

**ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION**

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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: Richwood Terrace
- 2. Location of Project: 1105 Grand National Boulevard, Walton, KY 41094
- 3. Total Acreage of Project: 7.1957
- 4. Current Zoning of Property: C-3 & PP
- 5. Proposed Zoning of Property (classification being requested): C-3

6. Proposed Use(s) (specify each use):
Refer to attached List of Commercial C-3 Uses Seeking Approval

7. Proposed Building Intensities (specify for each building):
Refer to attached Proposed Building Intensities

8. Are you applying for any of the following (check all that apply):
 Conditional Use Permit Variance

9. Current Owner: EM-A-NON ACRES, LLC
Address: 604 MORVEN PARK DRIVE
Richwood Kentucky 41094
City State Zip Code

Phone Number: (859) 250-4355 Fax Number: -
Email: em-a-non@zoomtown.com

10. Applicant: The Myers Y. Cooper Company
Address: 9301 Montgomery Road, Suite 2B
Cincinnati Ohio 45242
City State Zip Code

Phone Number: (513) 248-8350 Fax Number: (513) 248-8357
Email: cbreda@cooper-co.com

11. Are there any existing buildings on the site: Yes No
If yes, indicate how many: -

12. 493 302 2071
Deed Book 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):

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

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 February 6, 2024
2024

Property Owner's Signature: EM-R-Non Acres, LLC by DENNIS G. DAVIS, CO. MGR

Dennis A Davis NOV. 27, 2023

Applicant's Signature: Christopher E. Bush 12/5/23

EXHIBIT

“A”

STAFF REPORT

#1

Request of **The Myers Y. Cooper Company, per Christopher E. Breda (applicant)** for **Em-A-Non Acres, LLC, per Dennis G. Davis (owner)** for: (1) a Zoning Map Amendment from Public Facility (PF) to Commercial Services (C-3) for an approximate 3.2 acre area located along the west side of Grand National Boulevard, between Davis Lane and Overland Ridge, approximately 250 feet north of Overland Ridge, and being the southern portion of the property located at 11001 Grand National Boulevard, Boone County, Kentucky; (2) a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard, which is currently zoned Commercial Services (C-3) and Public Facilities (PF) (proposed to be rezoned to C-3), Boone County, Kentucky; and (3) a Variance reducing the Buffer Yard width along a portion of the west property line from sixty (60) feet with a thirty (30) foot option to fifteen (15) feet, for an approximate 7.2 acre area located at 11001 Grand National Boulevard, Boone County, Kentucky. The request is for the development of three (3) commercial building sites.

January 3, 2024

REQUEST

- A. The first part of the submitted request is to rezone an approximate 3.2 acre area located along the west side of Grand National Boulevard, and being the southern portion of the property located at 11001 Grand National Boulevard, from PF to C-3.
- B. The second part of the submitted request is for a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard.
- C. The third part of the submitted request is for a Variance reducing the Buffer Yard width along a portion of the west property line from sixty (60) feet with a thirty (30) foot option to fifteen (15) feet, for an approximate 7.2 acre area located at 11001 Grand National Boulevard.

SITE HISTORY

- 2022 On May 10, 2022, the Boone Fiscal Court adopted Ordinance Number 2022-09, which changed the zoning of the northern portion of the site from EPD to C-3 and changed the zoning of the southern portion of the site from EPD to PF, subject to 12 conditions. The pertinent conditions are as follows:
- That a Concept Development Plan be submitted for any development within Areas 2 or 3 and that the Concept Development Plan follow the same review process as a zoning map amendment.

- The property owners/developers shall, at their expense, construct any off-site improvements required by the Kentucky Transportation Cabinet or Boone County Public Works.

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 311 of the Boone County Zoning Regulations states that major amendments to the terms of an approved Zoning Map Amendment, including a Concept Development Plan, that involve substantial or significant changes in the development concept, uses, intensity, supplemental conditions of approval, or other plan elements of substantive effect must be submitted to the Planning Commission and shall conform to the procedure and as it was originally approved.
- C. Section 303 of the Boone County Zoning Regulations states that at the time of filing an application for a zoning map amendment, an applicant may also request a dimensional variance for the same development.
- D. Section 250 of the Boone County Zoning Regulations defines a variance as a departure from dimensional terms of the zoning regulation pertaining to the height, width, or location of structures, and the size of yards and open spaces where such departure meets the requirements of KRS 100.241 to 100.247.
- E. The Planning Commission should evaluate the requested variance as it relates to the criteria necessary for granting a Variance as stated in Section 251 of the Boone County Zoning Regulations.
1. Findings listed in Section 251:

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

- F. Section 1003.A of the Boone County Zoning Regulations states that the purpose of the Commercial Services district is to provide, control, and centralize those types of commercial activities which; a) depend on and generate high vehicular accessibility, visibility and traffic; and/or b) large outdoor single-purpose storage, display, and parking areas and c) which do not fit the scale, character, trade area and general objectives of the other commercial districts in this article or the employment districts defined in ARTICLE 11. Such districts will generally be organized around regional or major community trade areas. Sites will be of suitable lands which can be appropriately buffered from surrounding urban uses. Districts will be located to have direct visibility from arterial roads. District facilities and plans should be organized to accomplish as much clustering of compatible uses, sharing of parking and access, signage, lighting, and other spaces and improvements as possible
- G. Section 505.3 of the Boone County Zoning Regulations identifies the list of permitted, conditional, and accessory uses allowed in the C-3 district, which includes a variety of retail, service, office, and restaurant uses.
- H. Section 3645.B of the Boone County Zoning regulations require a Buffer Yard C, having a minimum width of sixty (60) feet with a thirty (30) foot option, to be

provided where development occurs within a C-3 district that adjoins an agricultural district.

SITE CHARACTERISTICS

- A. The approximate 7.2 acre site is located at the southwest corner of the intersection of Grand National Boulevard with Richwood Road.
- B. The site is currently vacant and heavily wooded.
- C. The site has approximately two hundred sixty-eight (268) feet of frontage along Richwood Road and approximately 1,527 feet of frontage along Grand National Boulevard.
- D. The depth of the site ranges from approximately one hundred (100) feet to two hundred seventy (270) feet.
- E. A sanitary sewer gravity bisects the southern portion of the site in question.
- F. A 12-inch water lines runs along the west side Grand National Boulevard.
- G. Topographically, the slope rises north to south, from Richwood Road to Davis Lane, at an average grade of 9% and then slopes downward to the south property line of the site at an average grade of 6%.

ADJACENT LAND USES AND ZONES

- North: Triple Crown Subdivision – to be developed with a grocery store, retail space, and an outlet (SR-2/R/PD)
- South: Day care center and single-family residential dwellings (SR-1/PD)
- East: Single-family residential dwellings and vacant/undeveloped land (C-3), Provision Living (PF/PD), and the Legends at Steeplechase (UR-1)
- West: Single-family residential dwellings and undeveloped/agricultural land (A-2)

RELATIONSHIP TO COMPREHENSIVE PLAN

- A. The Our Boone County Plan 2040 Future Land Use Plan designates the northern two-thirds of the site for “Business Park” uses and the southern one-third of the site for “Suburban Density Residential” uses.
 - 1. Suburban Density Residential is described as single family housing of up to four units per acre.
 - 2. Business Park is described as a mix of office warehouse, research, office, and light industrial uses in a park-like, office campus setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation

facilities, consistent architectural and signage theme, extensive landscaped areas, and attractive entrance treatment. This land use is recommended for high visibility areas and transition areas between industrial and residential land uses.

- B. The Land Use Plan Element of Our Boone County Plan 2040, includes the following description:

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 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, pages 141-142).

- C. The following Our Boone County Plan 2040 Goals and Objectives apply to this application:

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. Development policies shall not discriminate against any person (Demographics Goal A, Objective 1).
3. The needs of an aging population (e.g., access to services, transportation, and support networks) shall be acknowledged and addressed (Demographics Goal A, Objective 2).

4. 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).
5. 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).
6. Industries shall be promoted in suitable locations to make the county a vital part of a strong regional economy (Economy Goal A, Objective 1).
7. Boone County shall seek a combination of land uses that balances revenues generated from those uses with the expenditures required to support them (Economy Goal A, Objective 8).
8. Compact, efficient development patterns shall be encouraged for industrial, commercial, and office uses with appropriately sized and well maintained buffer spaces between the business use and other land uses (Economy Goal B, Objective 1).
9. Commercial uses shall be designed and located to coordinate with the surrounding land uses and shall have safe access and adequate parking (Economy Goal B, Objective 3).
10. 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. Richwood Road is a state maintained arterial street providing for two way traffic. Grand National Boulevard is a County maintained collector street providing for two way traffic within two driving lanes. A sidewalk is provided along the west side of Grand National Boulevard. Grand National Boulevard currently terminates at Steeplechase Elementary School.

E. The following are excerpts from Our Boone County Plan 2040:

1. Developments in Boone County should begin with an assessment of existing site features to determine positive and useful attributes, as well as features that should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined. Open Space and Cluster subdivision designs should be considered to blend new subdivisions in with areas that have a rural character (Land Use, Future Land Use Development Guidelines, Utilization of Existing Vegetation and Topography, pages 95).
2. Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering

to mitigate these impacts should be an integral part of the design of proposed projects; where appropriate, existing site features should be used in meeting this guideline. Developments should provide buffering along public roadways, to soften the visual impact. Appropriate wooded areas and stream valleys should remain as open space within developments and between developments. Developments proposed adjacent to planned or established open spaces should provide pedestrian access where appropriate. Natural green space benefits the community as well as encourages developers to create innovative development designs through clustering of buildings and impermeable area. Typically, buffering is required and provided between both like and unlike land uses. However, as the development of Boone County fills in previously rural areas, different lot sizes and designs of residential development sometimes impact each other. Where an appropriate gradation of lot size and setbacks cannot be designed into a proposed residential subdivision development of a significantly higher density than existing adjacent residential uses, deliberate vegetation buffering may need to be incorporated into the design to help protect low density residential areas. Buffer areas should use and supplement existing site features where possible (Land Use, Future Land Use Development Guidelines, Buffering, pages 95-96).

3. 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. The amount of heat absorbed by impervious cover from sun radiation is decreased by landscaping, which reduces energy costs. Landscaping helps purify the air of harmful pollutants, thus reducing health impacts. It also helps reduce the quantity and improve the quality of storm water runoff, including temperature. The use of bioretention islands (water filtering basins) and grass swales should be used where possible in place of raised islands as described in Northern Kentucky's Storm Water Best Management Practices Manual (2012). Native species are often heartier than nursery stock and should be used wherever possible to minimize pesticides and other high impact forms of maintenance. Developments along major roadways in Boone County must include landscaping between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing land uses (Land Use, Future Land Use Development Guidelines, Landscaping, page 96).

- A. The following project is within the vicinity of the site in question:

Project Name: KY 338 (Richwood Road) Widening
Location: Hicks Pike to Triple Crown Boulevard
Type: Roadway Widening/Relocation/New Facility
Total Cost: \$5,330,000
Description: Widen KY 338 (Richwood Road) from two to four lanes with multi-use paths on both sides of the roadway

STAFF COMMENTS

- A. The submitted Concept Development Plan indicates the following:

1. Construction of three (3) commercial building pads:
 - a. A total of 20,200 square feet of floor area.
 - b. A maximum of two (2) drive-through facilities.
2. Access from a single curb cut onto Grand National Boulevard, across from Davis Lane.
3. Construction of three (3) retaining walls.
4. Provision for public water and sanitary sewer service.
5. Provision for stormwater detention/retention.
6. Provision for landscape buffers.

- B. The applicant has provided a project narrative and a traffic impact study.

- C. The following provides a list of uses that will be allowed in the proposed development (P – permitted use, C – conditional use, A – accessory use):

1. Horse related uses (C)
2. Art Gallery (P)
3. Automotive Leasing or Rental (P)
4. Brewpub (P)
5. Business Support Services (P)
6. Eating and Drinking Establishments (P)
7. Financial Service (P)
8. Automatic Teller Machines (A)
9. Kennel (C)
10. Medical, Dental, or Optical Clinic (P)
11. Microbrewery (P)
12. Microdistillery (P)
13. Office (P)
14. Personal Service (P)

15. Retail (P)
16. Veterinary Animal Hospital or Clinic (P)
17. Small equipment and engine repair service (C)
18. Welding or limited fabrication (C)
19. Day Care Center (P)
20. Historic Sites and Structures (C)
21. Recreation, Active (P)
22. Recreation, Commercial (P)
23. Utilities (A)
24. Customary accessory buildings and uses (A)
25. Outside Storage (A)
26. Drive-Through Facility (A)
27. Fences (A)
28. Parking (A)
29. Recycling Collection Containers (A)
30. Signs (A)

D. The following provides a list of uses that the applicant has voluntarily agreed to prohibiting in the proposed development (P – permitted use, C – conditional use, A – accessory use):

1. Auto Parts Store (P)
2. Automotive Repair Facility (P)
3. Automotive Sales (P)
4. Motorcycle Sales (P)
5. Car Wash (P)
6. Commercial Parking (P)
7. Commercial Parking, Recreational Vehicle (P)
8. Construction Sales and Service (P)
9. Convention Facility (P)
10. Crematory (P)
11. Fireworks Retail Sales (C)
12. Flea Market (P)
13. Funeral Home (P)
14. Garden and Landscape Sales (P)
15. Gasoline Filling Station (P)
16. Greenhouse (P)
17. Hotel or Motel (P)
18. Prefabricated Structure Sales (P)
19. Radio and TV Stations (P)
20. Reception Hall (P)
21. Mini Warehouse (P)
22. Convenience Store (P)
23. Truck and Trailer Rental (A)
24. Truck Stop (C)

25. Truck Wash (P)
26. Equipment, Light (P)
27. Aquarium, Arboretum, Botanical Garden (P)
28. Business and Trade School (P)
29. Postal Services (P)
30. Recreation, Non-Commercial (P)
31. Religious Assembly (P)
32. Shelter, Temporary or Emergency (P)
33. Dwelling Unit For Property Owner or Property Manager (A)
34. Multi-Family Dwelling Units (C)
35. Residential Care Facility for Handicapped Persons (C)
36. Townhouse Dwelling Unit (C)
37. Customary accessory buildings and uses (A)

E. Staff has reviewed the submitted Concept Development Plan against the Boone County Zoning Regulations and offers the following comments:

1. Section 3151 requires trash enclosure areas to be located within side or rear yards.

The submitted plan shows that the trash enclosure area between the northernmost building and the middle building will be partially located within the front yard.

Additionally, there is no trash enclosure area identified for the southernmost building.

2. Section 3155 provides stacking requirements for drive-through facilities.

It is unclear whether the proposed design can/will meet these requirements.

F. Staff sent out an Agency Memo to the Boone County Building Department, Boone County Public Works, Boone County Water District, SD1, and the Walton Fire District.

1. Mike Rouse, Boone County Water District replied that he had no comments.
2. Charlie Alexander, Walton Fire Protection District, replied that he had no comments.
3. Andy Aman, SD1 replied:

- a. This project will need to apply for and obtain a Storm Water Permit from SD1 with a disturbance of 1-acre and greater.
- b. A reservation of sanitary sewer capacity has been and is awaiting final Board approval on December 19th.
- c. Any new sanitary sewers and or connection(s) associated with this

- project will need to obtain the appropriate sanitary sewer permits from SD1.
- d. All plats with an SD1 easement(s) will need to be reviewed and signed off on by SD1.

STAFF CONCERNS

- A. The applicant's traffic impact study indicates that no off-site street improvements will be necessary for the proposed development. However, this analysis was based on the site being developed with a medical/dental office building, a bank, and a high turnover restaurant. Staff would like to see the same analysis based on three (3) high traffic generating uses.
- B. The submitted plan indicates that access to the site will be from a curb cut onto Grand National Boulevard, across from Davis Lane. However, the centerline of the proposed driveway does not line up with the centerline of Davis Lane. The applicant should address how this offset can be resolved.
- C. The 2040 Future Land Use Map identifies the site, as well as the area located to the west of the site, for Business Park uses. Since both of these areas are intended to be developed with similar uses, staff would like the applicant to explore extending the proposed driveway to the west property line of the site, thus providing an additional connection should the area to the west of the site in question develop with non-residential uses.
- D. The 2040 Future Land Use Map identifies the site, as well as the area located to the west of the site, for Business Park uses. Since both of these areas are intended to be developed with similar uses, a reduced Buffer Yard may be appropriate. While the applicant has indicated that the landscaping within the proposed buffer yard will be evergreen trees, the exact type and amount of vegetation will need to be determined.
- E. The submitted Concept Development Plan indicates that the existing sidewalk along Grand National Boulevard meanders between being located within the right-of-way of Grand National Boulevard and within the site in question. The applicant should address the ongoing maintenance of this sidewalk.
- F. The submitted Concept Development Plan indicates the construction of several retaining walls. The applicant should address the height of these walls and the building material(s) and color(s) of the proposed walls.

CONCLUSION

- A. The request for the proposed zoning map amendment, change of concept development plan, and variance needs to be evaluated by the Boone County

Planning Commission and the Boone Fiscal Court in terms of Articles 2 and 3 of the Boone County Zoning Regulations, the appropriate planning documents noted herein, and the potential impacts on existing and planned uses in the area.

Respectfully submitted,



Michael D. Schwartz
Director, Zoning Services

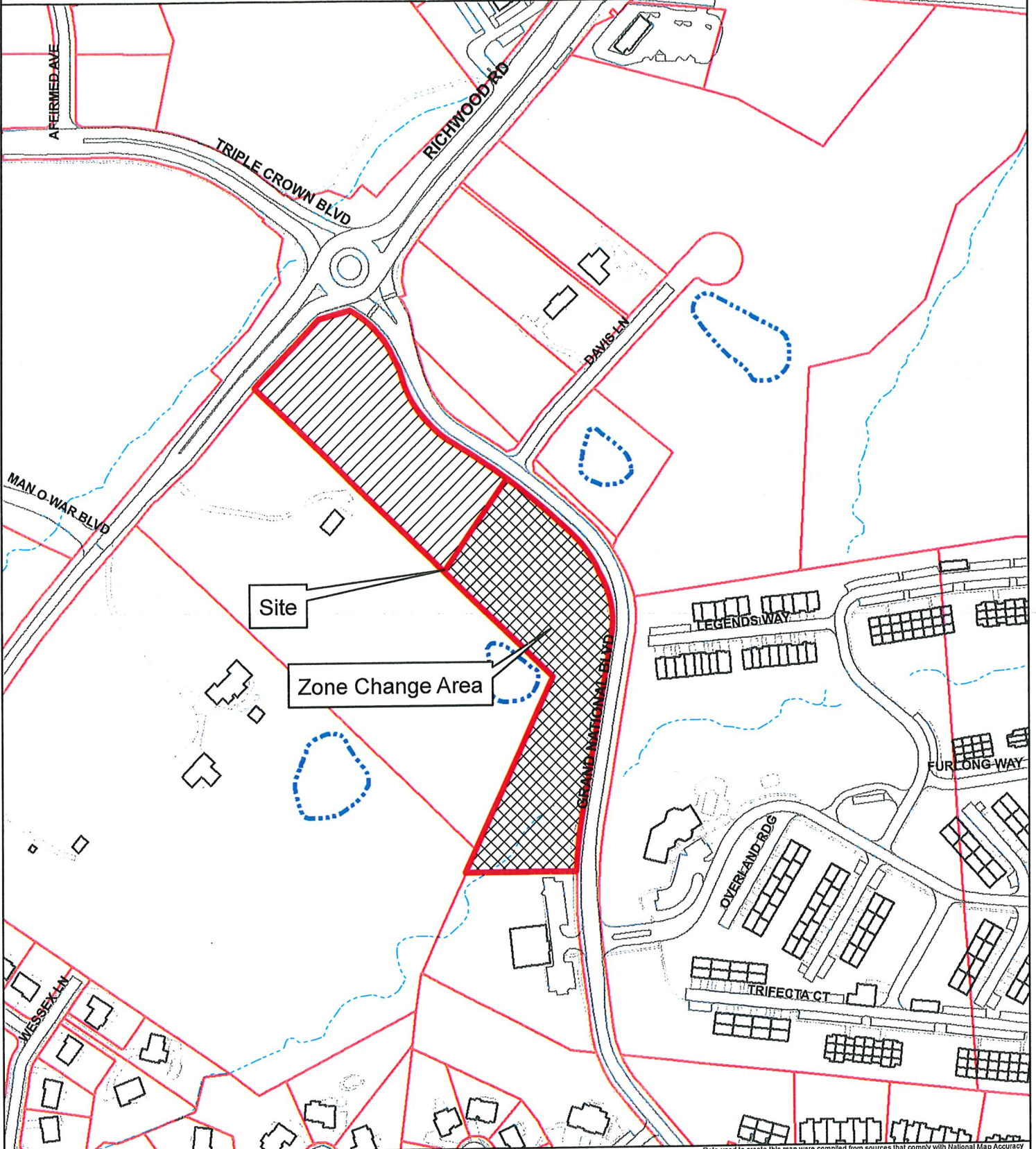
MDS/ss

Attachments:

- *Vicinity Map
- *Aerial Map
- *Topographic Map
- *Zoning Map
- *2040 Future Land Use Map
- *Provision Living Approved Plan
- *Provision Living Approved Plan With Proposed Concept Plan
- *Application
- *Project Narrative
- *Traffic Impact Study (without attachments)
- *Concept Development Plan

