 as recorded in Plat Book 16, Page 18 and also Lots 83-85 of Heritage Trails Subdivision, Section No. 7 as recorded on Plat Slide 34B, North 53° 01' 07" East, 1300.51 feet to the Southeast corner of said Lot 85 and on the West line of Lot 1 of Richwood Commons West as recorded in Cabinet 6, Page 20;

thence, departing said Heritage Trails Subdivision and with the West and South lines of said Lot 1 the following two courses: South 05° 23' 01" West, 553.56 feet;

thence, South 66° 13' 47" East, 137.98 feet to the Southeast corner of said Lot 1 and on the existing Northwest right-of-way line of Frogtown Connector Road (39.37' from centerline);

thence, departing said Lot 1 and with said existing Northwest right-of-way line the following two courses; South 33° 22' 38" West, 527.46 feet;

thence, along a curve to the left, having a central angle of 21° 13' 11", a radius of 219.82 feet, an arc length of 81.41 feet, and a chord bearing South 22° 46' 02" West, 80.95 feet to the Northeast corner of Lot 1 of Richwood Pointe Subdivision, Section One as recorded in Cabinet 5, Page 438;

thence, departing said existing Northwest right-of-way line and with the Northwest line of said Lot 1 and also the Northwest line of a 2.412 acre tract conveyed to Richwood Shops, LLC in Deed Book 828, page 658, South 53° 01' 07" West, 621.05 feet to the existing Northeast right-of-way line of Paddock Drive (35' from centerline);

thence, departing said 2.412 acre tract and with the existing Northeast right-of-way line of Paddock Drive the following five courses: North 35° 06' 06" West, 79.35 feet;

thence, along a curve to the left, having a central angle of 08° 38' 53", a radius of 1450.83 feet, an arc length of 218.98 feet, and a chord bearing North 39° 25' 33" West, 218.78 feet;

thence, South 46° 15' 01" West, 10.00 feet to a point (25' from centerline);

thence, along a curve to the left, having a central angle of 07° 25' 58", a radius of 1440.83 feet, an arc length of 186.91 feet, and a chord bearing North 47° 27' 58" West, 186.78 feet;

thence, North 51° 10' 57" West, 133.07 feet to the TRUE POINT OF BEGINNING.

Containing 20.0 acres and subject to all easements and rights-of-way of record.

The above description was prepared under the direction of Chris R. Gephart, Licensed Professional Land Surveyor #3292 in the Commonwealth of Kentucky.

This description does not represent a boundary survey per 201 KAR 18:150 and is not intended for land transfer.

CONTINENTAL PROPERTIES

January 8, 2024

Boone County Planning Commission
2950 Washington Street, Room 317
Burlington, Kentucky 41005

Dear Boone County Planning Department,

I am writing to formally request the withdrawal of our application for a Zoning Map Amendment and accompanying Concept Development Plan for the Authentix Richwood Multifamily development.

After careful consideration and listening to the concerns raised by community members at large along with the Planning Commission, we believe it is in the best interest of all parties involved to take a step back and address the issues at hand.

The decision to withdraw our application is rooted in our genuine commitment to the well-being and harmony of the communities in which we operate. We have taken note of the many valid concerns regarding the potential impact of our development on traffic conditions in the area. We understand the importance of ensuring that any new construction does not exacerbate existing traffic issues or impact the safety and welfare of current residents of the County, as well as our prospective residents.

We appreciate your understanding of our decision to withdraw our application at this time. We look forward to future opportunities to engage with the community and planning department.

Sincerely,

Lexi Goetsch

Lexi Goetsch
Development Associate
Continental Properties Company, Inc.
262-212-8812
lgoetsch@cproperties.com