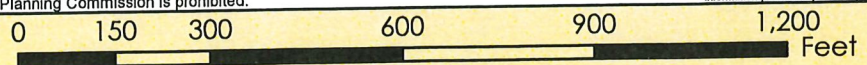
Vicinity Map

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1 inch = 300 feet



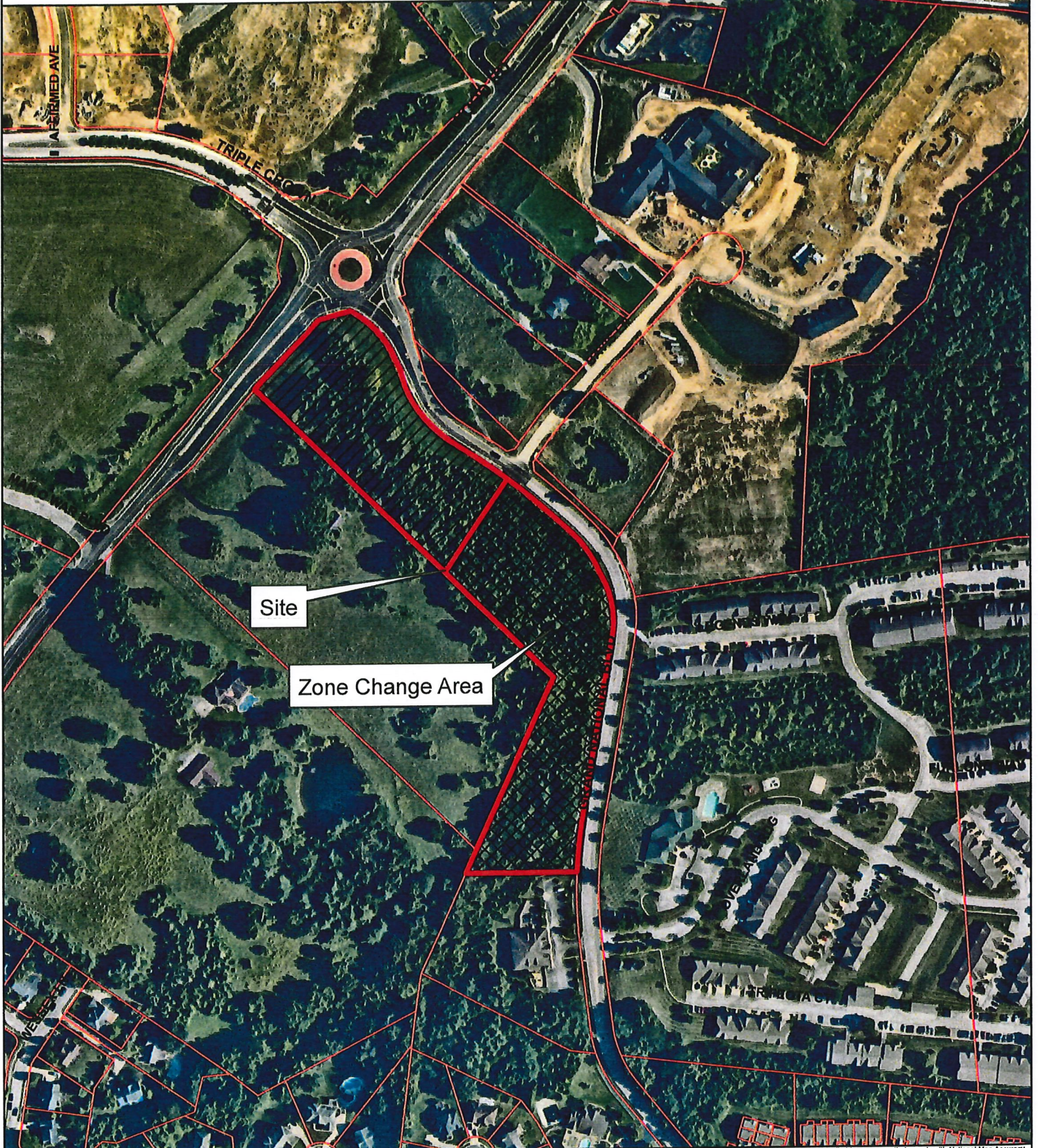
Boone County GIS - Putting Northern Kentucky on the Map

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Boone County GIS
ArcMap Document: *.mxd

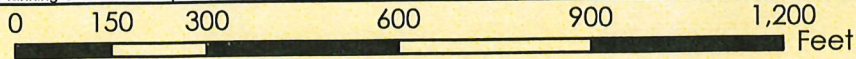
Aerial Map

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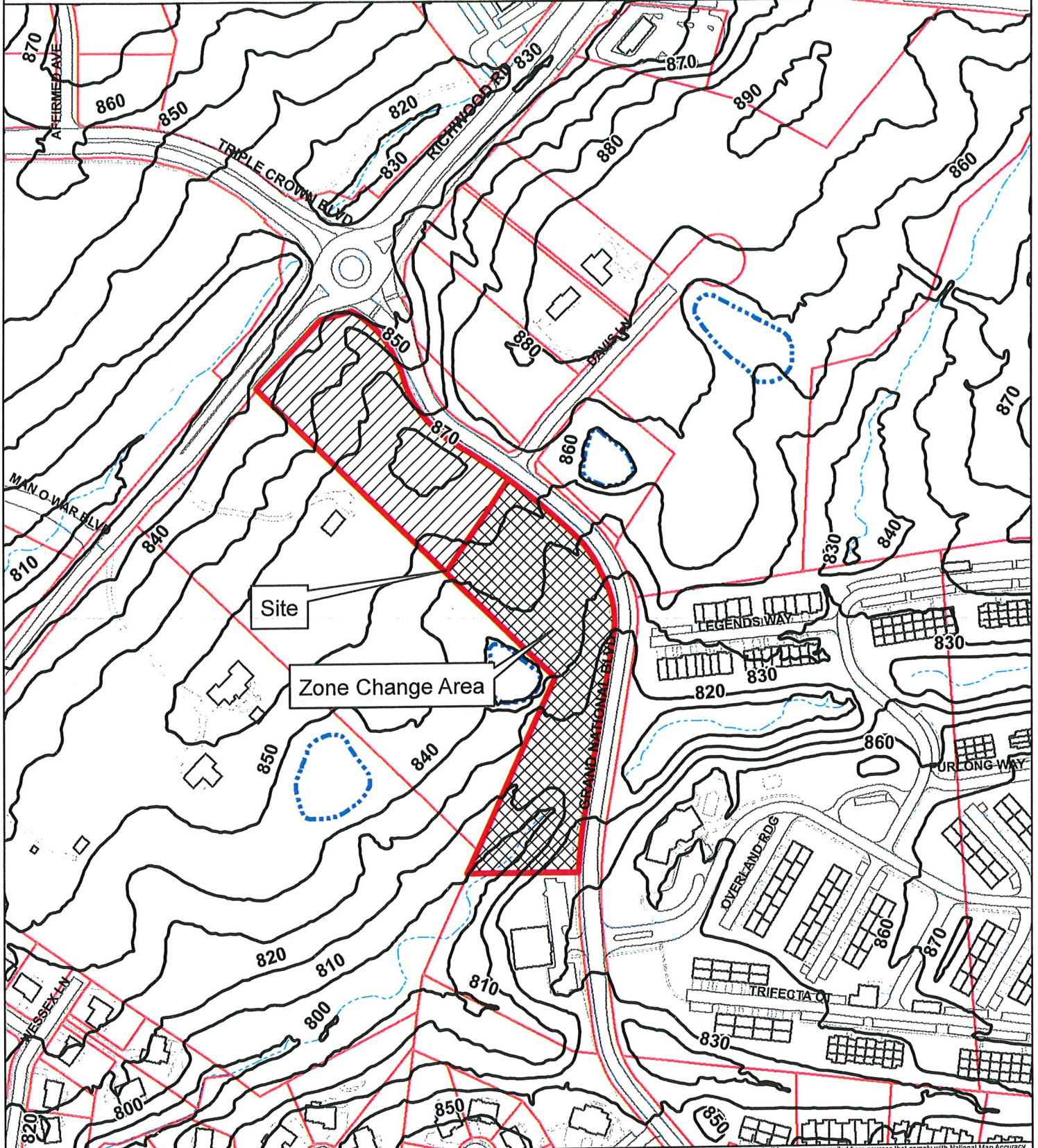
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Topographic Map

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1 inch = 300 feet

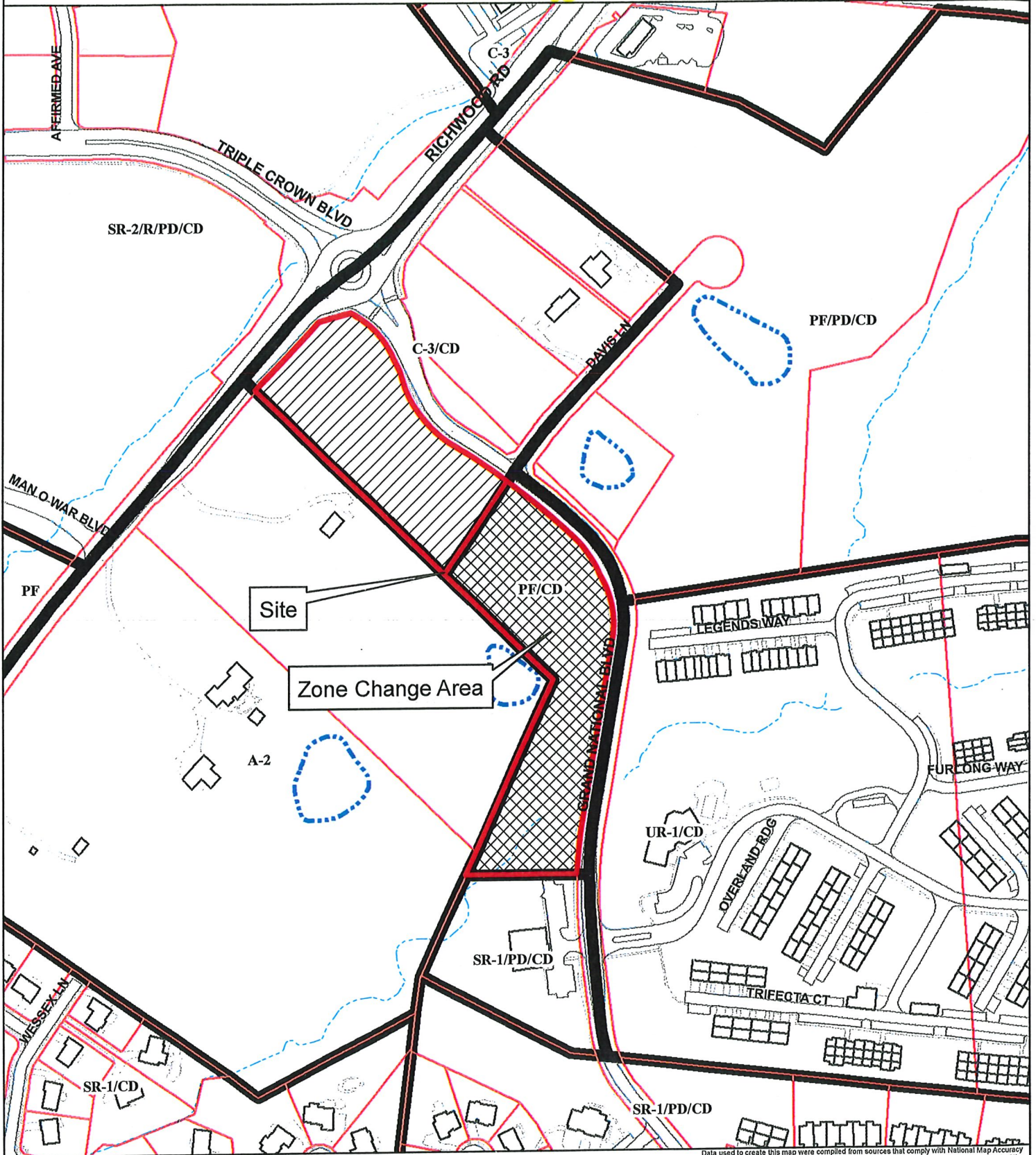


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Zoning Map

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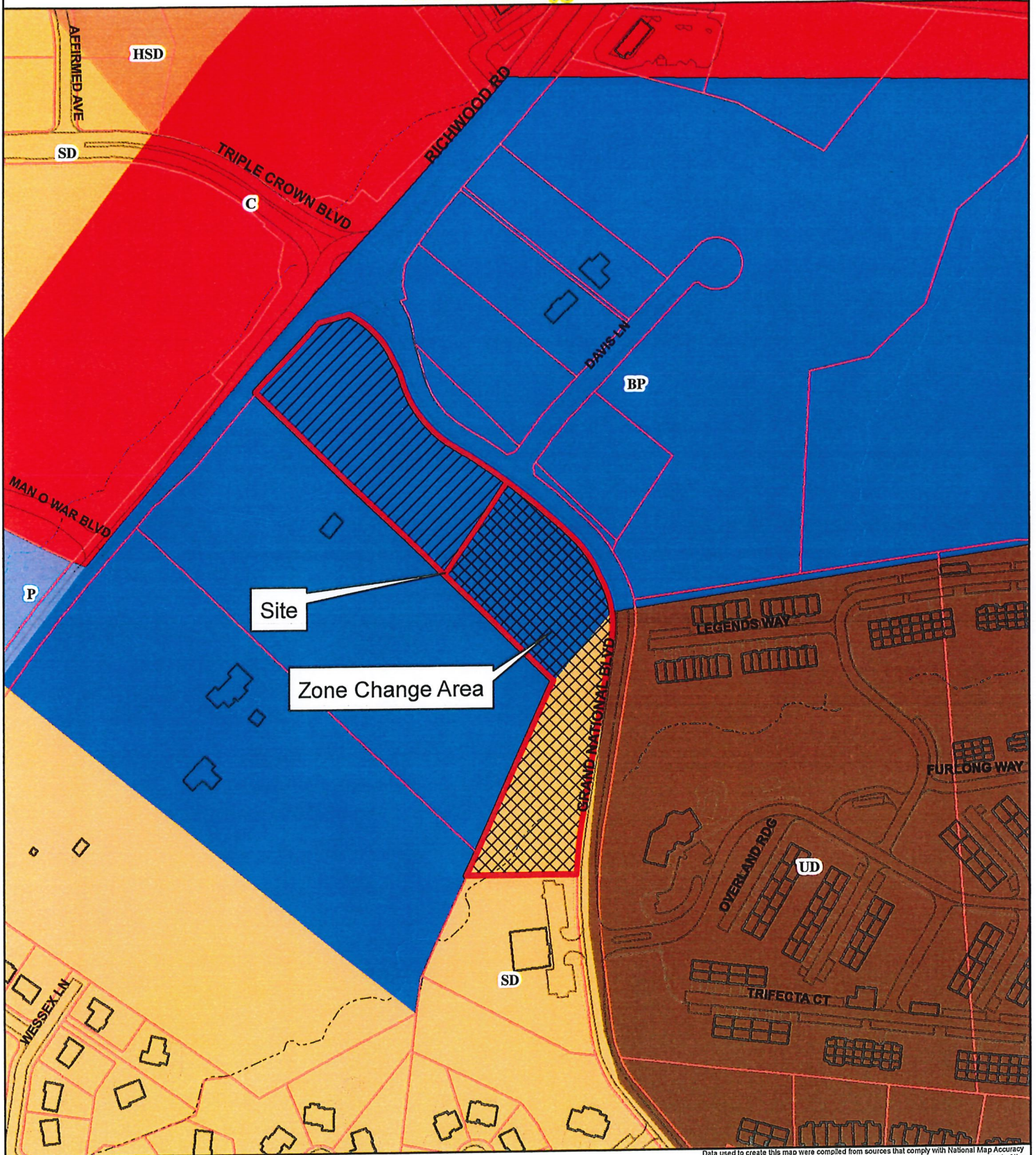


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2040 Future Land Use Map

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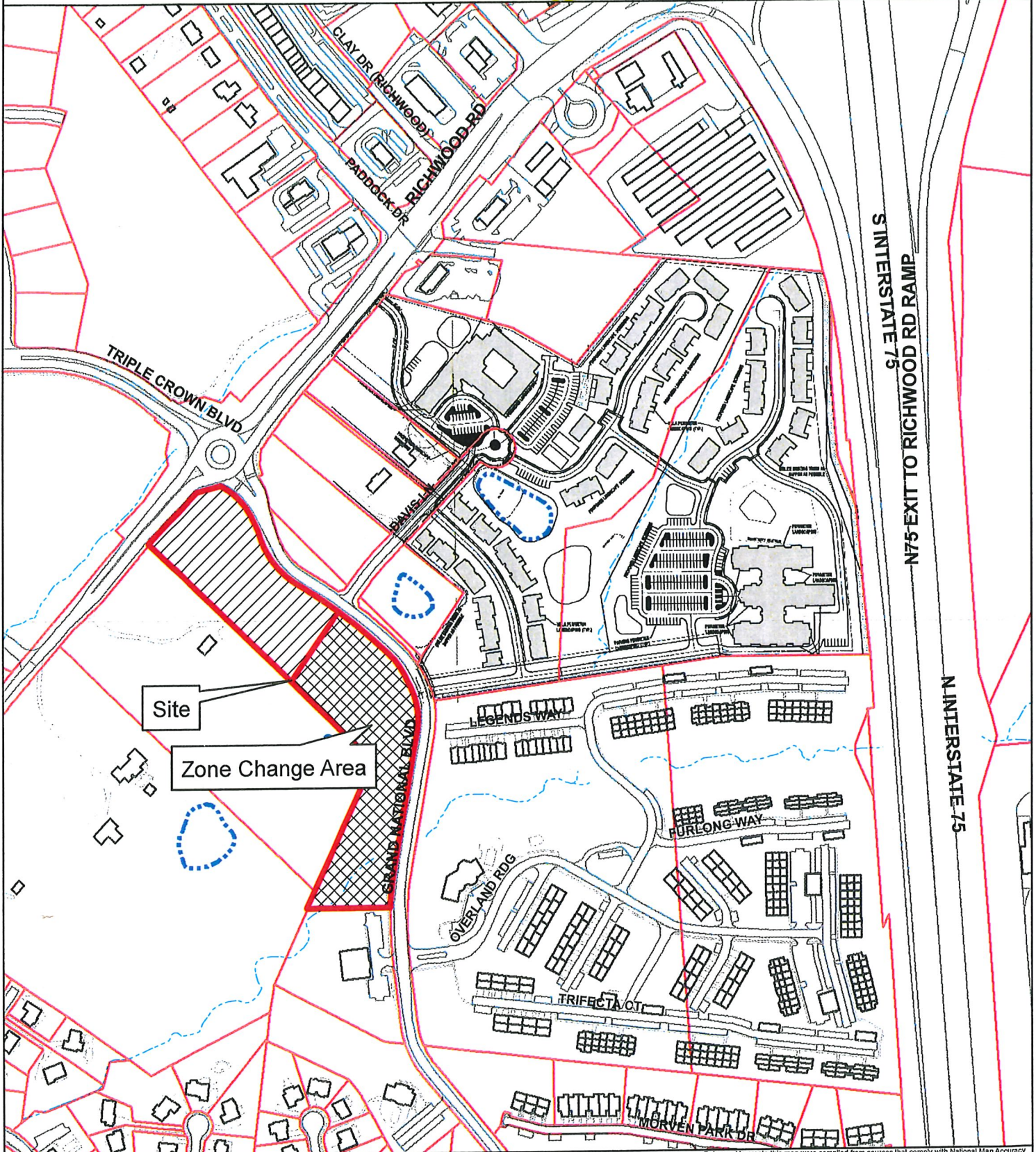


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ArcMap Document: *.mxd

Map Created: xx/xx/2022

Provision Living Approved Plan

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0 205 410 820 1,230 1,640 Feet

1 inch = 400 feet

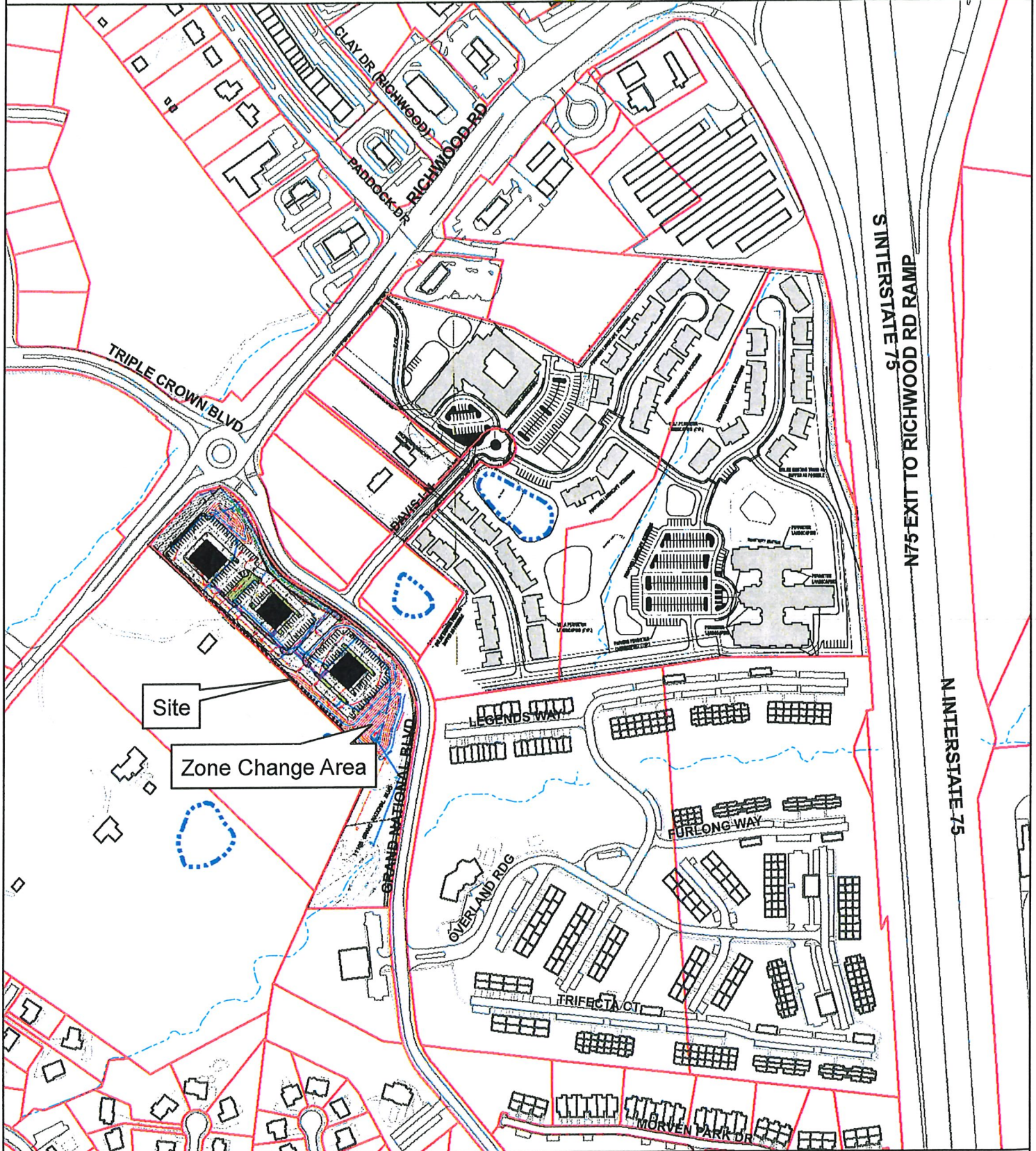


Boone County GIS - Putting Northern Kentucky on the Map



Provision Living Approved Plan With Proposed Concept Plan

www.boonecountygis.com



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0 205 410 820 1,230 1,640 Feet

1 inch = 400 feet



Boone County GIS - Putting Northern Kentucky on the Map



Map Created: xx/xx/2022

With Thanks to Esri and the GIS Community
ArcMap Document: *.mxd

**ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION**

RECEIVED
89434
DEC 05 2023
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: Richwood Terrace
2. Location of Project: 11105 Grand National Boulevard, Walton, KY 41094
3. Total Acreage of Project: 7.1957
4. Current Zoning of Property: C-3 & PP
5. Proposed Zoning of Property (classification being requested): C-3
6. Proposed Use(s) (specify each use):
Refer to attached List of Commercial C-3 Uses Seeking Approval
7. Proposed Building Intensities (specify for each building):
Refer to attached Proposed Building Intensities
8. Are you applying for any of the following (check all that apply):
 Conditional Use Permit Variance
9. Current Owner: EM-A-NON ACRES, LLC
Address: 604 MORVEN PARK Drive
Richwood Kentucky 41094
City State Zip Code
Phone Number: (859) 250-4355 Fax Number: —
Email: em-a-non@zoomtown.com
10. Applicant: The Myers Y. Cooper Company
Address: 9301 Montgomery Road, Suite 2B
Cincinnati Ohio 45242
City State Zip Code
Phone Number: (513) 248-8350 Fax Number: (513) 248-8357
Email: cbredac@cooper-co.com
11. Are there any existing buildings on the site: Yes No
If yes, indicate how many: _____

Question #6

List of Proposed Commercial C-3 Uses Seeking Approval (Unincorporated Boone County)

Commercial Uses

Art Gallery

Auto Parts Store

Automotive Repair Facility

Automotive Sales

Motorcycle Sales

Brewpub

Business Support Services

Car Wash

Commercial Parking

Commercial Parling, Recreational Vehicle

Construction Sales and Service

Convention Facility

Crematory

Eating and Drinking Establishments

Financial Services

Automatic Teller Machines

Firework Retail Sales

Flea Market

Funeral Home

Garden and landscape sales, lawn furniture and the like, farm and garden supply outlets including equipment and vehicles

Gasoline Filling Station

Greenhouse

Hotel or Motel and Apartment Hotel

Kennel

Medical, Dental or Optical Clinics

Microbrewery

Microdistillery

Office

Personal Service

~~Prefabricated Structure Sales~~

~~Radio & TV Station~~

Reception Hall

~~Residential Storage Warehouse (mini-warehouse)~~

Retail

Convenience Store

~~Truck and Trailer Rental~~

~~Truck Stop~~

~~Truck Wash~~

Veterinary Animal Hospital or Clinic

Industrial Uses

~~Equipment, Light~~

Public Facility Uses

~~Aquarium, Arboretum, Botanical Garden, Wildlife Preserve, and Natural Exhibition~~

~~Business and Trade School~~

Day Care Center

~~Postal Services~~

Recreation, Active

Recreation, Commercial

~~Recreation, Non-Commercial~~

Religious Assembly

Shelter, Temporary or Emergency

Utilities

No Residential or Other Uses

Question #7

Proposed Building Intensities

Potential Building Area:	20,200 SF
Property Acreage:	7.1957
Maximum Intensity:	2,807 SF/Acre

12. 498 302 2071
Deed Book 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):

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

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 February 8, 2024
2024

Property Owner's Signature: EM-R-Now Acres, LLC by DENNIS G. DAVIS, Co. MGR

Dennis A Davis Nov. 27, 2023

Applicant's Signature: Christopher E. Pugh 12/15/23

Question #15

Meetings/Discussions

Boone County Building Department – Mark Martin

Boone County Public Works – Robert Franxman

Boone County Water District – Mike Rouse

Duke Energy (Gas) – Wade Begley / Duke Energy (Elec) – Kelsey Goetz

Local Fire Department (Walton) – Charlie Alexander

Sanitation District No. 1 – Jared Ison

SECTION B: (To be completed by Planning Commission staff)

1. Date Received: 12/5/23 Fee Received: \$3,110.00 Receipt #: 89634
2. Number of Copies Received: 1
3. Has the following been submitted (check all that apply):
 - Completed Application
 - Concept Development Plan
 - Legal Description
 - Names and Mailing Addresses of Adjacent Property Owners
4. Date the application is Administratively Complete (as defined in KRS 100.211): _____
5. Staff Reviewer: _____
6. Committee Chairperson: _____
7. Scheduled Public Hearing Date: _____
8. Boone County Planning Commission Action: _____ Date of Action: _____
 - _____ Approved
 - _____ Approved with Conditions
 - _____ Denial
 - _____ Other
9. Resolution Number: _____

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

Zoning Map Amendment Application

11105 Grand National Blvd.

by The Myers Y. Cooper Company

December 5, 2023

The Myers Y. Cooper Company proposes a commercial development at the Southwest corner of Grand National Blvd. and Richwood Rd (S.R. 338) in Richwood, Kentucky to be called Richwood Terrace. The property is currently zoned both C-3 & PF (Public Facility). Adjacent land uses include; a planned Publix Grocery store to the North at Triple Crown, Provision Living's new 353-unit senior living community on Davis Lane to the East and a Daycare center South on Grand National Blvd. To the West is a 19.94-acre tract zoned A-2 with a vacant residential house referred herein as the "Miracle Property".

As illustrated on our site plans, the subject property is a long and narrow lot containing 7.1957 acres. Topography challenges this site with a significant change of grade from the intersection of Grand National Blvd. and Richwood Rd. The Grand National roadway climbs approximately 30' to a crest opposite Davis Lane and then slopes back downward to the South. Our concept and proposal for the property is to create three building pads terraced from Richwood Rd. up Grand National to Davis Lane. It is important to note, the building pads shown are for site testing only and do not represent specific uses or construction plan. This layout indicates how the site could work with future building pads and drive thru, placed inside the footprint with parking that accommodates uses. Access to each pad will be via a single shared curb cut opposite Davis Lane with an internal drive connecting the lots. It is worth mentioning that we do not intend to subdivide the parcels for separate ownership.

Our application for Zoning map amendment addresses two matters:

1. Request for uniform C-3 zoning for the entire parcel.

The back (Southern) portion of the property was rezoned in 2022 (5/10/22) to Public Facility (PF) by the EM-A-NON, LLC in conjunction with the development of the Provision Living senior living community the residual remained C-3. It is our request that the entire parcel be zoned C-3. We believe the entire parcel should have the same zone classification for consistency of zoning code enforcement as well as consistency of use applications. Included in our submittal is a list of uses we believe to be consistent with our development plans and suitable for the community in this location.

2. Request for adjustment to the Western Buffer Yard width from 30' to 15'.

Because of the narrow configuration of the property and the extreme topography changes, the zoning yard requirements adversely impact practical development applications of building and land improvements. Additionally, numerous utility easements along Grand National, granted over the years, pinch lot width at its narrowest to approximately 300'. When preparing a site layout with access for life safety equipment, customer & delivery to our three commercial lots, the buffer yard requirement presents a hardship for design. Our request is to reduce the Buffer Yard width along the Western boundary of the property to a 15' where a 30' minimum Buffer Yard is called for due to the existing A-2 zone classification of the Miracle Property. Based on the dynamic growth of the community, we believe the adjacent property will likely change to a commercial classification once development catches up to this land. In fact, the Boone County Comprehensive Plan 2040 recommends the Miracle Property for a Business Park - BP⁽¹⁾ use. When this happens, the Buffer Yard requirement will be substantially less. Our plan includes a modular wall offset from the property line to accommodate an evergreen landscape buffer to screen our development from the future use(s) on the Miracle Property.

Background Info

- (1) Business Park (BP) – A mix of office, warehouse, and light industrial uses in a park-like, office campus setting with large buildings setbacks, low floor area ratio, integrated pedestrian and recreational facilities, consistent architectural and signage theme, extensive landscaped areas, and attractive entrance treatment. This land is recommended for high visibility areas and transition areas between industrial and residential land uses.

Memorandum

Date: December 1, 2023

To: Rob Franxman, Boone County Public Works

From: Katie Dillenburger, Bayer Becker *KAD*
Tessa Ernst, Bayer Becker

cc: Linzy Brefeld, Kentucky Transportation Cabinet, District 6
Chris Breda, The Myers Y. Cooper Company

Subject: Proposed Commercial Development – 11105 Grand National Boulevard
Traffic Impact Study

Bayer Becker has prepared the following Traffic Impact Study (TIS) for the site located at 11105 Grand National Boulevard, in the Richwood area of Boone County, Kentucky.

The specific scope of work was identified by Bayer Becker, based on Boone County requirements, as presented in a memorandum dated November 3, 2023, which was approved by Boone County Public Works.

Proposed Development

A proposed commercial development project is to be located at 11105 Grand National Boulevard, on the southwest corner of Richwood Road (KY 338) and Grand National Boulevard, in Boone County, Kentucky.

More specifically, the project site / proposed development is to consist of three separate free-standing buildings with site access provided at the existing curb cut positioned along Grand National Boulevard opposite Davis Lane. Potential land uses for the site include restaurant, retail, office, financial services, and / or medical services.

A preliminary site plan is provided by attachment.

Area Conditions

The study area of the TIS consists of the Grand National Boulevard and Proposed Site Access / Davis Lane key intersection.

Grand National Boulevard, along the site frontage, is a north-south, two-lane roadway with a posted speed limit of 25 miles per hour (mph). According to the KYTC Functional Classification Map, Grand National Boulevard is a local roadway.

Existing Traffic

The key intersection of was previously studied by TEC Engineering, Inc. (TEC) for the proposed Provision Living development. As published within the prior study, a weekday AM and PM peak hour turning movement traffic count was conducted at the adjacent intersection of Grand National Boulevard / Triple Crown Boulevard and Richwood Road (KY 338), performed on Tuesday, January 4, 2022, from 6:00 AM to 8:00 AM and from 4:00 PM to 6:00 PM.

This count data plus future traffic associated with the proposed Provision Living development shall be utilized as a basis for traffic within this TIS for the intersection of Grand National Boulevard and the Proposed Site Access / Davis Lane. Documents from the TEC study are provided in Appendix A.

Based on the data collected, the weekday peak hours occurred from:

- 6:45 AM to 7:45 AM – AM Peak Hour
- 4:45 PM to 5:45 PM – PM Peak Hour

The 2022 existing traffic volumes are presented in attached Figure 1.

No Build Traffic

To assess future impacts of site traffic on the adjacent roadway, volumes for 2026, the estimated full build out year, and 2036, the horizon year, are to be evaluated.

A linear growth rate of 1.00% per year was calculated for the study area, based on nearby traffic data published by KYTC. The growth rate was applied to the 2022 existing traffic volumes to estimate future 2026 and 2036 no build traffic volumes. More specifically, the growth rate yields the following growth factors:

- 1.04 – 2026 full build out year
- 1.14 – 2036 horizon year

KYTC data and the KYTC growth rate / forecast spreadsheet are provided in Appendix B.

The estimated 2026 and 2036 no build traffic volumes grown from the 2022 existing traffic volumes are presented in Worksheets 1 and 2, respectively.

As previously indicated, future traffic associated with the proposed Provision Living Development is to be included in the no build traffic volumes, in addition to the general growth, and are presented in Worksheet 3.

The 2026 and 2036 no build traffic volumes including the proposed Provision Living Development are presented in Figures 2 and 3, respectively.

Site Traffic

Site trips generated by the proposed development were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

As previously indicated, the proposed development is to consist of three separate free-standing commercial buildings with one shared site access. The proposed development, with its mix of commercial land uses, has the potential for interaction amongst these uses within the site. As defined in the ITE Trip Generation Handbook, 3rd Edition, "a multi-use development is typically a single real estate project that consists of two or more land use classifications between which trips can be made without using the off-site road system." To estimate multiple land use trip generation, the procedures presented in the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684, "Enhancing Internal Capture Estimation for Mixed-Use Developments" are to be used. More specifically, the NCHRP 684 tool/spreadsheet was used to estimate the internal capture rate or the "percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site."

Another important element of trip generation is the consideration of pass-by trips. Pass-by trips, as defined by ITE, are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on an adjacent street that provides direct access to the generator. Procedures outlined in the ITE Trip Generation Handbook, 3rd Edition establish rates to estimate pass-by for a specific land use, which are based on actual traffic count volumes collected at driveways to the various land uses.

The following table presents the assumed land uses and building sizes for the proposed development and the associated site trips generated / calculated during the weekday AM and PM peak hours of adjacent street traffic. It is noted that while the actual uses and building sizes may vary, the land uses were selected based on applicable zoning per County requirements and the areas were determined based on expected maximums.

**Table 1
Trip Generation**

Land Use	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Medical-Dental Office Building	720	7.000	TSF	17	5	22	7	18	25
After Internal Capture				14	1	15	5	13	18
Drive-in Bank	912	6.000	TSF	35	25	60	63	63	126
After Internal Capture				31	21	52	49	50	99
29% AM & 35% PM Pass-By				-9	-6	-15	-17	-18	-35
High-Turnover Restaurant	932	7.200	TSF	38	31	69	40	25	65
After Internal Capture				32	26	58	27	14	41
43% PM Pass-By				-	-	-	-12	-6	-18
Total Trips				90	61	151	110	106	216
Total External Trips				77	48	125	81	77	158
Total Pass-By Trips				-9	-6	-15	-29	-24	-53
Total New Trips				68	42	110	52	53	105

Land use descriptions and trip generation information excerpted from the ITE Trip Generation Manual are provided in Appendix C. External trip results using the NCHRP 684 tool/spreadsheet are also included in Appendix C.

Weekday peak hour site trips generated by the proposed development were distributed at the key intersection of Grand National Boulevard and Proposed Site Access / Davis Lane based on existing and expected traffic patterns.

More specifically, during the AM peak hour, new site trips were distributed at 75% entering and exiting from and to the north on Grand National Boulevard, 5% entering and exiting from / to the proposed Provision Living development via Davis Lane, and 20% entering and exiting from / to the south on Grand National Boulevard. Pass-by trips were distributed as 40% entering from the north and exiting to the south and 60% entering from the south and exiting to the north. During the PM peak hour, new site trips were distributed at 85% entering and exiting from / to the north on Grand National Boulevard, 5% from / to the east (Davis Lane), and 10% from / to the south, with pass-by trips along Grand National Boulevard at 60% entering from the north and exiting to the south and 40% entering from the south and exiting to the north.

The resulting site traffic volumes are presented in Figure 4 for new trips and for pass-by trips, Figure 5.

Build Traffic

To determine 2026 build traffic volumes, the proposed site traffic volumes from Figure 4 and Figure 5 were combined with the 2026 no build traffic volumes from Figure 2. Similarly, for 2036 build traffic volumes, the proposed site traffic volumes, Figures 4 and 5, were added to the 2036 no build traffic volumes, Figure 3.

The 2026 and 2036 build traffic volumes are presented in Figures 6 and 7, respectively.

Turn Lane Warrant Analysis

The need for turn lanes on Grand National Boulevard at the Proposed Site Access was determined using the KYTC Turn Lane Warrant spreadsheet.

Based on the analysis, left or right turn lanes are not warranted for 2026 build traffic volumes, including site traffic associated with the proposed development, nor for 2036 build traffic volumes, also including site traffic.

The complete turn lane warrant analysis is provided in Appendix D.

Capacity Analysis

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

The criteria used by HCM for an unsignalized intersection is as follows:

Level of Service	Delay Range (sec./veh.)	Expected Delay
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short traffic delay
C	> 15 and ≤ 25	Average traffic delay
D	> 25 and ≤ 35	Long traffic delay
E	> 35 and ≤ 50	Very long traffic delay
F	> 50	Excessive traffic delay

LOS analysis was performed for the intersection of Grand National Boulevard and the Proposed Site Access for 2026 and 2036 build traffic volumes, for weekday AM and PM peak hours, using Highway Capacity Software (HCS).

Complete LOS analysis results are attached in Appendix E, which are summarized in the following table.

Table 2
Levels of Service (Delay, Seconds)

Land Use	2026 Build Conditions		2036 Build Conditions		
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Grand National Boulevard and Proposed Site Access					
EB	LTR	B (13.4)	B (14.1)	B (14.0)	B (14.8)
	Approach	B (13.4)	B (14.1)	B (14.0)	B (14.8)
WB	LTR	B (10.8)	B (10.4)	B (11.0)	B (10.5)
	Approach	B (10.8)	B (10.4)	B (11.0)	B (10.5)
NB	LTR	A (7.8)	A (8.0)	A (7.8)	A (8.0)
	Approach	A (0.7)	A (0.9)	A (0.7)	A (0.9)
SB	LTR	A (7.8)	A (7.6)	A (7.8)	A (7.6)
	Approach	A (0.6)	A (0.6)	A (0.5)	A (0.6)

According to KYTC guidelines, the average intersection delay shall not exceed 80 seconds and shall not increase more than 30 percent over the no build condition. Delay for individual turning movements and lane groups shall not exceed 80 seconds.

Based on the results of the capacity analysis, the Grand National Boulevard and the Proposed Site Access intersection will operate at acceptable levels through 2026 and 2036 build conditions.

Conclusions

Based on the calculations, analysis, and results of this TIS, no turn lanes are warranted Grand National Boulevard at the Proposed Site Access.

Furthermore, the proposed commercial development at 11105 Grand National Boulevard will not significantly impact operations along Grand National Boulevard.

Please contact the author(s) of this Memorandum / TIS with any questions or comments or should any additional information be needed.

Attachments

RICHWOOD ROAD (KY 338)

JOHN AND GERALDINE
MIRACLE
DEED BOOK: 850
PAGE: 389

RICHARD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80

DAVIS LANE

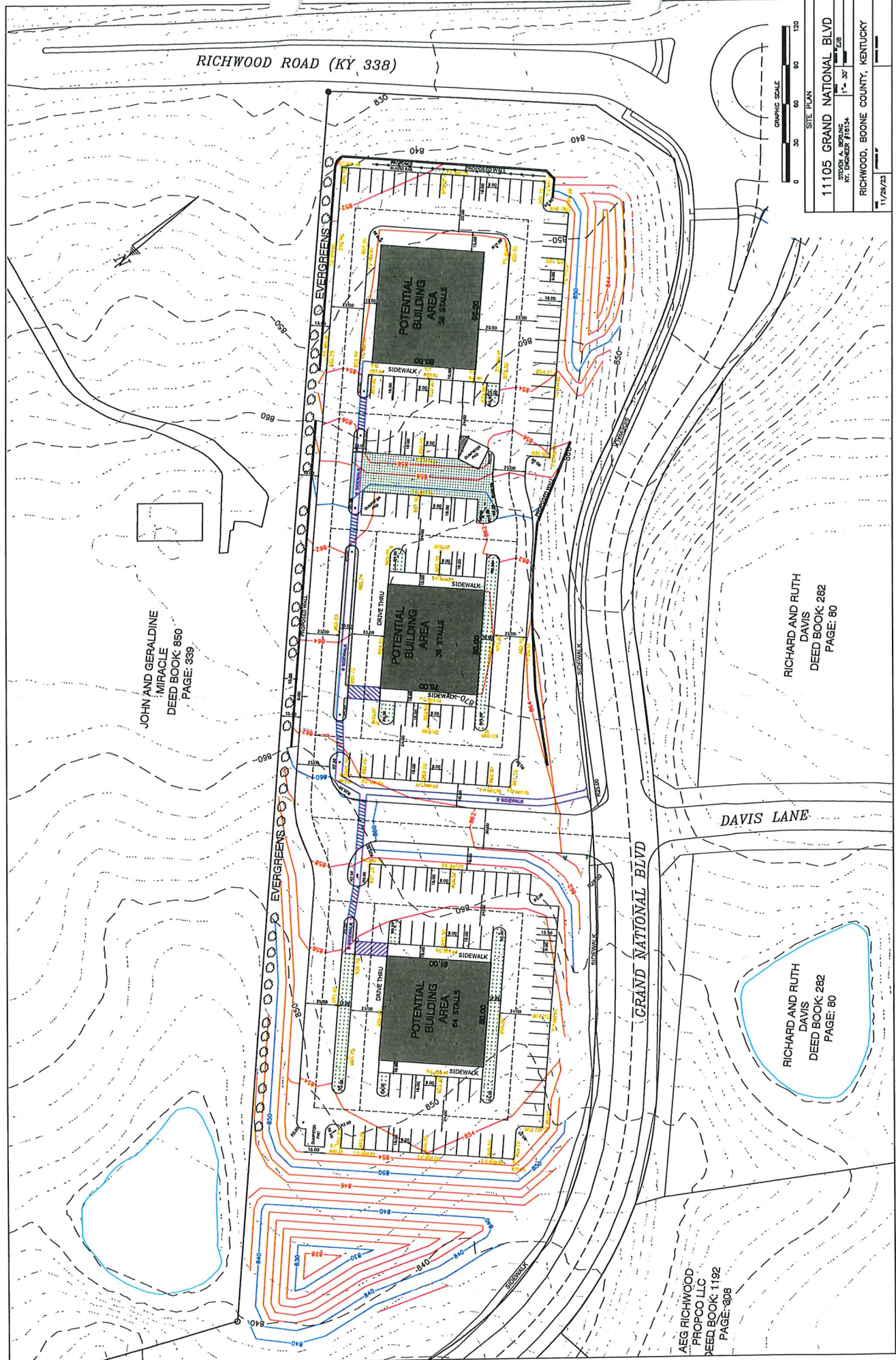
RICHARD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80

GRAND NATIONAL BLVD

AEG RICHWOOD
PROP CO LLC
DEED BOOK: 1192
PAGE: 308

SITE PLAN	
11105 GRAND NATIONAL BLVD	
STEVEN A. BOGANS	1" = 30'
KY. LICENSE #18134	
RICHWOOD, BOONE COUNTY, KENTUCKY	
DATE: 11/29/23	

GRAPHIC SCALE



RICHWOOD ROAD (KY 338)



SITE PLAN	
11105 GRAND NATIONAL BLVD	
STONN A. BRIDG	1" = 30'
KY DECKERS #18134	
RICHWOOD, BOONE COUNTY, KENTUCKY	
11/29/23	

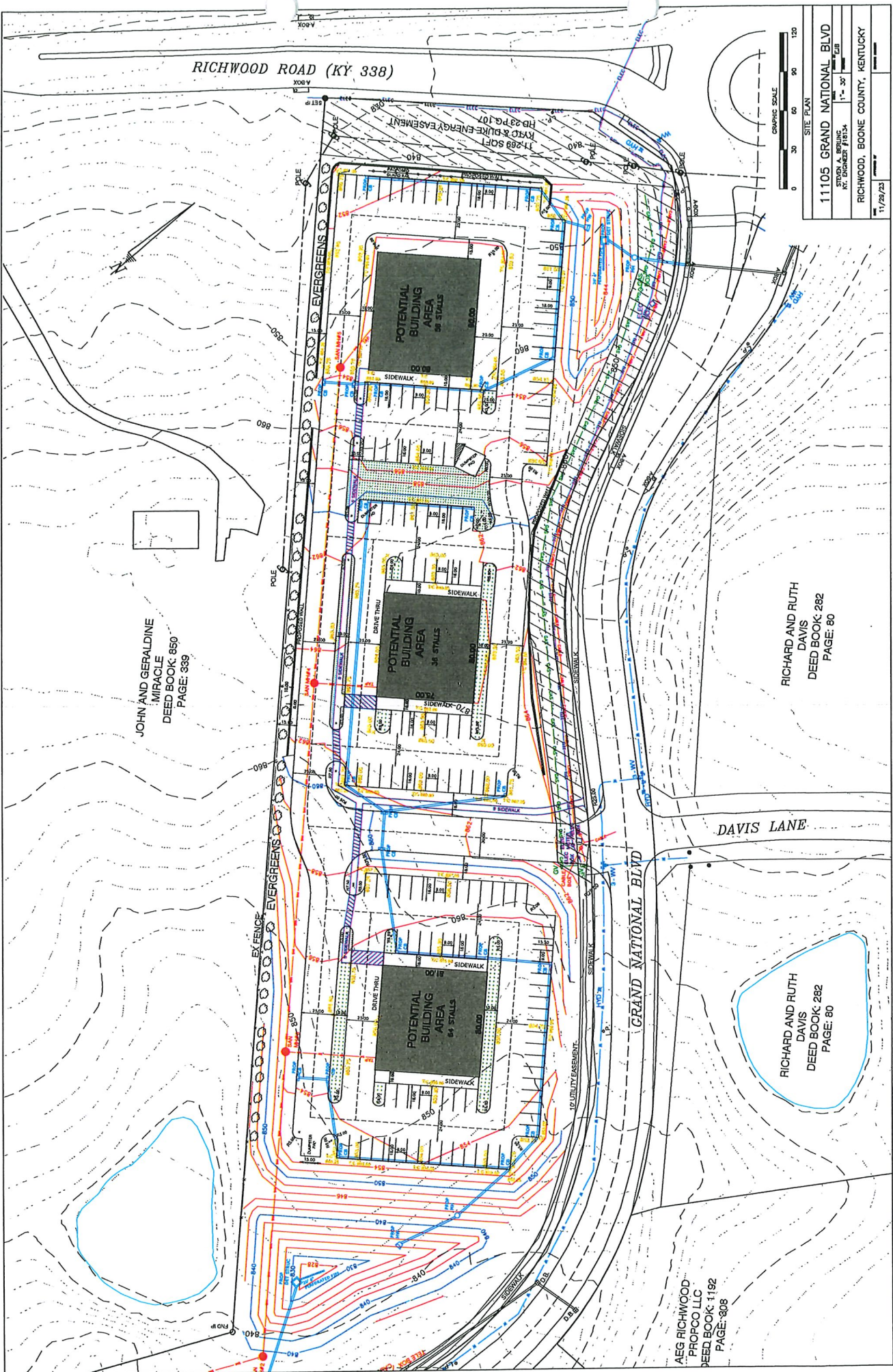
JOHN AND GERALDINE
MIRACLE
DEED BOOK: 850
PAGE: 339

RICHARD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80

DAVIS LANE

RICHARD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80

AEG RICHWOOD
PROP CO LLC
DEED BOOK: 1192
PAGE: 308

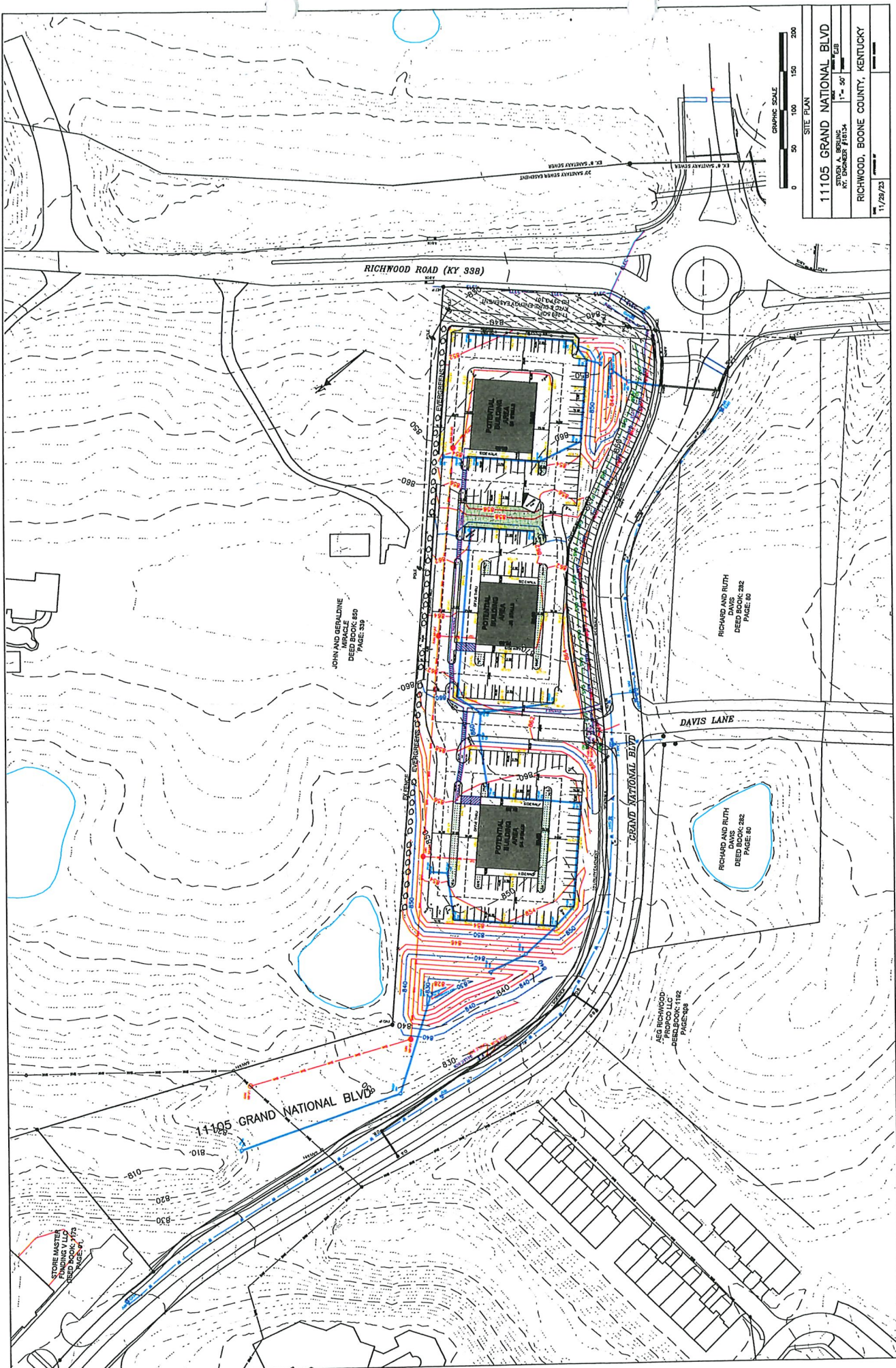


GRAPHIC SCALE
0 50 100 150 200

SITE PLAN

11105 GRAND NATIONAL BLVD
 CROWN A. SERRANO
 KY. LICENSE # 11-50
 RICHWOOD, BOONE COUNTY, KENTUCKY

DATE: 11/25/23



EXHIBIT

“B”

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Janet Kegley, Chair

DATE: February 7, 2024

RE: Request of **The Myers Y. Cooper Company, per Christopher E. Breda (applicant)** for **Em-A-Non Acres, LLC, per Dennis G. Davis (owner)** for: (1) a Zoning Map Amendment from Public Facility (PF) to Commercial Services (C-3) for an approximate 3.2 acre area located along the west side of Grand National Boulevard, between Davis Lane and Overland Ridge, approximately 250 feet north of Overland Ridge, and being the southern portion of the property located at 11001 Grand National Boulevard, Boone County, Kentucky; (2) a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard, which is currently zoned Commercial Services (C-3) and Public Facilities (PF) (proposed to be rezoned to C-3), Boone County, Kentucky; and (3) a Variance reducing the Buffer Yard width along a portion of the west property line from sixty (60) feet with a thirty (30) foot option to fifteen (15) feet, for an approximate 7.2 acre area located at 11001 Grand National Boulevard, Boone County, Kentucky. The request is for the development of three (3) commercial building sites.

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 to complete the Committee Report.
2. We, the Committee, recommend disapproval of the above referenced Zoning Map Amendment/Change of Concept Development Plan and approval of the Variance based on the following findings of fact:

FINDINGS OF FACT (Zoning Map Amendment/Change of Concept Development Plan):

1. The Committee concluded that the proposed C-3 district and the change of concept development plan are not consistent with the comprehensive plan relative to the timing of development. The following are excerpts from the plan:

The Land Use Element of this plan recognizes that growth will occur in portions of Boone County. This plan utilizes a 20 to 25-year planning horizon for future land use recommendations, and further, the document is mandated to be reviewed and/or updated every five years. This element contains future land use development guidelines, land use classifications for the existing and future land uses, text regarding the future land use for the entire county as divided into 24 land use characteristic areas, a map identifying 2017 existing land uses, and a map depicting year 2040 specific future land use patterns throughout Boone County. This plan is a tool designed to enable officials in Boone County and the Planning Commission to manage the location and timing of the various types of development, to assure adequate and fiscally responsible provision of infrastructure and public services in order to assure that adjoining land uses are

compatible, and to assure that negative impacts to the environment are minimized. The various types of development will demand different levels of infrastructure as a major component of the Land Use Element. The OKI Land Use Commission has identified many of the regional impacts and cost issues associated with suburban development. The Commission's 2010 report presents regional issues, trends, conditions, goals, objectives, and policies for Transportation, Public Facilities and Services, Natural Systems, Housing, Economic Development, and Land Use sectors. The report contains a policy plan that encourages local governments and planning agencies to pursue more concentrated land use patterns, more efficient transportation decisions, prompt and coordinated public services provisions, mixed-use development design, diverse housing choices, environmental protection, fiscally responsible decisions, and cooperation with other jurisdictions (page 93).

The area breakdowns are provided to allow for ease of use in finding text for specific areas of the county. The Future Land Use boundaries are intended to be approximate and subject to refinement and interpretation by the Planning Commission and county legislative bodies. It is important to consult the Land Use Element text to learn of timing or phasing issues that may be present in a particular area. The Future Land Use Map may indicate future land uses for a particular area, however, the area may not be ready for development until certain infrastructure is in place or another area develops first. It is critical to note that the Future Land Use Map is a projection to the year 2040, and is not necessarily intended to commit areas to development immediately. In some areas, phasing may be used to make sure development is supported by infrastructure, and in others, development may be delayed until planned infrastructure is provided (page 99).

In making this finding, the Committee concludes that there are several projects that have been approved, and have yet to be completed within the vicinity of the site in question. The impact of these projects on the transportation system, public facilities, and the community at large cannot yet be determined. Therefore, approval of this proposal is premature.

2. The Committee concluded that the existing C-3 and PF zoning of the site in question is appropriate and the proposed C-3 zoning for the southern portion of the site is inappropriate.

The existing C-3 and PF zoning will provide for a diversity of development which will have less impact on the area than the proposal under review.

The proposed zoning of C-3 for the entire site may have a detrimental impact that cannot yet be evaluated.

3. The Committee concluded that 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.

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

Richwood Terrace

February 7, 2024

Page 3

4. As proposed, the Concept Development Plan would allow uses that are oriented towards interstate traffic, resulting in increased traffic along Richwood Road. The applicant would not agree to conditions that would limit the uses within the development to those that are oriented towards the existing residential areas, which are already travelling along Richwood Road.

The applicant would not agree to conditions that would align the design of the development with the vision and character of the general area, including the well established neighborhoods in the vicinity of the site in question.

Therefore, the Committee concluded that the proposed request would have a negative impact on the area.

FINDINGS OF FACT (Variance):

1. The Committee concluded that the proposed Variance meets the requirements of Section 251 of the zoning regulations.

In making this finding, the Committee concludes that:

- a. The site is irregularly shaped and provides for insufficient depth for development.
 - b. No other site within the vicinity of the site has the same or nearly the same site constraints as the site in question.
 - c. Given the site constraints (i.e., shape, topography, etc.), development of the site would be difficult without the reduction of the rear yard setback.
2. The adjacent area to the west of the site is identified as Business Park on the 2040 Future land Use Map of the comprehensive plan, the same as the site in question. It is reasonable to conclude that the site, and the adjoining property to the west, will develop in a similar manner. At that time, a Buffer yard A, having a minimum ten (10) foot width would be required. The proposed Variance would provide for the Buffer Yard that would be most appropriate given the future anticipated development.
 3. The Committee concluded that the following conditions are necessary in the event that the legislative body approves the companion zoning map amendment/change of concept development plan application.

CONDITION:

1. The variance reducing the Buffer Yard width along a portion of the west property line from sixty (60) feet with a thirty (30) foot option to fifteen (15) feet shall only be approved if the Boone Fiscal Court takes action to approve the proposed zoning map amendment from PF to C-3 and Change of Concept Development Plan.

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

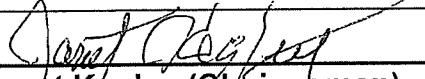
Richwood Terrace

February 7, 2024

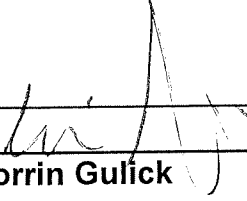
Page 4

2. An eight (8) foot privacy fence shall be constructed along the west property line of the site, from the southern façade of the northernmost building to the southern façade of the middle building. This fence may be removed if the adjoining property develops with a non-residential use.

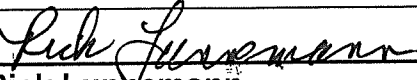
A copy of the Public Hearing minutes accompanies the findings and recommendation serving as a summary of the evidence and testimony presented by the proponents and opponents of this request. Attached is the signature page for the Zone Change/Concept Development Plan Committee Vote.



Janet Kegley (Chairwoman)
For Project Absent _____
Against Project _____
Abstain _____ Deferred _____

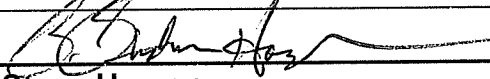


Corrin Gulick
For Project _____ Absent _____
Against Project _____
Abstain _____ Deferred _____



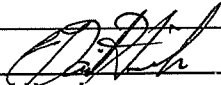
Rick Lunnemann
For Project _____ Absent _____
Against Project _____
Abstain _____ Deferred _____

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 _____ FOR PROJECT _____ ABSENT _____
_____ AGAINST PROJECT _____ ABSTAIN _____

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission
FROM: Janet Kegley, Chairwoman
DATE: January 31, 2024

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/CHANGE OF CONCEPT DEVELOPMENT PLAN/VARIANCE,
Janet Kegley, Chairwoman, Michael Schwartz, Staff**

1. Request of **The Myers Y. Cooper Company, per Christopher E. Breda (applicant) for Em-A-Non Acres, LLC, per Dennis G. Davis (owner)** for: (1) a Zoning Map Amendment from Public Facility (PF) to Commercial Services (C-3) for an approximate 3.2 acre area located along the west side of Grand National Boulevard, between Davis Lane and Overland Ridge, approximately 250 feet north of Overland Ridge, and being the southern portion of the property located at 11001 Grand National Boulevard, Boone County, Kentucky; (2) a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard, which is currently zoned Commercial Services (C-3) and Public Facilities (PF) (proposed to be rezoned to C-3), Boone County, Kentucky; and (3) a Variance reducing the Buffer Yard width along a portion of the west property line from sixty (60) feet with a thirty (30) foot option to fifteen (15) feet, for an approximate 7.2 acre area located at 11001 Grand National Boulevard, Boone County, Kentucky. The request is for the development of three (3) commercial building sites.

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
JANUARY 3, 2024
7:30 P.M.**

Chairman Rolfsen opened the Public Hearing at 8:06 p.m. and welcomed the audience to the Planning Commission's January 3, 2024 Public Hearings.

COMMISSION MEMBERS PRESENT:

Mrs. Kathy Clark
Mrs. Pamela Goetting
Ms. Corrin Gulick, Vice Chairwoman
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. Steve Harper, Temporary Presiding Officer
Mr. Kenny Vaught

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

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ZONING MAP AMENDMENT/CHANGE OF CONCEPT DEVELOPMENT PLAN/VARIANCE,
Michael Schwartz, Staff

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Staff member, Michael Schwartz, referred to his PowerPoint presentation (see Staff Report). The site is 7.2 acres in size. It is located at the southwest corner of Richwood Road and Grand National Boulevard. The first part of the request is to rezone the southern 3.2 acres of the site from PF to C-3. The second part of the request is for a Change in a Concept Development Plan for the entire site. The third part of the request is for a Variance. In May of 2022, the Provisional Living Concept Development Plan was approved and it included this site. The site is currently vacant and heavily wooded. The area to the north is being developed with a Publix store. The area to the east of the site is being developed as the Provisional Living complex. The area to the south has been developed as a day care center. To the west of the site is a single family detached residence and agricultural land. Mr. Schwartz described the zoning of the site as C-3 and PF. Pages 2 & 3 of the Staff Report provide the pertinent sections of the Zoning Regulations. The topography rises north to south from Richwood Road to Davis Lane at an average grade of 9% and southward at an average grade of 6%. The site has about 268 feet of road frontage along Richwood Road and 1,527 feet of frontage along Grand National Boulevard. The 2040 Future Land Use Map designates the site for Business Park (BP) and Suburban Density Residential (SD) uses. Pages 4-7 of the Staff Report includes sections from the Comprehensive Plan that are pertinent to the request. Richwood Road is a State arterial while Grand National Boulevard is a County collector street. Grand National Boulevard currently terminates at Steeplechase Elementary but is anticipated to be extended south to Chambers Road in the future. Mr. Schwartz showed photos of the site and adjoining properties. The proposed development is limited to two-thirds of the site. The southern quarter of the site will be the applicant's detention area. Three commercial buildings are proposed on the site with a total of 20,200 square feet. The developer is proposing a maximum of two drive-through facilities. Access will be from a single curb cut along Grand National Boulevard and across from Davis Lane. Three retaining walls are proposed. The proposed Variance would reduce the buffer yard width along the western property line from 60 feet or 30

feet options to 15 feet. A project narrative and a Traffic Impact Study have been submitted. Pages 9 and 10 of the Staff Report include uses that the applicant has voluntarily determined to be prohibitive uses as well as the permitted uses. Pages 10 and 11 of the Staff Report include comments from outside agencies including SD-1. Page 11 of the Staff Report includes Staff Concerns. One of the Staff Concerns includes the finding that no off-street improvements are needed but is assumed only medical/dental uses, along with a bank and a high-turnaround restaurant uses. Staff would like to see a worse case scenario based upon 3 high turnover restaurants since we don't know for sure what the uses will be. Also, the center line of the proposed curb cut doesn't align with the center line of Davis Lane. Both this site and the Miracle property are planned to be the same Business Park land use designations. As such, Staff would like to know if the proposed driveway into the site is to be extended to the property to the west for access. The existing sidewalk is partially in and outside the Grand National Boulevard right-of-way. How will the developer address maintenance of this sidewalk once this site is developed? Also, what is the height of the proposed retaining walls as well as the colors and building materials?

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

Mr. Chris Breda, applicant for the Myers Y. Cooper Company, referred to his PowerPoint presentation. He described the Myers Y. Cooper Company and stated that he wants to achieve success for the neighborhood, customers and the owner. The Company was established in 1895 and began with residential development in Hyde Park, Mt. Lookout and Montgomery. Now they are 100% commercial. They build, lease and own properties. They specialize in creating neighborhood retail centers. He showed some of their current projects – Wooster at Walton Creek in Mariemont, Ohio, Sycamore Executive Center II (located across from Kenwood Mall), Sycamore Executive Center (office building) and Montgomery Square (neighborhood retail center in Montgomery, Ohio). They offer good design that stands the test of time. They also seek complimentary partners/users in order to produce a holistic approach to their developments. Some of their new developments include Township Center in Warren County, Ohio and Kyles Station Corner in Butler County. The newest one will be Richwood Terrace in Richwood. All of these developments are approximately the same size. Myers Cooper found the site about a year ago and liked the area and the recent road improvements. Mr. Breda identified a list of 16 C-3 retail and office uses they would like to have on the site. These uses are a good fit for the neighborhood. Their vision is to provide a link from Triple Crown Subdivision to Steeplechase Subdivision. It will be a gateway project. The Comprehensive Plan designates this site for Business Park use. The site is long and narrow. It is hilly. The road climbs to a crest of 30 feet. The site allows for the creation of a terrace look. Access to the site will be located opposite of Davis Lane with an internal road connecting the 3 pads. The building intensity is 2,800 square feet per acre. The building pads will not be subdivided. The pads don't represent specific users. Some of the sites may have drive-through facilities. Bayer Becker performed a Traffic Impact Study which recommended no improvements to Grand National Boulevard. The Boone County Engineer agreed with this conclusion. We expect residents from the area to drive, walk or ride a bike to the proposed retail development.

Mr. Jeff Baumgarth, Myers Cooper Company, stated that Appendix D of the Traffic Impact Study indicates that the project's peak traffic volumes are all generally less than half the amount warranted for turn lanes even by the year 2036 projections. This is even true if you have 3 high traffic generators. The existing curb cut serving the site is where the Kentucky Transportation Cabinet built it. It can be adjusted as necessary to line up with Davis Lane. A potential connection to the adjacent property to the west is possible. It assumes it can be worked out safely for both parties. They don't know what the uses will be so they may not be able to agree to it on the front end. They will comply with the landscaping requirements. The existing sidewalk will remain. The retaining wall will look aesthetically pleasing. It will be block material and not a poured concrete wall.

Chairman Rolfsen asked if anyone in the audience would like to speak in favor or against the request or had any questions?

Mr. Scott Cramer, 579 Winchester Drive, read from a prepared statement (see Exhibit A). Mr. Wilson noted that the applicant can request a copy of the statement if he wants one.

Mrs. Gerri Miracle, 461 Richwood Road, stated that she doesn't disagree with commercial development there. But she disagrees with the 15 foot variance for the landscape buffer. It is next to their rental property. She also doesn't want a road into their property in order to relieve traffic from Richwood Terrace. Sutherland Subdivision has a road built to her property line on the other side. She doesn't want two.

Chairman Rolfsen asked what Mrs. Miracle would like in terms of a buffer yard? She replied that she wasn't qualified to give an amount but she believed that the more the better. She would have to think about it and discuss it with her husband.

Mr. Dennis Kelley, 12231 Gaines Way, stated that he was reviewing some of the material from the 2045 Plan. It talks about keeping the present residents happy. That was listed often. It doesn't seem to be happening. Maybe we need to take a step back and stop building for 5 years. Adding more traffic will make it worse. The name Richwood Terrace says it all. The rain runoff will be horrendous. It will fill up the roundabout.

Chairman Rolfsen asked to locate the project's detention areas. Mr. Schwartz showed 3 locations. The stormwater has to be detained on the site for a period of time.

Mrs. Michelle Kelley, 12231 Gaines Way, read the County's Vision Statement. She moved to Boone County because it was a rural area. It is not anymore. She is used to driving to get somewhere. We don't need more commercial because there is plenty within 15-20 minutes.

Mr. Kurt Drotle, 10924 Appaloosa Drive, stated that he is not against commercial but the timing may not be right. Maybe the dust from the construction needs to settle.

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

Ms. Gulick noted that the Board just denied a project based on traffic at the interchange. All the project's traffic is projected to be less than the apartment project traffic. But if the proposed project has all drive-throughs, she is a bit skeptical. She expressed a concern about the growth rate and would like some additional information. The trucks are causing the traffic problem and the Board should get behind anything that alleviates the problem, especially when the State Transportation Plan is being updated. The rest area is packed. She really doesn't know if the truck issue can be addressed by the proposed development.

Chairman Rolfsen agreed that 3 drive-through restaurants would be a problem like a Chick-fil-A, Starbucks, etc. He finds it to be difficult to approve when 2 or 3 sites include drive-through restaurants.

Mr. Costello noted that the proposed design is set up to serve interstate travelers. Mr. Costello asked what about designing it as a neighborhood center that offers services to the local residents? Mr. Baumgarth responded that they did consider it but the topography makes it difficult to do one building. Mr. Costello replied that he didn't say one building but rather 2 – one retail center and one outlot. Mr. Costello asked how can the developer guarantee a local business versus an interstate business? Mr. Baumgarth replied that they do it only limiting their uses and not allowing uses that are not neighborhood oriented.

Mrs. Kegley asked if the developer would take out the high traffic volume drive-through restaurants? Mr. Baumgarth said they have not begun to market the property for specific tenants yet and won't until their zoning gets approved. He wants to serve the people who already live in the area. It would be difficult to accommodate Chick-fil-A because of their stacking requirements and the site constraints.

Mrs. Kegley asked the applicant to think about what they can do about the buffer yard. Can they make it larger?

Mr. Lunnemann commented that the submitted Concept Development Plan is pretty generic. He needs more details about what is expected to go there and how. What will the buildings look like? If the applicant can't supply more details of the project then it will be difficult to support the project. He doesn't know what he is approving. Mrs. Kegley suggested that the applicant look at the Houston-Donaldson Study for an example of building design and materials. Perhaps not a specific design but rather some building guidelines.

Ms. Gulick suggested that the applicant consider excluding restaurants as those uses draw traffic from the interstate.

Mr. Schwartz explained that the zoning code defines types of restaurants like franchise restaurants with drive-throughs.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on January 17, 2024 at 5:00 P.M. This item will be on the Agenda for the Business Meeting on February 7, 2024 at 7:00 p.m. in the Fiscal Courtroom. Chairman Rolfsen closed the Public Hearing at 9:04p.m.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

Exhibit A – Letter from Mr. Scott Cramer – 1/3/24

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
JANUARY 3, 2024
7:30 P.M.**

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COMMISSION MEMBERS PRESENT:

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Mrs. Pamela Goetting
Ms. Corrin Gulick, Vice Chairwoman
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:

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Mr. Kenny Vaught

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

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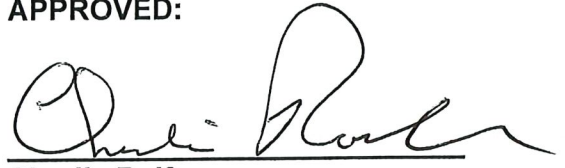
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APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

Exhibit A – Letter from Mr. Scott Cramer – 1/3/24

Name Scott and Ashley Cramer Address 579 Winchester Drive Date January 3, 2024

I find this request to be contrary to the establishment of a C3 zone because the nature of the area has not changed from its intended use as a rural setting residential area. Richwood Road East has developed business uses often found associated with interstate interchanges, however, any development past those current uses must adopt a rural residential or upscale single-family development, with minimal multi-family housing as the Zoning Map indicates. The Richwood Road area does not possess the infrastructure, particularly the transportation elements, to support the necessary traffic to serve the primary or accessory uses found in the commercial zones, one, two, or three. The use of a roundabout is an indication that C3-type development is not likely to occur here.

The Commercial development zone C3 being requested is too intense, contrary to the current and planned uses of the area, and therefore does not meet any KRS 100 reasons for such a change.

Per Boone Zoning regulations, a C3 zone shall include, and I quote:

- “ a) depend on and generate high vehicular accessibility, visibility, and traffic; and/or
b) large outdoor single-purpose storage, display, and parking areas and
c) which do not fit the scale, character, trade area and general objectives of the other commercial districts in this article or the employment districts defined in Article 11. “

The Richwood Road, Triple Crown, and Grand National Blvd area has not changed nor should change to need such developmental uses. The most recent change is a retirement residential facility, and it has two transportation access points, not one, plus it has minimal traffic uses. The Frogtown Connector Road has interstate visibility, a hotel, serves interstate truck stop traffic and has open land that better suits a C3 zone.

Should this recommending body decide to move this project further, I have included several issues that must be addressed, and conditions placed upon any development here.

The property's current use meets and best defines the area, furthermore, it can and should be developed as such. I believe this request should be denied as the area has not changed nor is expected to change similarly.

To save time, I will submit in writing my objections, issues, and conditions. Thank you.

ZONING MAP AMENDMENT/CHANGE OF CONCEPT DEVELOPMENT PLAN/VARIANCE, Michael Schwartz, Staff 1. Request of The Myers Y. Cooper Company, per Christopher E. Breda (applicant) for Em-A-Non Acres, LLC, per Dennis G. Davis (owner) for: (1) a Zoning Map Amendment from Public Facility (PF) to Commercial Services (C-3) for an approximate 3.2 acre area located along the west side of Grand National Boulevard, between Davis Lane and Overland Ridge, approximately 250 feet north of Overland Ridge, and being the southern portion of the property located at 11001 Grand National Boulevard, Boone County, Kentucky; (2) a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard, which is currently zoned Commercial Services (C-3) and Public Facilities (PF) (proposed to be rezoned to C-3), Boone County, Kentucky; and (3) a Variance reducing the Buffer Yard width along a portion of the west property line from sixty (60) feet with a thirty (30) foot option to fifteen (15) feet, for an approximate 7.2 acre area located at 11001 Grand National Boulevard, Boone County, Kentucky. The request is for the development of three (3) commercial building sites.

Possible issues which must be addressed:

Buffering areas and light screening to protect residential values and settings.

Traffic flow onto the residential main street and traffic flow pattern and timing.

Commercial Development C-3 Zone uses must be to minimize traffic flow on Grand National Blvd and any adjacent streets.

Principally permitted and Accessory uses shall be restricted.

Signage shall be monumental in the yard and designed with minimal lighting, height, or size on buildings.

Conditions on the property if any zone change is permitted:

- 1) Buffering is essential to maintaining the character of adjacent properties, peacefulness, and unsightly contrast to commercial buildings. It is therefore recommended the full buffer feet be maintained and additional screening such as all-weather eight-foot-high fencing screening be used. Residential owners expect a certain level of privacy, quiet and use of their property a full buffer provides.
- 2) Commercial buildings request or need well-lit parking and loading zones. This lighting must be designed and kept on the property so as not to affect the neighborhood or backyards of residential areas.
- 3) Commercial loading zones are normally located in the rear of the buildings, however, trucks making deliveries do so in earlier morning hours. Trash collectors often desire to enter these developments in the early morning hours. Both are reasons for greater buffer protection.
- 4) Traffic flow is of great concern for several reasons. Each will be addressed in the following conditions. First is safety. Steeplechase Elementary School is located within the subdivision. Pedestrian access to the sight. School buses use this street. The grade level in both directions is likely to create sight distance issues.

- 5) Monument Signage design and sightline in and out of the development shall be such as to maximize distances seen as well as pedestrians. Monument signage shall be lighted and landscaping, when fully mature, shall not hide or prevent sight of the consumers. All buildings shall not contain nor have signage to attract or be seen from the expressway. Building-mounted signage shall have minimal light leave the property.
- 6) Access lanes into and out shall be used to minimize delays into and from the property and all costs associated with these lanes shall be in place before the opening of any business. A turn lane and or access lane in the middle of Grand Blvd is needed.
- 7) The alignment of this development and Davis Lane shall create congestion at times for local users of the development, retirement development, and Steeplechase residents. The creation of spacious and safe access lanes must be required.
- 8) Commercial development shall be such as to be serving only local customers and it is not intended for interstate consumers. Such interstate consumers will be unfamiliar with the area, roundabouts, and business locations creating numerous opportunities for accidents, delays and pedestrian mishaps.
- 9) Water retention of such a large impervious site development must be addressed. Water retention on site is imperative and water leaving the roadways onto Grand National Blvd will cause safety issues during the cold winter months. In addition, the water must not affect lower laying areas found to the west which are residential. A pond exists to the south however, it may not be sufficient in size, thus runoff needs to be controlled. In addition, the pond's safety needs to be addressed if its failure results in flooding those property owners downstream.
- 10) Richwood Road appears to have no vehicular access to this development; therefore, it is imperative that the residential owners and apartment residents not incur undue delays because of overburdensome commercial development uses found in C 3.
- 11) Building design and height may distract and lower residential value. It shall be a condition to develop buildings of single-story height and of similar materials, design, and quality found in the surrounding neighborhoods of Triple Crown, Steeplechase, and Sutherland.

Commercial Zones C3 have many primary and accessory uses that will not serve this local community. The C3 zone is;

“ a) depend on and generate high vehicular accessibility, visibility and traffic; and/or

b) large outdoor single-purpose storage, display and parking areas and

c) which do not fit the scale, character, trade area and general objectives of the other commercial districts in this article or the employment districts defined in Article 11.”

- 12) Grand National Blvd is not high visibility or vehicular accessible in any reasonable thought process. A development of this kind is not within the nature of the area now or the foreseeable future.
- 13) The following Primary uses shall be disallowed; this list is not intended to be all-inclusive but rather an idea of the types that shall not be allowed.
 - A) Drive-through businesses, gas stations, automotive repair of any type to include tire sales, hotel, or motel, outside storage units, mobile homes, or boats, sheds, pre-fabricated buildings sales/repair, any business requiring or using the property on the outside for entertainment (such as music), almost all permitted uses in C-1 and C-2 that are requiring high vehicular traffic or

visibility, but instead are for the general use of residents which serve their need for products or services shall be excluded from primary and accessory uses. Businesses shall not be operated or open 24 hours per day.

- B) All business products or services shall be provided inside the buildings, this shall be required.

SECTION 1030 COMMERCIAL SERVICES (C-3) The purpose of the Commercial Services district is to provide, control and centralize those types of commercial activities which;

- a) depend on and generate high vehicular accessibility, visibility and traffic; and/or
- b) large outdoor single-purpose storage, display and parking areas and
- c) which do not fit the scale, character, trade area and general objectives of the other commercial districts in this article or the employment districts defined in Article 11.

Such districts will generally be organized about regional or major community trade areas. Sites will be of suitable lands which can be appropriately buffered from surrounding urban uses. Districts will be located to have direct visibility from major arterials. District facilities and plans should be organized to accomplish as much clustering of compatible uses, sharing of parking and access, signage, lighting and other spaces and improvements as possible.

SECTION 1031 Principally Permitted Uses The following uses are permitted:

- 1, 10.71. **All principally permitted uses of a Commercial One (C-1) district;**
2. All the principally permitted uses in an Office One (O-1) district; with the exception of principally permitted use #27 in Section 1111.
3. Commercial parking facilities and commercial recreational vehicle parking facilities;
4. Sales of lumber, building materials, heating and plumbing equipment, electrical supplies, hardware and farm equipment;
5. Sales, automotive repair, or lease of new and used motor vehicles including tires, batteries and accessories;
6. Major furniture, floor coverings, household appliances and home furnishing outlets;
7. Eating and drinking establishments including alcoholic beverages and accessory drive-in facilities
8. Sporting goods and accessories including the sales and service of new and used marine craft, recreational vehicles, camping trailers, bicycles, and motorcycles and other sporting equipment and sales;
9. Sale of mobile homes, sheds, car ports and other pre-fabricated buildings;
10. Garden and landscape sales, lawn furniture and the like, farm and garden supply outlets including equipment and vehicles;
11. Food lockers including preparation facilities and individualized household goods storage lockers (mini warehouses);
12. Equipment (light), automobile, truck rental and leasing services;
13. Gasoline filling stations, automobile repair facilities, car and truck washes, but excluding junk yards, wrecking or other storage, and excluding the repair of tractor-trailers and other trucks;
14. Florists including greenhouses;
15. General dry goods and merchandise stores;

16. Department stores, mail order houses, direct retail selling organizations of general merchandise;
17. China, glassware and metal ware;
18. Travel arranging, transportation ticket and public event or promotional booking agencies;
19. Hotels and motels including convention facilities;
20. Auto parts and accessories stores;
21. Flea markets;
22. Churches, synagogues, temples and other places or religious assembly for worship;
23. The business of cashing checks or accepting deferred deposit transactions as regulated by KRS 368.010 to 368.120. (APPLIES TO THE CITY OF FLORENCE CITY LIMITS ONLY)
24. Pawn shops. (APPLIES TO THE CITY OF FLORENCE CITY LIMITS ONLY)
25. Bowling alley, skating rinks, roller skating rinks, miniature golf courses, golf driving ranges, and skateboard facilities;

10.8SECTION 1032 Accessory Uses Accessory uses, buildings and structures customarily incidental and subordinate to any of the permitted uses including:

1. Recreation uses, buildings and structures customarily incidental and subordinate to any of the permitted uses and defined to be: a. Stages and similar assembly areas; b. Auditoriums, exhibition halls and other public assembly spaces; c. Amusement centers; d. Tennis courts and billiards; e. Play lots, tot lots, recreation centers and similar athletic uses; f. Swimming beaches and swimming pools; g. General, leisure, ornamental and other park spaces;
2. A dwelling unit of the property owner, or owner-operator, manager, or employee of the business including: a. Private garage and parking; b. Structures such as fences and walls; c. Buildings such as storage sheds; d. Appropriate storage of a recreation vehicle or unit; e. The keeping and use of appropriate household pets;
3. Signage (See Article 34);
4. Parking (See Article 33);
5. Temporary buildings incidental to construction;
6. Outside storage, display, loading, uncrating or unpacking areas which are an integral function of a permitted use, and which are conducted in accordance with Section 3154;
7. Retail sale of motor fuels;
8. The rental of trucks and trailers;
9. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;

10. Recycling collection containers.

SECTION 1033 Conditional Uses and Criteria The following uses and appropriate accessories subject to the approval and qualifications of the Board of Adjustment and Zoning Appeals provided: a) the activity is an integral and subordinate function of a permitted commercial use or service; or b) the arrangement of use, building or structure will be compatible with the organization of permitted and accessory uses to be protected in the district; 10.91. Welding or limited fabrication of metal products provided the use is of office or service contract and not storage or manufacturing which is more appropriate to an industrial district;

2. Truck stops;

3. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(c).

4. Indoor kennels for household pets; except in the City of Florence where indoor kennels for household pets are only allowed when not adjoining a residential zoned property.

5. Fireworks retail sales. (Does not apply in the City of Union and City of Walton).

6. Multi-family and/or attached dwelling units including customary accessory uses; designated resident parking shall be provided when dwelling units are part of a mixed use or multi-use building or development. SECTION 1034 Intensity The intensity of use in a Commercial Services (C-3) district shall not exceed 18,000 square feet of gross floor area per acre of land.

SECTION 1035 Minimum Size The minimum size and extent of a Commercial Services district, including all the contiguous private property so designated, shall not be less than three (3) acres.

SECTION 1036 Minimum Standards See Article 31 for dimensional standards. (Site plan review required for all permitted uses, See Article 30)

Additional Commerical zone sections referenced:

SECTION 1010 COMMERCIAL ONE (C-1) The purpose of the Commercial One district is to provide the convenience goods and personal services required for daily living needs. Districts will be located on suitable lands central to the neighborhood trade area with direct access from neighborhood collector roads or minor arterials. District facilities and plans will be organized to provide central and convenient collection of vehicles, pedestrians and multi-modal forms of transportation within the district's facilities and major shopping spaces.

SECTION 1011 Principally Permitted Uses The following uses are permitted: 1. Hardware stores; 2. Eating and drinking establishments including alcoholic beverages; 3. Grocery stores and supermarkets; 4. Stores with retail sales of meat, fish, seafood, dairy and poultry products; 5. Fruit and vegetable stores; bakeries, candy, nut and confectionery stores; 6. Convenience stores; 7. Liquor, beverage, drug and proprietary stores; 8. Banking services, savings and loan associations, credit unions and other credit services; (THE FOLLOWING PASSAGE APPLIES TO THE CITY OF FLORENCE CITY LIMITS ONLY) The business

of cashing checks or accepting deferred deposit transactions as regulated by KRS 368.010 to 368.120 shall not be included in this permitted use. 10.19. Insurance carriers and agents; 10. Real estate operators, agents, lessors and real estate sub-dividing and developing services, operative builders and related services; 11. Accounting, auditing and bookkeeping services; 12. Postal services and packaging services provided the use is essential for pick-up and delivery convenience and not storage or transfer activities more appropriate to an employment district; 13. Medical, dental or optical clinics; 14. Veterinary services and pet grooming services but not including the boarding of animals; 15. Beauty and barber services and tanning salons; 16. Day care centers; 17. Laundering, dry cleaning and dyeing services including self-service; 18. Alteration and garment repair and custom tailoring; 19. Shoe repair, shoe shining and hat cleaning services; 20. Family clothing, shoe stores, specialty clothing or boutiques and other apparel retail trade; 21. Jewelry stores; 22. Household electronics sales; 23. Art, craft and hobby supplies and products, gifts and novelties; 24. Antiques and used merchandise; 25. Books, stationery, newspapers, greeting cards, magazines and related media; 26. Florists excluding greenhouses; 27. Sporting goods including bicycles; 28. Draperies, curtains, upholstery and floor coverings; 29. Paint, glass and wallpaper stores; 30. Photo finishing services; 31. Recreation centers, gymnasiums, clubs and similar athletic uses; 32. Video stores; 33. Funeral homes and crematoriums excluding cemeteries or mausoleums. 10.2

SECTION 1012 Accessory Uses Accessory uses, buildings and structures customarily incidental and subordinate to any of the permitted uses defined to be: 1. Recreation uses or spaces of integral relation to the developed portions of the district including: a. Temporary exhibit spaces; b. Aquariums, botanical gardens and other natural exhibitions; c. Stages and similar assembly areas; d. Indoor target ranges and similar athletic uses; 2. A dwelling unit of the property owner, or owner-operator, manager, or employee of the business including: a. Private garage and parking; b. Structures such as fences and walls; c. Buildings such as storage sheds; d. The keeping and use of appropriate household pets; 3. Signage (See Article 34); 4. Parking (See Article 33); 5. Temporary buildings incidental to construction; 6. Outside storage, display, loading, uncrating or unpacking areas which are an integral function of a permitted use and do not create outside spaces which will tend to enlarge or overpower the activities of permitted uses, and which are conducted in accordance with Section 3154; 7. Retail sale of motor fuels; 8. Drive-up photo finishing services and automatic teller services; 9. The rental of trucks and trailers (only permitted to be displayed in the side or rear of the property); 10. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155; 11. Recycling collection containers.

SECTION 1013 Conditional Uses and Criteria The following uses and appropriate accessories subject to the approval and qualifications of the Board of Adjustment and Zoning Appeals provided: a) the activity is an integral and subordinate function of a permitted commercial use, professional or personal service; or b) the activity will further add to, not detract from, the creation of a compact, multi-purpose and pedestrian oriented commerce center; and, c) the arrangement of uses, buildings or structures will be compatible with the organization of permitted and accessory uses to be protected in the district: 10.31. Gasoline filling stations and automotive repair facilities; 2. Churches, synagogues, temples and other places of religious assembly for worship; 3. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(c). **SECTION 1014 Intensity** The intensity of use in a Commercial One district of under two (2) acres shall not exceed 8,000 square feet of gross floor area per acre of land. The intensity of use in a Commercial One district larger than two (2) acres shall not exceed 11,000 square

feet of gross floor area per acres of land. SECTION 1015 Minimum Size There is no minimum size or extent required of a Commercial One district. SECTION 1016 Minimum Standards See Article 31 for dimensional standards. (Site Plan Review required for all permitted uses, See Article 30)

SECTION 1020 COMMERCIAL TWO (C-2) The purpose of the Commercial Two district is to provide comparable shopping goods, personal and professional services, and some convenience goods required for normal living needs as well as major purchase opportunities. Districts will be located on suitable lands primarily central to regional trade areas and to some extent the community as a whole and such districts have access from expressways or arterial roads. District facilities and plans will be organized to provide central and convenient collection of vehicles, pedestrians and multi-modal forms of transportation within the district's facilities and major shopping spaces.

SECTION 1021 Principally Permitted Uses The following uses are permitted: 1. All principally permitted uses of a Commercial One (C-1) district; 2. All the principally permitted uses in an Office One (O-1) district; with the exception of principally permitted use #27 in Section 1111. 3. Eating and drinking establishments including alcoholic beverages; (THE FOLLOWING PASSAGE APPLIES TO THE CITY OF WALTON CITY LIMITS ONLY) Eating and drinking establishments including alcoholic beverages and accessory drive-in facilities; 4. Department stores, mail order houses, direct retail selling organizations of general merchandise; 5. Furniture, home furnishings including specialty and floor coverings; 6. Specialized upholstery and furniture repair or refinishing services; 7. Apparel stores; 10.48. China, glassware and metal ware; 9. Radio, t.v., watch, clock, and jewelry repair; 10. Photographic, stenographic and other duplicating and mailing services; 11. Legal services, engineering and architectural services; 12. Security brokers, dealers and flotation services; 13. Title abstracting services; holding and investment services; 14. Advertising services including direct mail; 15. Business and management consulting services; 16. Employment services; 17. Consumer and mercantile credit reporting, adjustment and collection services; 18. Travel arranging, transportation ticket and public event or promotional booking agencies; 19. Radio and television broadcasting studios excluding transmitting stations and towers; 20. Art, music and dancing schools, libraries and museums; 21. Welfare and charitable services; 22. Business associations and professional membership organizations including civic, social and fraternal organizations; 23. Art and craft galleries and similar exhibit space; 24. Aquariums, botanical gardens and other natural exhibitions; 25. Arcades and other amusement centers; 26. Motion picture theaters (indoor); 27. Bowling alley, skating rinks, roller skating rinks, miniature golf courses, golf driving ranges, and skateboard facilities; 28. Recreation centers, gymnasiums, clubs and similar athletic uses; 29. Motorcycle sales or bike shops excluding outside storage; 30. Churches, synagogues, temples and other places or religious assembly for worship; 31. Hotels and motels including convention facilities; 32. Pawn shops (Not Applicable within the City of Florence); 33. Auto parts and accessories stores; 34. Gasoline filling station; 35. Emergency medical transport helicopter base or heli-pad when located immediately adjacent to a public emergency care ambulance/fire department station, which is used exclusively for the transport of emergency care patients, and ancillary facilities such as office, hangar and parking. (THIS APPLIES TO THE CITY OF WALTON CITY LIMITS ONLY) 10.5

SECTION 1022 Accessory Uses Accessory uses, buildings and structures customarily incidental and subordinate to any of the permitted uses including: 1. Recreation uses or spaces of integral relation to

the developed portions of the district defined to be: a. Stages and similar assembly areas; b. Auditoriums, exhibition halls and other public assembly spaces; c. Billiards; d. Play lots and tot lots; e. General, leisure, ornamental and other parks, spaces, trails bikeway systems, malls and urban pedestrian networks; 2. A dwelling unit of the property owner, or owner-operator, manager, or employee of the business including: a. Private garage and parking; b. Structures such as fences and walls; c. Buildings such as storage sheds; d. The keeping and use of appropriate household pets; 3. Signage (See Article 34); 4. Parking (See Article 33); 5. Temporary buildings incidental to construction ; 6. Outside storage, display, loading, uncrating or unpacking areas which are an integral function of a permitted use and do not create outside spaces which will tend to enlarge or overpower the activities of permitted uses, and which are conducted in accordance with Section 3154; 7. Retail sale of motor fuels; 8. Drive-up photo finishing services and automatic teller services; 9. Indoor target ranges and similar athletic uses; 10. The rental of trucks and trailers (only permitted to be displayed in the side or rear of the property); 11. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155; 12. Recycling collection containers.

SECTION 1023 Conditional Uses and Criteria The following uses and appropriate accessories subject to the approval and qualifications of the Board of Adjustment and Zoning Appeals provided: a) the activity is an integral and subordinate function of a permitted commercial use, professional or personal service; or b) the activity will further add to, not detract from, the creation of a compact, multi-purpose and pedestrian oriented commerce center; and c) the arrangement of 10.6 uses, buildings or structures will be mutually compatible with the organization of permitted and accessory uses to be protected in the district: 1. Garden and landscape sales including florist greenhouses, lawn furniture and the like; 2. Automotive repair facility and wash services for vehicles; 3. Small scale sales or leasing of new and used motor vehicles requiring the storage of no more than fifty (50) vehicles on the premises (Does not apply in the City of Florence); 4. Small scale sales or leasing of new and used recreational vehicles requiring the storage of no more than fifty (50) vehicles on the premises (Does not apply in the City of Florence); 5. Mini-warehouses or storage facilities (Does not apply in the City of Florence); 6. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(c). 7. Indoor kennels for household pets; except in the City of Florence where indoor kennels for household pets are only allowed when not adjoining a residential zoned property. 8. Multi-family and/or attached dwelling units including customary accessory uses; designated resident parking shall be provided when dwelling units are part of a mixed use or multi-use building or development. **SECTION 1024 Intensity** The intensity of use in a Commercial Two district of under four (4) acres, including all the contiguous private property so designated, shall not exceed 12,000 square feet of gross floor area per acre of land. In a commercial two district of over four (4) acres, the intensity of use shall not exceed 15,000 square feet of gross floor area per acre of land. **SECTION 1025 Minimum Size** The minimum size and extent of a Commercial Two district, including all the contiguous private property so designated, shall not be less than two (2) acres. **SECTION 1026 Minimum Standards** See Article 31 for dimensional standards. (Site Plan Review required for all permitted uses, See Article 30)

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY FISCAL COURTROOM
BURLINGTON, KENTUCKY
BUSINESS MEETING
FEBRUARY 7, 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 February 7, 2024 Business Meeting. Mr. Rolfsen then invited everyone to join him in reciting the Pledge of Allegiance.

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mrs. Kathy Clark
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. Kenny Vaught

COMMISSION MEMBERS NOT PRESENT:

Mrs. Pamela Goetting
Mr. Steve Turner

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

APPROVAL OF THE MINUTES:

Chairman Rolfsen stated that the Commissioners received copies of the Minutes from the January 17, 2024 Business Meeting and Public Hearings. He asked if there were any comments or corrections?

Mr. Szurlinski moved to approve the Minutes as presented. Mr. Hincks 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 January 4, 2023 and February 7, 2024.

EXPENSES:

Accounting Fees	2,701.33
Attorney Fees	4,600.00
Auto Expense	32.40
Consultant/Professional Svcs Fees	4,473.75
Filing Fees (CLURS)	650.00
GIS Operations	823.88
Legal Ads/Recruitment	471.98
Miscellaneous Expense	186.50
Office & Board Meeting Supplies	1,006.95
Office Equipment / Expense	309.99
Office/Liability Insurance	527.32
Postage Expense	500.00
Printing/Pub/Dues/Subscriptions	359.00
Professional Development	<u>1,070.00</u>

TOTAL: \$ 17,713.10

SALARIES AND BENEFITS:

FICA-BCPC Portion	\$ 8,582.00
Health/Dental/Life/LTD	17,834.17
Retirement – BCPC Portion	21,839.71
Salaries – Staff Expenses	117,977.82
Salaries – BCPC & BOA	<u>1280.00</u>

TOTAL: \$ 167,513.70

GRAND TOTAL: \$ 185,226.80

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. Kegley seconded the motion and it carried unanimously.

ACTION ON PLAN REVIEWS:

**ZONING MAP AMENDMENT/CHANGE OF CONCEPT DEVELOPMENT PLAN/VARIANCE,
Janet Kegley, Chairwoman, Michael Schwartz, Staff**

1. Request of **The Myers Y. Cooper Company, per Christopher E. Breda (applicant) for Em-A-Non Acres, LLC, per Dennis G. Davis (owner)** for: (1) a Zoning Map Amendment from Public Facility (PF) to Commercial Services (C-3) for an approximate 3.2 acre area located along the west side of Grand National Boulevard, between Davis Lane and Overland Ridge, approximately 250 feet north of Overland Ridge, and being the southern portion of the property located at 11001 Grand National Boulevard, Boone County, Kentucky; (2) a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard, which is currently zoned Commercial Services (C-3) and Public Facilities (PF) (proposed to be rezoned to C-3), Boone County, Kentucky; and (3) a Variance reducing the Buffer Yard width along a portion of the west property line from sixty (60) feet with a thirty (30) foot option to fifteen (15) feet, for an approximate 7.2 acre area located at 11001 Grand National Boulevard, Boone County, Kentucky. The request is for the development of three (3) commercial building sites.

Staff Member, Michael Schwartz, read the Committee Report, which recommended denial/disapproval based upon Findings of Facts for the Zoning Map Amendment and Change in Concept Development Plan and Approval of the Variance request with 2 Conditions. The Committee vote was 4-1 to deny the Zoning Map Amendment and Change in Concept Development Plan and to approve the Variance.

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

Mr. Jeff Baumgarth, Myers Cooper, stated that there were many back and forth discussions at the two Committee meetings. He asked Staff to distribute the proposed conditions that his company agreed to from the Committee meetings (see Exhibit A). He noted that the front two-thirds of the development is already zoned C-3 with no use restrictions and he has voluntarily removed 48 uses from the C-3 zoning district. The biggest hurdle for the Committee was the proposed restrictions of franchise fast food style uses. Even though the definition is subjective, their compromise was to allow only one of those types of restaurants with a drive-thru on one of the pads. Interstate traffic would have to drive down Richwood Road and use the roundabout to get to the site. It wouldn't be convenient for highway travelers. They did complete a traffic study and it showed there was excess capacity on Grand National Boulevard. The County Engineer reviewed and agreed to the methodology of the Study. In addition, there was a provision to provide access to the adjoining 30 acres to the west, thus granting access to Grand National Boulevard. They agree to provide an easement subject to agreeable terms since there are no plans for the property next door. He stated that they were in agreement with all other conditions and asked the Board to approve the project.

Mr. Costello noted that the conditions mentioned by the applicant were not prepared by Staff. They were sent to Staff on Monday before the Business Meeting. Mr. Schwartz stated that they don't exactly represent what they took discussed at the Committee meeting. The proposed

conditions prepared by the applicant are contrary to our normal procedure.

Ms. Geri Miracle, 118 West Maple Avenue, stated that she and her husband own the property to the west of the site. She asked about the Variance request. She is totally and completely opposed to a 15 foot Variance. These buildings will be too close to her property and to the rental house on her property. She currently has no plans to sell the property. She expressed a concern about the rear view of the buildings facing her property. There is usually a lot of garbage. Since they don't know who will be going into the buildings, then they really don't know what they will look like. Mr. Schwartz explained that normally a 30 foot buffer is required next to Ms. Miracle's property. The applicant wants to reduce it to 15 feet.

Mr. Scott Kramer, 579 Winchester Drive, stated that he is against the development because the roundabout won't be able to handle the commercial traffic. There is no way someone can prevent interstate traffic from going to the proposed uses. It could be a bar. We put the bar up front and the school in the back. He is proud of the subdivision and the schools.

Seeing no further comment, **Mr. Lunneman moved, by Resolution to the Boone County Fiscal Court, to recommend denial of the Zoning Map Amendment and Change in Concept Development Plan and approval of the Variance with the 2 Conditions. Mr. Hincks seconded the motion.**

Mrs. Kegley asked if the developer was willing to put in a public street with sidewalks to the neighboring property? Mr. Baumgarth responded that their preference was for an easement. It is too early to determine the language for that easement. Mrs. Kegley thought differently from the Committee meeting. She is going to change her vote to no because she thought there was a commitment for one restaurant and a road with sidewalks, a curb and gutters. The connection will help determine future development along Richwood Road. It needs to be a public connection and it may not happen immediately. It needs to be there because of limitations of left turns on Richwood Road.

Ms. Gulick stated that she voted for denial in Committee. It just wasn't traffic but a culmination of things. It sets a precedent for development along Richwood Road. It is located in a corner of a highly visible roundabout. It has to look nice and operate well. There was no vision of what it might look like. The applicant mentioned marketing the property to large corporations. She didn't want large corporations to decide how the neighborhood would look.

Mr. Hincks agreed with Ms. Gulick's comments. The project really didn't serve the local residents but other people traveling through the area. There was a lot of resistance to the design of the project.

Chairman Rolfsen stated that Richwood is in dynamic flux right now. There are projects that have been approved but not yet built. There is a new truck stop that isn't open yet. He thought it was too soon to submit an application. Is the interstate ramp functioning properly? Not knowing what is going in there is difficult. It could be a disaster for the area.

Mrs. Steele asked if it was going to be one or two votes. Mr. Costello replied one vote. Mrs. Kegley stated that should the Fiscal Court overturn the denial by the Planning Commission, then the Variance would automatically be approved.

Mrs. Kegley notes that it would then it would be in place – the Variance and the fence to screen the development. There will be a four foot wall and an 8 foot high fence in the area. There will be protection for the neighbor. If the Fiscal Court denies the entire application, the Variance would go away since the property was not rezoned and the Change in Concept Development was denied.

Mr. Wilson asked Mr. Lunnemann whether his motion was based upon the Findings of Fact and the Committee Report? Mr. Lunnemann responded yes and Mr. Hincks also agreed.

At this time, Chairman Rolfsen asked the Board to vote on the original motion made by Mr. Lunnemann and seconded by Mr. Hincks. The vote to deny/disapprove the Zoning Map Amendment and the Change of Concept Development Plan passed unanimously as well as approval of the Variance request subject to two conditions.

Mr. Wilson reminded the audience that the Planning Commission takes final action on only the Variance. The Fiscal Court takes action on the Zoning Map Amendment and the Change in Concept Development Plan.

CHANGE IN AN APPROVED CONCEPT DEVELOPMENT PLAN, David Hincks, Chairman, Steve Lilly, Staff

2. Request of **Jillian Hunt (applicant)** for **MACS Property, LLC (owner)** for a Change in an Approved Concept Development Plan in a Commercial Services (C-3) zone for an approximate 3.4 acre area located at 2804 Idlewild Bypass, Boone County, Kentucky. The request is for a Change of Concept Development Plan from a landscape business to construction sales and service uses.

Staff Member, Steve Lilly, read the Committee Report, which recommended approval based upon Findings of Facts for the Zoning Map Amendment. It was recommended unanimously for approval by a 4-0 vote with Mrs. Kegley, Mr. Lunnemann, Mr. Harper and Mr. Hincks voting for the project.

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

Ms. Jill Hunt, applicant, stated that she was available to answer any questions.

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

NEW BUSINESS

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

3. Request of **Turfway Commons Trust, per Eric Fegan (applicant/owner)** for a Change of Concept Development Plan for an approximate 10.3 acre area located at 4999 Houston Road, Florence, Kentucky, which is currently zoned Commercial Two/Planned Development/Houston-Donaldson Study Corridor (C-2/PD/HDO).

The submitted request is to allow a portion of the existing building to be used for office, retail, recreation, or warehousing and distribution uses.

ZONING MAP AMENDMENT, Steve Lilly, Staff

4. Request of **Asbury Development, LLC (applicant)** for **PMM Properties, LLC (owner)** for: (1) a Zoning Map Amendment from Suburban Residential One (SR-1) to Suburban Residential Two (SR-2); and (2) a Variance reducing the minimum side yard setbacks for all proposed lots from five (5) feet minimum on one side and fifteen (15) feet total of both sides to five (5) feet minimum on both sides, for an approximate 3.6 acre area located at the terminus of Asbury Way, having a Parcel Identification Number (PIDN) of 047.00-00-031.00, Boone County, Kentucky. The request is for a zone change and variance to allow the development of sixteen (16) detached single-family residential dwellings.

ZONING MAP AMENDMENT FOR A SPECIAL SIGN DISTRICT, Steve Lilly, Staff

5. Request of **Atlantic Sign Company (applicant)** for **Newman's Tractor Sales (owner)** for a Zoning Map Amendment for a Special Sign District, for an approximate 7.3 acre area located at 2841-2885 Verona Mudlick Road, Boone County, Kentucky, which is currently zoned Commercial Services/Planned Development (C-3/PD). The submitted request is to allow the installation of a freestanding sign having a height of ninety-five (95) feet and a sign area of one hundred ninety-six (196) square feet.

CONCEPT DEVELOPMENT PLAN/ZONING MAP AMENDMENT FOR A SPECIAL SIGN DISTRICT, Michael Schwartz, Staff

6. Request of **Anchor Properties, per Nate Stark (applicant)** for **BRG Hebron Station, LLC, per BRG Realty Group, LLC (owner)** for: (1) a Concept Development Plan; and (2) a Zoning Map Amendment for a Special Sign District, for an approximate 4.1 acre area located along the east side of North Bend Road, between Cougar Path and Petersburg Road, approximately five hundred (500) feet north of Cougar Path, and being part of the parcel having a Parcel Identification Number of 047.00-00-119.04, Boone County, Kentucky, which is currently zoned Commercial Two/Planned Development (C-2/PD). The submitted request is to allow: (1) the construction of a convenience store with gasoline pumps and an eating and drinking establishment; and (2) to allow alternative signage.

ZONING MAP AMENDMENT, Michael Schwartz, Staff

7. Request of **Philip and Christie Hartman (applicant/owner)** for a Zoning Map Amendment from Recreation (R) to Recreation/Planned Development (R/PD) for an approximate 36.05 acre area located at 2560 Camp Farm Road and a portion of 2575 Camp Farm Road, Boone County, Kentucky. The request is for a zone

change to allow the permitted uses within the R district as well as a reception hall, catering facility, the production of handmade objects or packaged food for sale, and the addition of a single-family dwelling, a barn, or a greenhouse.

ZONING MAP AMENDMENT, Todd Morgan, Staff

8. Request of **Viox and Viox, per Eric Ball (applicant) for Danny Lee and Deborah Delph (owner)** for a Zoning Map Amendment from Industrial Three Surface Mining (I-3) to Suburban Residential One (SR-1) for an approximate 38.5 acre area located at 6056 Burlington Pike, Boone County, Kentucky. The request is for a zone change to allow the retention of an existing detached single-family residential dwelling and the development of five (5) additional detached single-family residential dwellings.

Mr. Richardson moved to schedule the Public Hearings for Items #3, #4 and #5 on March 6, 2024 at 7:30 p.m. in the Fiscal Courtroom Mrs. Kegley seconded the motion and it passed unanimously. Dr. Clark moved to schedule the Public Hearings for Items #6, #7 and #8 on March 20, 2024 at 7:30 p.m. in the Fiscal Courtroom. Mr. Schwenke 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)

Chairman Rolfsen asked for the status of the Committee assignments. Mr. Costello replied that it will be concluded by the end of this week.


K. OKI REPORT: (Randy Bessler)
No Report

L. OTHER:

M. ADJOURNMENT:

There being no further business to come before the Planning Commission, **Mr. Bessler moved to adjourn the meeting. Mrs. Kegley seconded the motion and it passed unanimously. The meeting was adjourned at 7:43 P.M.**

APPROVED

 (FOR)

Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

Exhibit A – List of Potential Conditions prepared by Jeff Baumgarth, Myers-Cooper

Boone County Planning Commission:

The subject property is zoned C-3 and the development plan submitted meets the requirements of the County zoning code with the exception of the setback variance request. A zone change for the rear portion of the site is proposed for the benefit of County planning and zoning management. Due to the requirement for Concept Plan review a variety of additional conditions have been suggested by the Zoning Committee. We have strived to agree to as many of the conditions as we could in order to gain Planning Commission support. The following summarizes the conditions we have agreed to:

- 1) The development shall prohibit the 48 uses detailed in the application as eliminated from the C-3 permitted use list.
- 2) There shall be only one eating establishment that provides drive through or pick up service lane(s).
- 3) At the time the adjacent property to the West of the site develops, an access easement along the proposed driveway, between Grand National Boulevard and the Western property line of the site will be negotiated to address access, repairs & maintenance, and recorded at such time that property owner has applied for approval of a development plan to Boone County.
- 4) A six foot (6') high privacy fence shall be constructed along the west property line of the site, beginning at the southern end of the northernmost retaining wall and running along the property line a distance of approximately 150'.
- 5) Landscaping shall meet the minimum requirements of the zoning regulations, with the exception of the Buffer Yard width along the west property line where the proposed Variance is being granted. The Grand National Rd. frontage will be considered the "front yard" for each building.
- 6) The centerline of the proposed driveway shall align with the centerline of Davis Lane.
- 7) The property owner will grant Boone County rights for sidewalk maintenance along the existing 25' easement area previously granted to the Steeplechase Subdivision.
- 8) Building design shall meet the following requirements:
 - Individual components on building facades, such as windows, doors, projections, placement of design details, and changes in footprint, rooflines and forms, materials, and colors, shall also be proportionate to one another and balanced on the overall structure.
 - Main building entrances shall be emphasized in the facade design.

FEBRUARY 5, 2024

- The primary exterior wall materials shall include brick, architectural grade CMU, stone, tile, or concrete which is formed to have a highly textured, fluted, or unit masonry appearance. These materials shall have an integral color. Architectural grade metals such as Alucobond or Longboard type products are also permitted. Glass curtain walls used in conjunction with these materials are also permitted. Other materials such as EIFS/stucco, wood or cement board siding, glass block, and precast concrete may be used for trim, detailing, and incidental or secondary wall areas.
- Only architectural grade materials shall be used for exterior surfaces. Flimsy or synthetic appearing exterior wall materials, such as ribbed, industrial style metal siding, T-111, EIFS systems with visually pronounced joints (not including designed scoring or reveals), plain faced CMU, vinyl or aluminum siding will not be permitted.
- Materials for any pitched roof shall be architectural grade, three-dimensional shingles or tiles, slate, or standing seam metal.
- Color schemes shall use at least two colors to highlight building features and details, create contrast, and to avoid monotony and starkness in the overall building design. A consistent color scheme shall be provided on all facades so that the appearance of a rear or service side of the building is minimized.
- All mechanical equipment shall be screened. Ground mounted equipment shall be screened either with landscaping or enclosed with an enclosure structure which uses similar materials, colors, and design detailing compatible with the principal building. If roof mounted on a flat roof building, the equipment shall be screened by a parapet wall or mansard.
- Loading/unloading and/or service areas shall be placed in the side or rear yard only, excluding corner side yards. Garbage storage areas and accessory structures shall be placed in the side or rear yard only, excluding corner side yards. Garbage storage areas shall be enclosed per the requirements of SECTION 3151 of the zoning regulations. Additionally, garbage enclosure structures and accessory structures shall be constructed with the similar materials, colors, and design detailing compatible with the principal building.
- Retaining walls shall be constructed of brick, architectural grade CMU, concrete which is formed to have a unit masonry appearance, or segmental retaining wall blocks. Plain faced CMU and/or materials with a painted finish are not permitted.

SUPPORTING INFORMATION

LEGAL DESCRIPTION
11105 GRAND NATIONAL BOULEVARD
7.1957 ACRES
BOONE COUNTY, KENTUCKY

Beginning at a set iron pin in the eastern right-of-way line of Richwood Road (Kentucky State Route 338) in Unincorporated Boone County, said pin marking the west corner of the Em-A-Non Acres Limited Partnership property as described in Deed Book 498 at Page 302 of the Boone County Clerk's Records at Burlington, Kentucky, and marking the north corner of the Miracle property as described in Deed Book 381 at Page 162 of said Records; thence along said east right-of-way line N 40°-26'-15" E a distance of 13.70 feet to a point, N 43°-33'-03" E a distance of 194.57 feet to a point, and N 74°-39'-29" E a distance of 73.82 feet to a point in the south right-of-way line of Grand National Boulevard; thence continuing along said south right-of-way line along a curve to the right having a radius of 208.00 feet, an arc distance of 133.05 feet as subtended by a chord bearing S 44°-25'-53" E a distance of 130.79 feet to a point, and S 26°-06'-22" E a distance of 92.83 feet to a point; thence continuing along said south right-of-way line along a curve to the left having a radius of 262.00 feet, an arc distance of 172.48 feet, as subtended by a chord bearing S 40°-04'-27" E a distance of 169.39 feet to a point; thence continuing along said south right-of-way line along a curve to the right having a radius of 1,468.00 feet, an arc distance of 342.89 feet, as subtended by a chord bearing S 52°-14'-33" E a distance of 342.11 feet to a point; thence continuing along said south right-of-way line along a curve to the right having a radius of 253.00 feet, an arc distance of 242.86 feet, as subtended by a chord bearing S 18°-03'-03" E a distance of 233.64 feet to a point, and S 09°-26'-57" W a distance of 410.00 feet to a point; thence continuing along said south right-of-way line along a curve to the left having a radius of 1,032.00 feet, an arc distance of 133.04 feet, as subtended by a chord bearing S 05°-45'-21" W a distance of 132.95 feet to a set iron pin marking the corner of the said Em-A-Non Acres Limited Partnership property and the northeast corner of the Store Master Funding V, LLC property; thence leaving said south right-of-way line N 88°-36'-06" W along the common line of the said Em-A-Non Acres Limited Partnership and the said Store Master Funding V, LLC properties 236.94 feet to set iron pin marking the common corner of the said Em-A-Non Acres Limited Partnership and the said Store Master Funding V, LLC properties; thence along the common lines of the said Em-A-Non Acres Limited Partnership and said Miracle properties N 24°-30'-42" E a distance of 475.72 feet to a found iron pin, and N 45°-33'-47" W a distance of 949.99 feet to the Place of Beginning, containing 7.1957 acres of land.

Memorandum

Date: December 1, 2023

To: Rob Franxman, Boone County Public Works

From: Katie Dillenburg, Bayer Becker *KMD*
Tessa Ernst, Bayer Becker

cc: Linzy Brefeld, Kentucky Transportation Cabinet, District 6
Chris Breda, The Myers Y. Cooper Company

Subject: Proposed Commercial Development – 11105 Grand National Boulevard
Traffic Impact Study

Bayer Becker has prepared the following Traffic Impact Study (TIS) for the site located at 11105 Grand National Boulevard, in the Richwood area of Boone County, Kentucky.

The specific scope of work was identified by Bayer Becker, based on Boone County requirements, as presented in a memorandum dated November 3, 2023, which was approved by Boone County Public Works.

Proposed Development

A proposed commercial development project is to be located at 11105 Grand National Boulevard, on the southwest corner of Richwood Road (KY 338) and Grand National Boulevard, in Boone County, Kentucky.

More specifically, the project site / proposed development is to consist of three separate free-standing buildings with site access provided at the existing curb cut positioned along Grand National Boulevard opposite Davis Lane. Potential land uses for the site include restaurant, retail, office, financial services, and / or medical services.

A preliminary site plan is provided by attachment.

Area Conditions

The study area of the TIS consists of the Grand National Boulevard and Proposed Site Access / Davis Lane key intersection.

Grand National Boulevard, along the site frontage, is a north-south, two-lane roadway with a posted speed limit of 25 miles per hour (mph). According to the KYTC Functional Classification Map, Grand National Boulevard is a local roadway.

Existing Traffic

The key intersection of was previously studied by TEC Engineering, Inc. (TEC) for the proposed Provision Living development. As published within the prior study, a weekday AM and PM peak hour turning movement traffic count was conducted at the adjacent intersection of Grand National Boulevard / Triple Crown Boulevard and Richwood Road (KY 338), performed on Tuesday, January 4, 2022, from 6:00 AM to 8:00 AM and from 4:00 PM to 6:00 PM.

This count data plus future traffic associated with the proposed Provision Living development shall be utilized as a basis for traffic within this TIS for the intersection of Grand National Boulevard and the Proposed Site Access / Davis Lane. Documents from the TEC study are provided in Appendix A.

Based on the data collected, the weekday peak hours occurred from:

- 6:45 AM to 7:45 AM – AM Peak Hour
- 4:45 PM to 5:45 PM – PM Peak Hour

The 2022 existing traffic volumes are presented in attached Figure 1.

No Build Traffic

To assess future impacts of site traffic on the adjacent roadway, volumes for 2026, the estimated full build out year, and 2036, the horizon year, are to be evaluated.

A linear growth rate of 1.00% per year was calculated for the study area, based on nearby traffic data published by KYTC. The growth rate was applied to the 2022 existing traffic volumes to estimate future 2026 and 2036 no build traffic volumes. More specifically, the growth rate yields the following growth factors:

- 1.04 – 2026 full build out year
- 1.14 – 2036 horizon year

KYTC data and the KYTC growth rate / forecast spreadsheet are provided in Appendix B.

The estimated 2026 and 2036 no build traffic volumes grown from the 2022 existing traffic volumes are presented in Worksheets 1 and 2, respectively.

As previously indicated, future traffic associated with the proposed Provision Living Development is to be included in the no build traffic volumes, in addition to the general growth, and are presented in Worksheet 3.

The 2026 and 2036 no build traffic volumes including the proposed Provision Living Development are presented in Figures 2 and 3, respectively.

Site Traffic

Site trips generated by the proposed development were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

As previously indicated, the proposed development is to consist of three separate free-standing commercial buildings with one shared site access. The proposed development, with its mix of commercial land uses, has the potential for interaction amongst these uses within the site. As defined in the ITE Trip Generation Handbook, 3rd Edition, "a multi-use development is typically a single real estate project that consists of two or more land use classifications between which trips can be made without using the off-site road system." To estimate multiple land use trip generation, the procedures presented in the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684, "Enhancing Internal Capture Estimation for Mixed-Use Developments" are to be used. More specifically, the NCHRP 684 tool/spreadsheet was used to estimate the internal capture rate or the "percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site."

Another important element of trip generation is the consideration of pass-by trips. Pass-by trips, as defined by ITE, are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on an adjacent street that provides direct access to the generator. Procedures outlined in the ITE Trip Generation Handbook, 3rd Edition establish rates to estimate pass-by for a specific land use, which are based on actual traffic count volumes collected at driveways to the various land uses.

The following table presents the assumed land uses and building sizes for the proposed development and the associated site trips generated / calculated during the weekday AM and PM peak hours of adjacent street traffic. It is noted that while the actual uses and building sizes may vary, the land uses were selected based on applicable zoning per County requirements and the areas were determined based on expected maximums.

**Table 1
Trip Generation**

Land Use	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Medical-Dental Office Building	720	7.000	TSF	17	5	22	7	18	25
After Internal Capture				14	1	15	5	13	18
Drive-in Bank	912	6.000	TSF	35	25	60	63	63	126
After Internal Capture				31	21	52	49	50	99
29% AM & 35% PM Pass-By				-9	-6	-15	-17	-18	-35
High-Turnover Restaurant	932	7.200	TSF	38	31	69	40	25	65
After Internal Capture				32	26	58	27	14	41
43% PM Pass-By				-	-	-	-12	-6	-18
Total Trips				90	61	151	110	106	216
Total External Trips				77	48	125	81	77	158
Total Pass-By Trips				-9	-6	-15	-29	-24	-53
Total New Trips				68	42	110	52	53	105

Land use descriptions and trip generation information excerpted from the ITE Trip Generation Manual are provided in Appendix C. External trip results using the NCHRP 684 tool/spreadsheet are also included in Appendix C.

Weekday peak hour site trips generated by the proposed development were distributed at the key intersection of Grand National Boulevard and Proposed Site Access / Davis Lane based on existing and expected traffic patterns.

More specifically, during the AM peak hour, new site trips were distributed at 75% entering and exiting from and to the north on Grand National Boulevard, 5% entering and exiting from / to the proposed Provision Living development via Davis Lane, and 20% entering and exiting from / to the south on Grand National Boulevard. Pass-by trips were distributed as 40% entering from the north and exiting to the south and 60% entering from the south and exiting to the north. During the PM peak hour, new site trips were distributed at 85% entering and exiting from / to the north on Grand National Boulevard, 5% from / to the east (Davis Lane), and 10% from / to the south, with pass-by trips along Grand National Boulevard at 60% entering from the north and exiting to the south and 40% entering from the south and exiting to the north.

The resulting site traffic volumes are presented in Figure 4 for new trips and for pass-by trips, Figure 5.

Build Traffic

To determine 2026 build traffic volumes, the proposed site traffic volumes from Figure 4 and Figure 5 were combined with the 2026 no build traffic volumes from Figure 2. Similarly, for 2036 build traffic volumes, the proposed site traffic volumes, Figures 4 and 5, were added to the 2036 no build traffic volumes, Figure 3.

The 2026 and 2036 build traffic volumes are presented in Figures 6 and 7, respectively.

Turn Lane Warrant Analysis

The need for turn lanes on Grand National Boulevard at the Proposed Site Access was determined using the KYTC Turn Lane Warrant spreadsheet.

Based on the analysis, left or right turn lanes are not warranted for 2026 build traffic volumes, including site traffic associated with the proposed development, nor for 2036 build traffic volumes, also including site traffic.

The complete turn lane warrant analysis is provided in Appendix D.

Capacity Analysis

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

The criteria used by HCM for an unsignalized intersection is as follows:

Level of Service	Delay Range (sec./veh.)	Expected Delay
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short traffic delay
C	> 15 and ≤ 25	Average traffic delay
D	> 25 and ≤ 35	Long traffic delay
E	> 35 and ≤ 50	Very long traffic delay
F	> 50	Excessive traffic delay

LOS analysis was performed for the intersection of Grand National Boulevard and the Proposed Site Access for 2026 and 2036 build traffic volumes, for weekday AM and PM peak hours, using Highway Capacity Software (HCS).

Complete LOS analysis results are attached in Appendix E, which are summarized in the following table.

Table 2
Levels of Service (Delay, Seconds)

Land Use	2026 Build Conditions		2036 Build Conditions		
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Grand National Boulevard and Proposed Site Access					
EB	LTR	B (13.4)	B (14.1)	B (14.0)	B (14.8)
	Approach	B (13.4)	B (14.1)	B (14.0)	B (14.8)
WB	LTR	B (10.8)	B (10.4)	B (11.0)	B (10.5)
	Approach	B (10.8)	B (10.4)	B (11.0)	B (10.5)
NB	LTR	A (7.8)	A (8.0)	A (7.8)	A (8.0)
	Approach	A (0.7)	A (0.9)	A (0.7)	A (0.9)
SB	LTR	A (7.8)	A (7.6)	A (7.8)	A (7.6)
	Approach	A (0.6)	A (0.6)	A (0.5)	A (0.6)

According to KYTC guidelines, the average intersection delay shall not exceed 80 seconds and shall not increase more than 30 percent over the no build condition. Delay for individual turning movements and lane groups shall not exceed 80 seconds.

Based on the results of the capacity analysis, the Grand National Boulevard and the Proposed Site Access intersection will operate at acceptable levels through 2026 and 2036 build conditions.

Conclusions

Based on the calculations, analysis, and results of this TIS, no turn lanes are warranted Grand National Boulevard at the Proposed Site Access.

Furthermore, the proposed commercial development at 11105 Grand National Boulevard will not significantly impact operations along Grand National Boulevard.

Please contact the author(s) of this Memorandum / TIS with any questions or comments or should any additional information be needed.

Attachments

Attachments

RICHWOOD ROAD (KY 338)



SITE PLAN

11105 GRAND NATIONAL BLVD

PREPARED BY: AEG RICHWOOD PROPCO LLC

RICHWOOD, BOONE COUNTY, KENTUCKY

DATE: 1/29/23

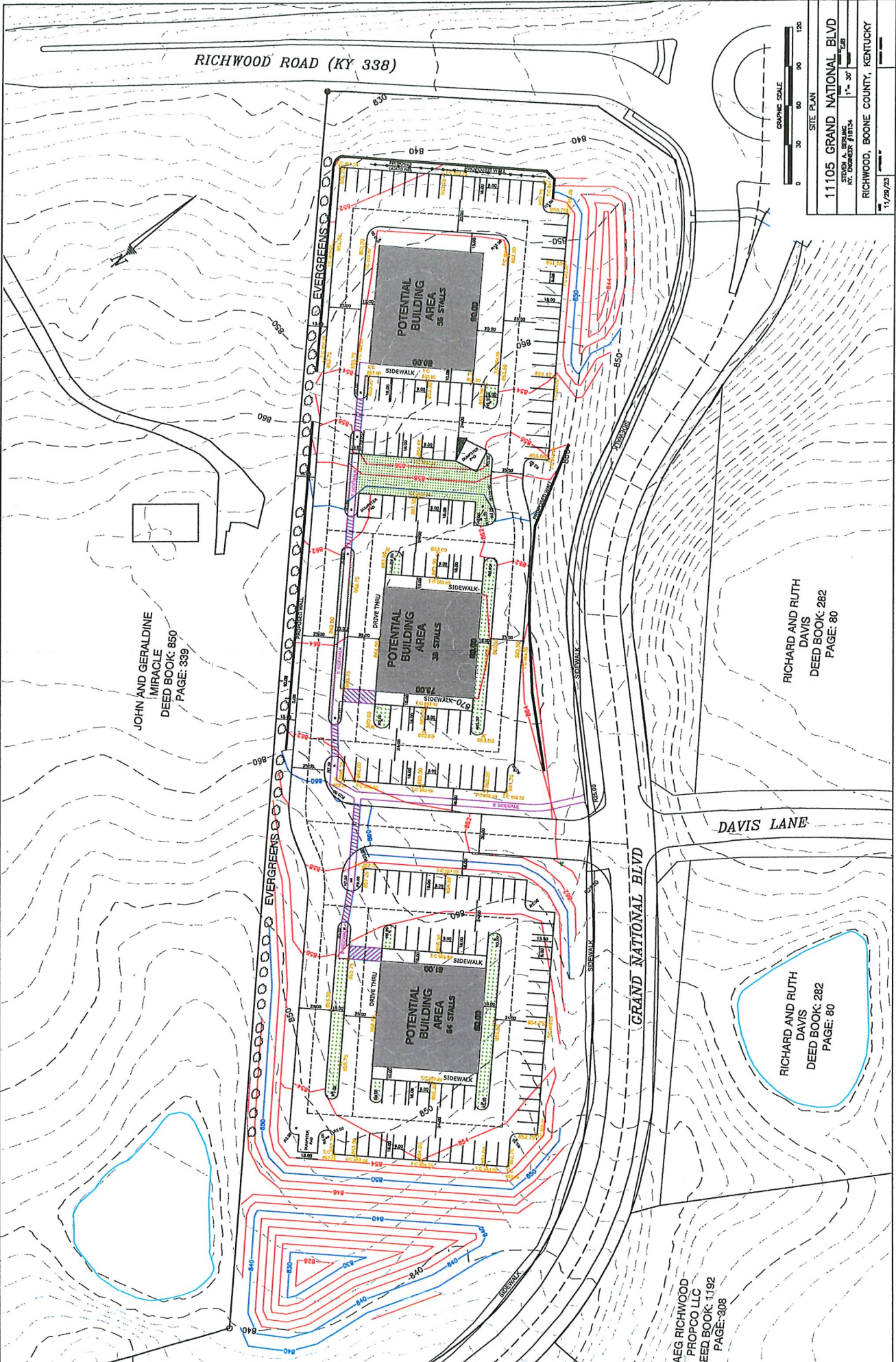
JOHN AND GERALDINE
MIRACLE
DEED BOOK: 850
PAGE: 339

RICHARD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80

DAVIS LANE

RICHARD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80

AEG RICHWOOD
PROPCO LLC
DEED BOOK: 1192
PAGE: 308



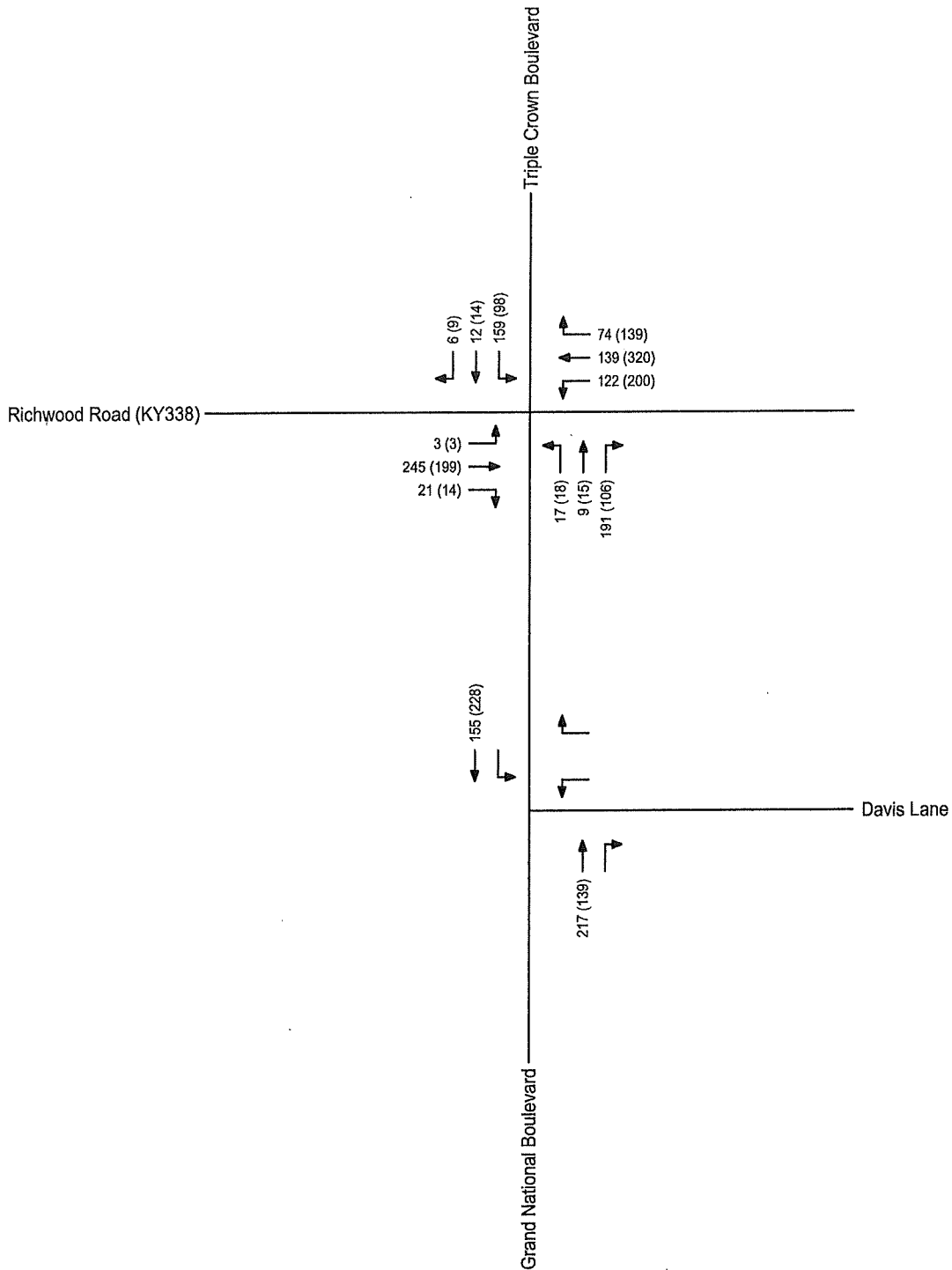


Figure 1

Proposed Commercial Development

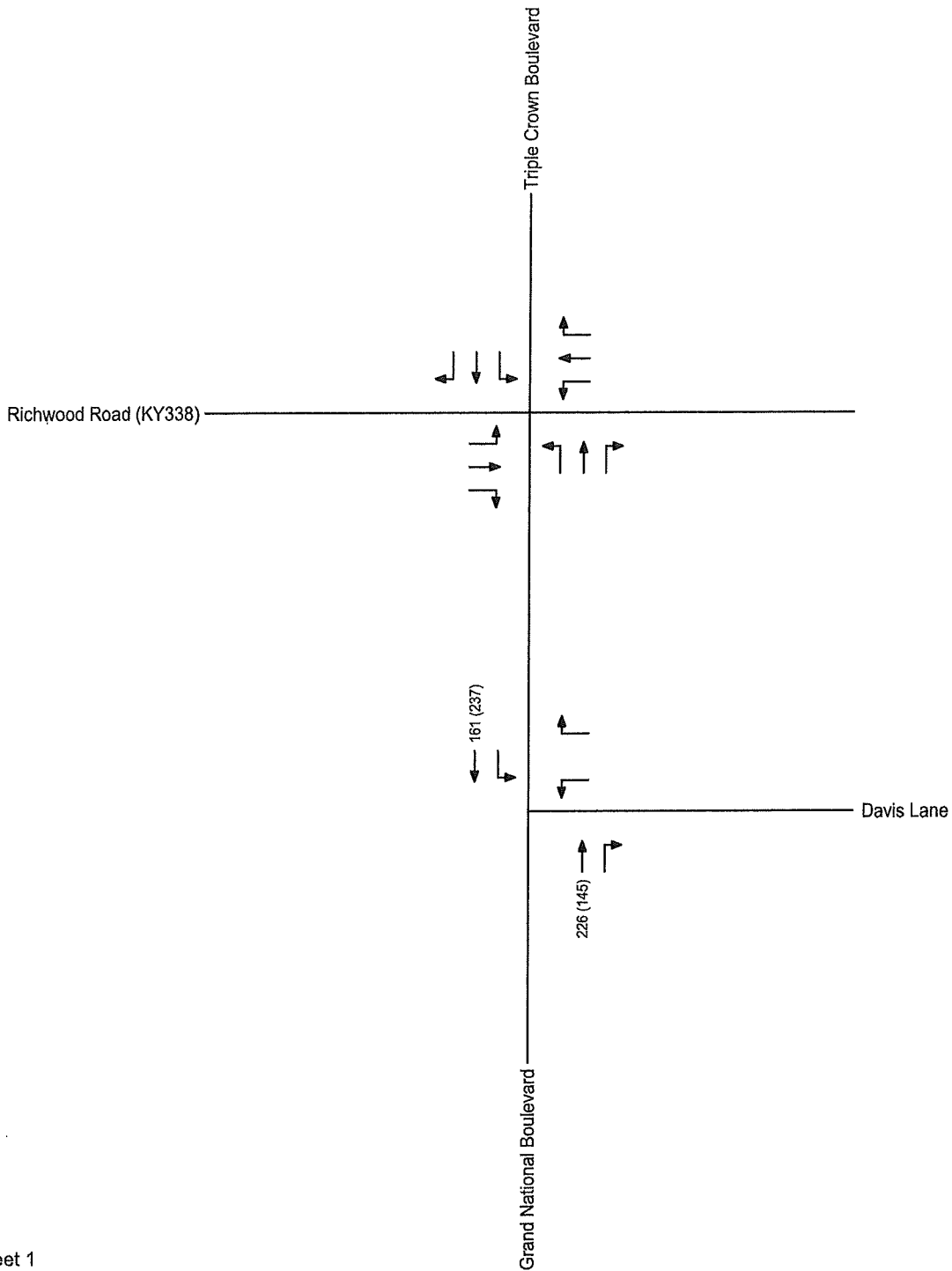
11105 Grand National Boulevard
Richwood, Boone County, KY

2022 Existing Traffic Volumes

XX - AM Peak Hour
(XX) - PM Peak Hour



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Fort Mitchell, KY - 859.261.1113



Worksheet 1

Proposed Commercial Development

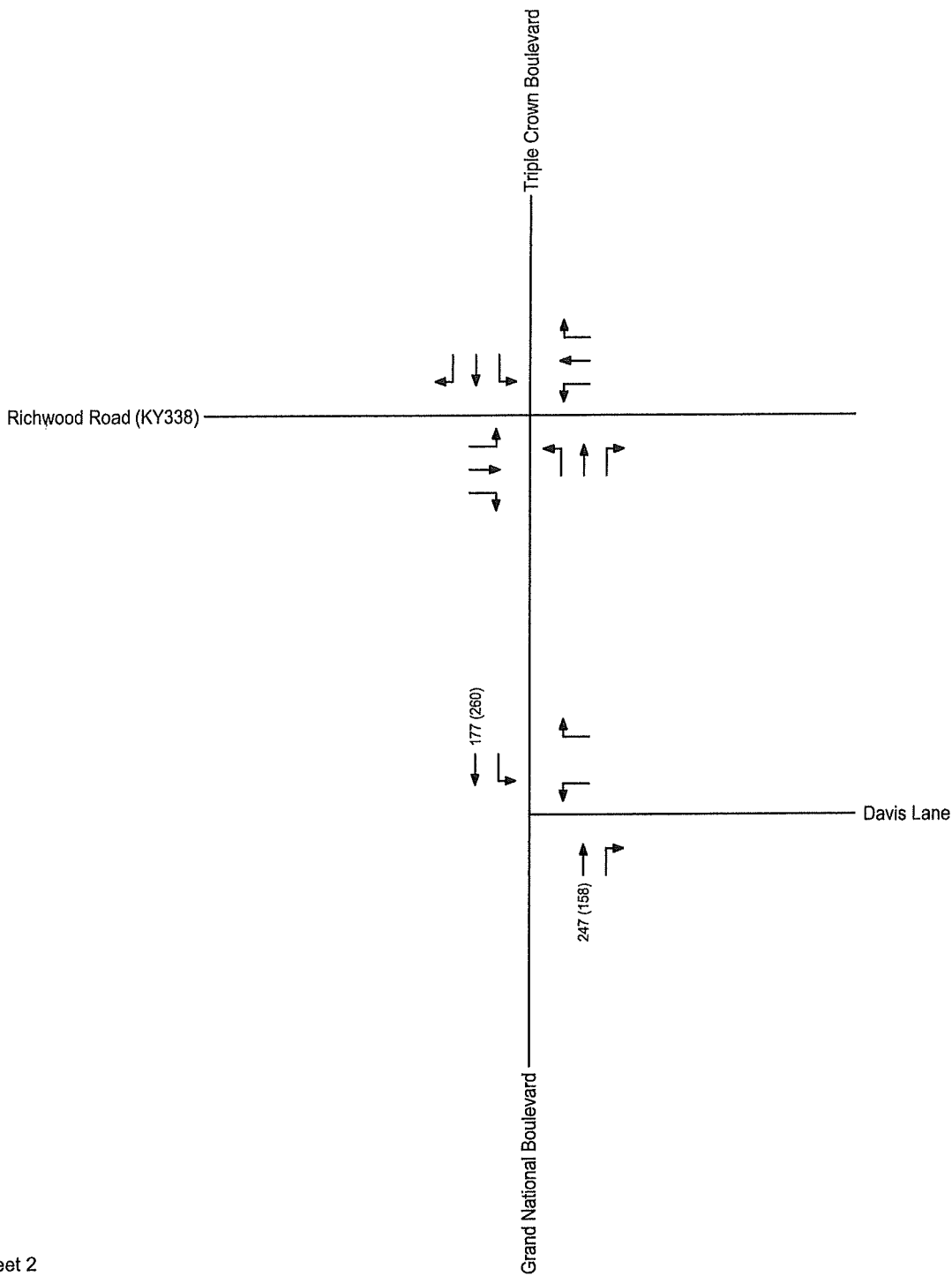
11105 Grand National Boulevard
 Richwood, Boone County, KY

2022 Existing Traffic Volumes Grown to 2026

XX - AM Peak Hour
 (XX) - PM Peak Hour



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Worksheet 2

Proposed Commercial Development

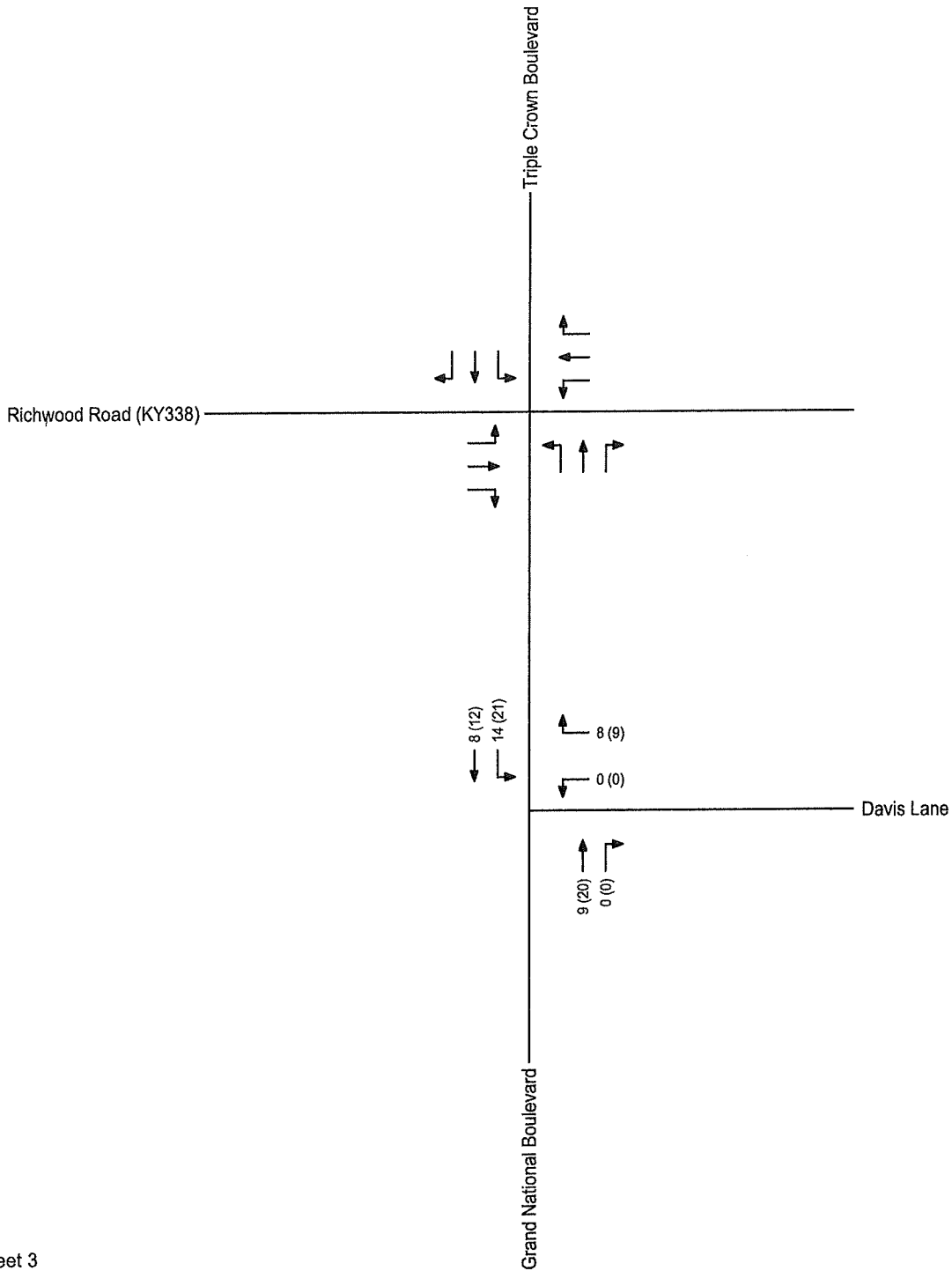
11105 Grand National Boulevard
 Richwood, Boone County, KY

2022 Existing Traffic Volumes Grown to 2036

XX - AM Peak Hour
 (XX) - PM Peak Hour



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Worksheet 3

Proposed Commercial Development

11105 Grand National Boulevard
Richwood, Boone County, KY

Provision Living Full Build Out Traffic Volumes

XX - AM Peak Hour
(XX) - PM Peak Hour



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209 Grandview Drive
Fort Mitchell, KY - 859.261.1113

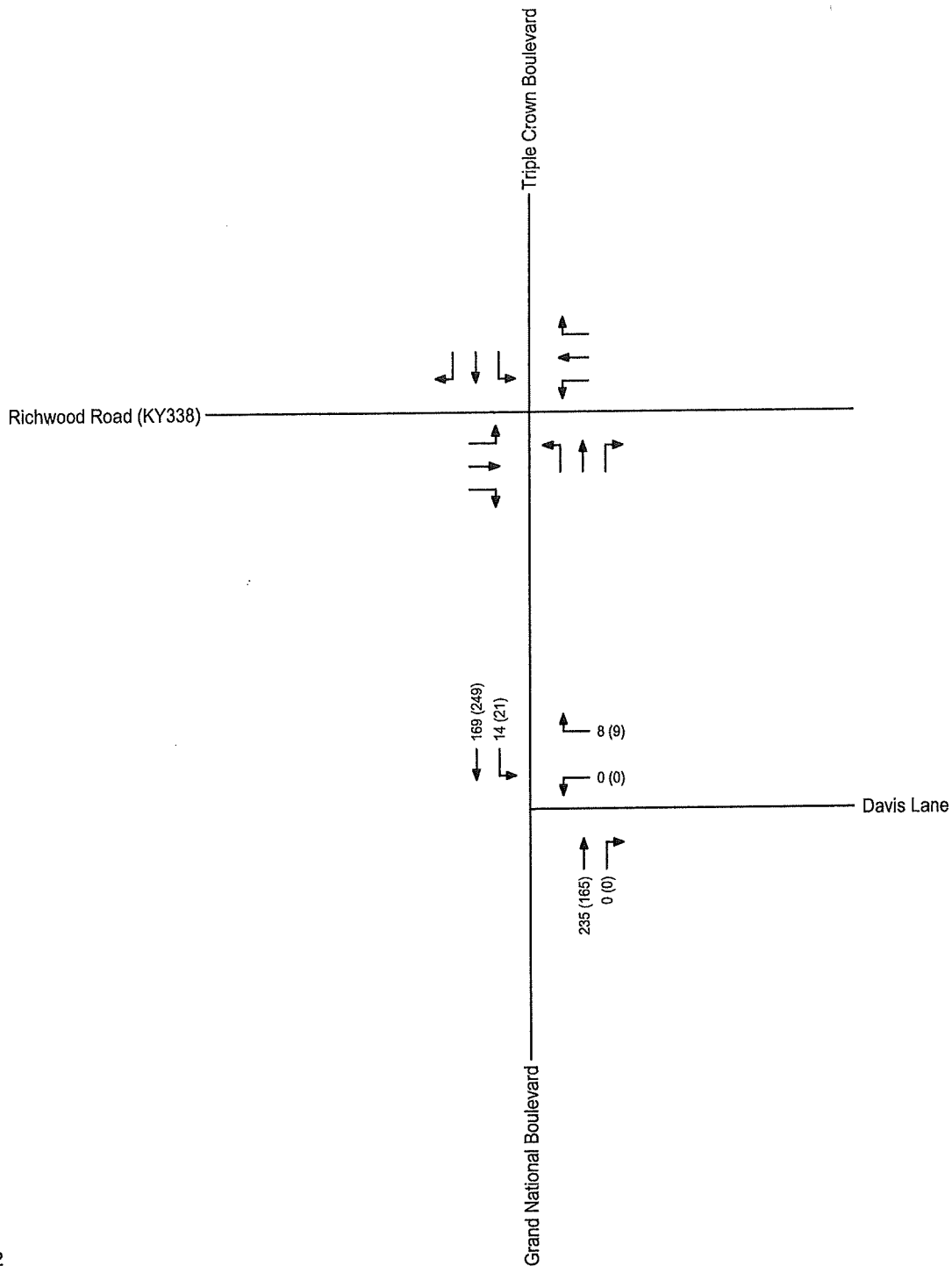


Figure 2

Proposed Commercial Development

11105 Grand National Boulevard
Richwood, Boone County, KY

2026 No Build Traffic Volumes

XX - AM Peak Hour
(XX) - PM Peak Hour



www.bayerbecker.com
209 Grandview Drive
Fort Mitchell, KY - 859.261.1113

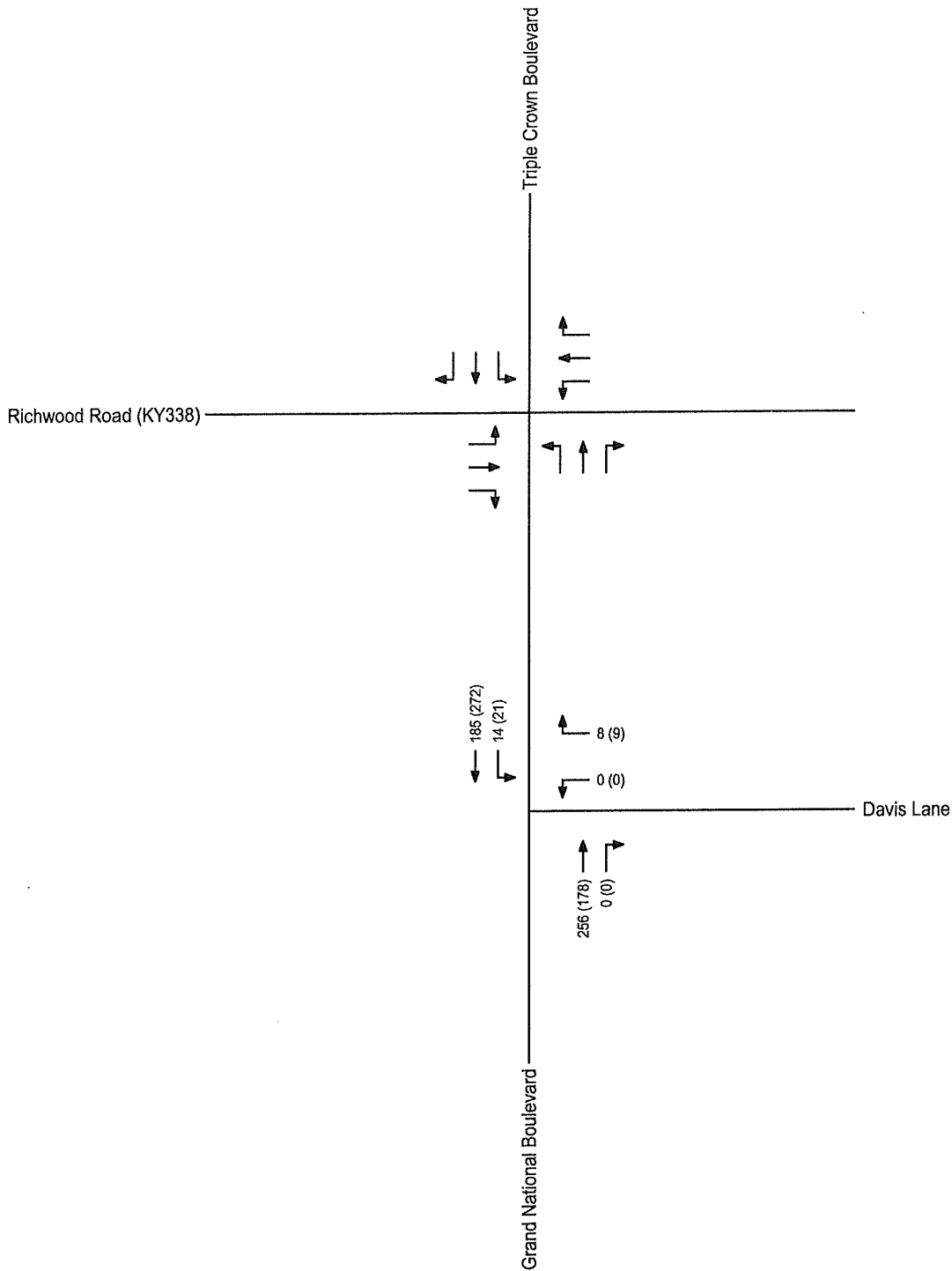


Figure 3

Proposed Commercial Development

11105 Grand National Boulevard
Richwood, Boone County, KY

2036 No Build Traffic Volumes

XX - AM Peak Hour
(XX) - PM Peak Hour



www.bayerbecker.com
209 Grandview Drive
Fort Mitchell, KY - 859.261.1113

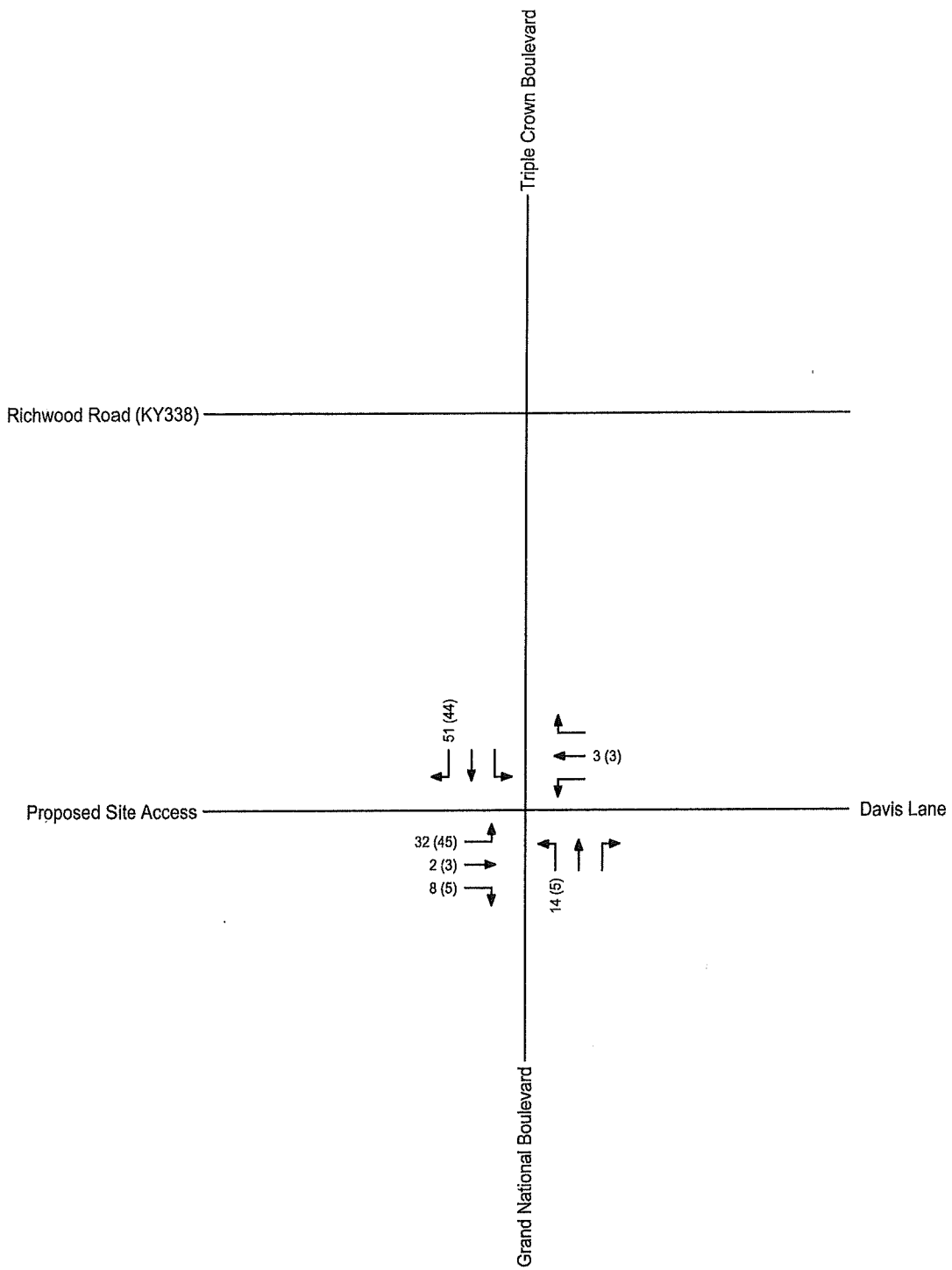


Figure 4

Proposed Commercial Development

11105 Grand National Boulevard
Richwood, Boone County, KY

Site Traffic Volumes

XX - AM Peak Hour
(XX) - PM Peak Hour



www.bayerbecker.com
209 Grandview Drive
Fort Mitchell, KY - 859.261.1113

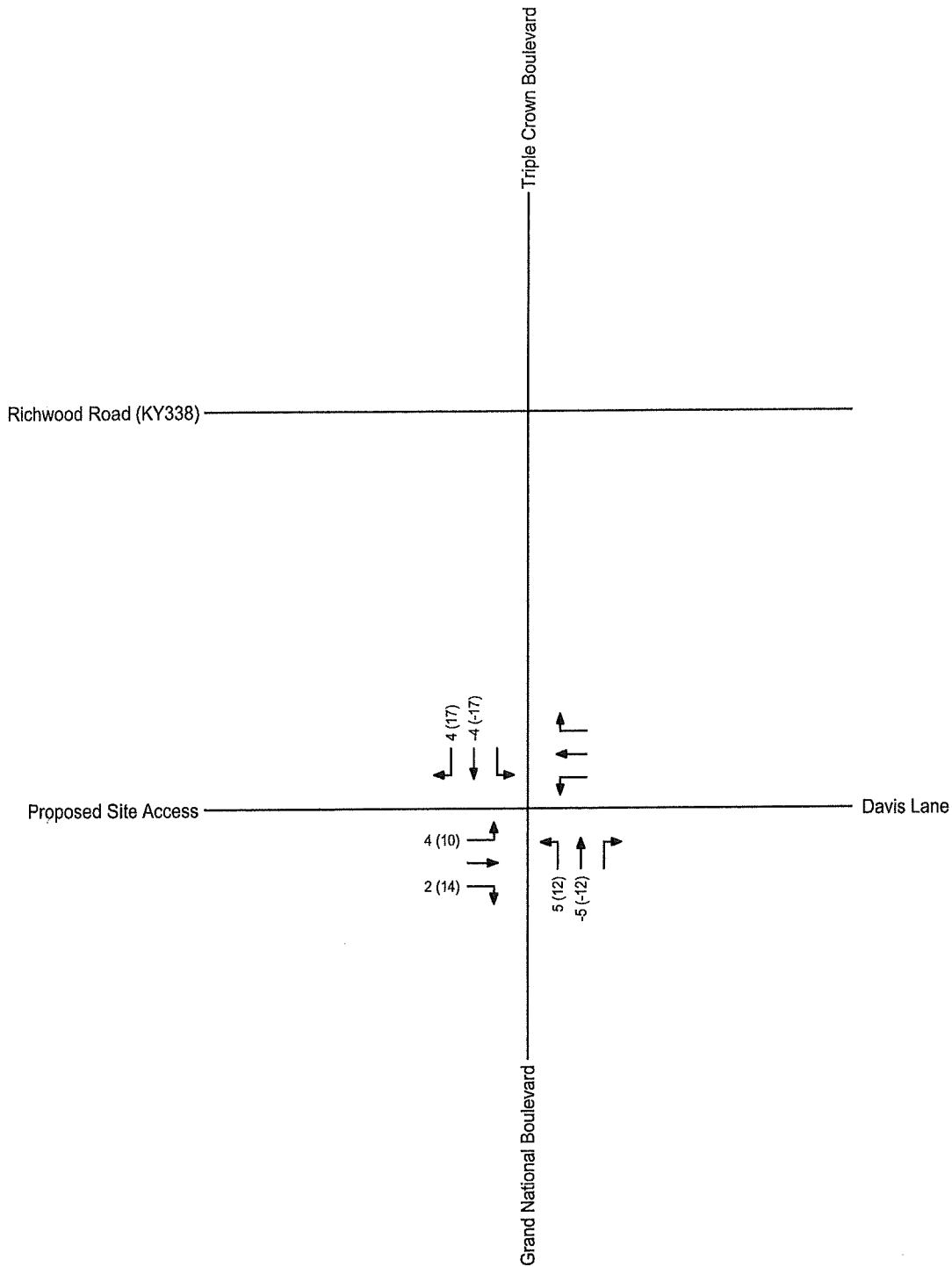


Figure 5

Proposed Commercial Development

11105 Grand National Boulevard
 Richwood, Boone County, KY

Site Traffic Volumes - Pass-By

XX - AM Peak Hour
 (XX) - PM Peak Hour



www.bayerbecker.com
 209 Grandview Drive
 Fort Mitchell, KY - 859.261.1113

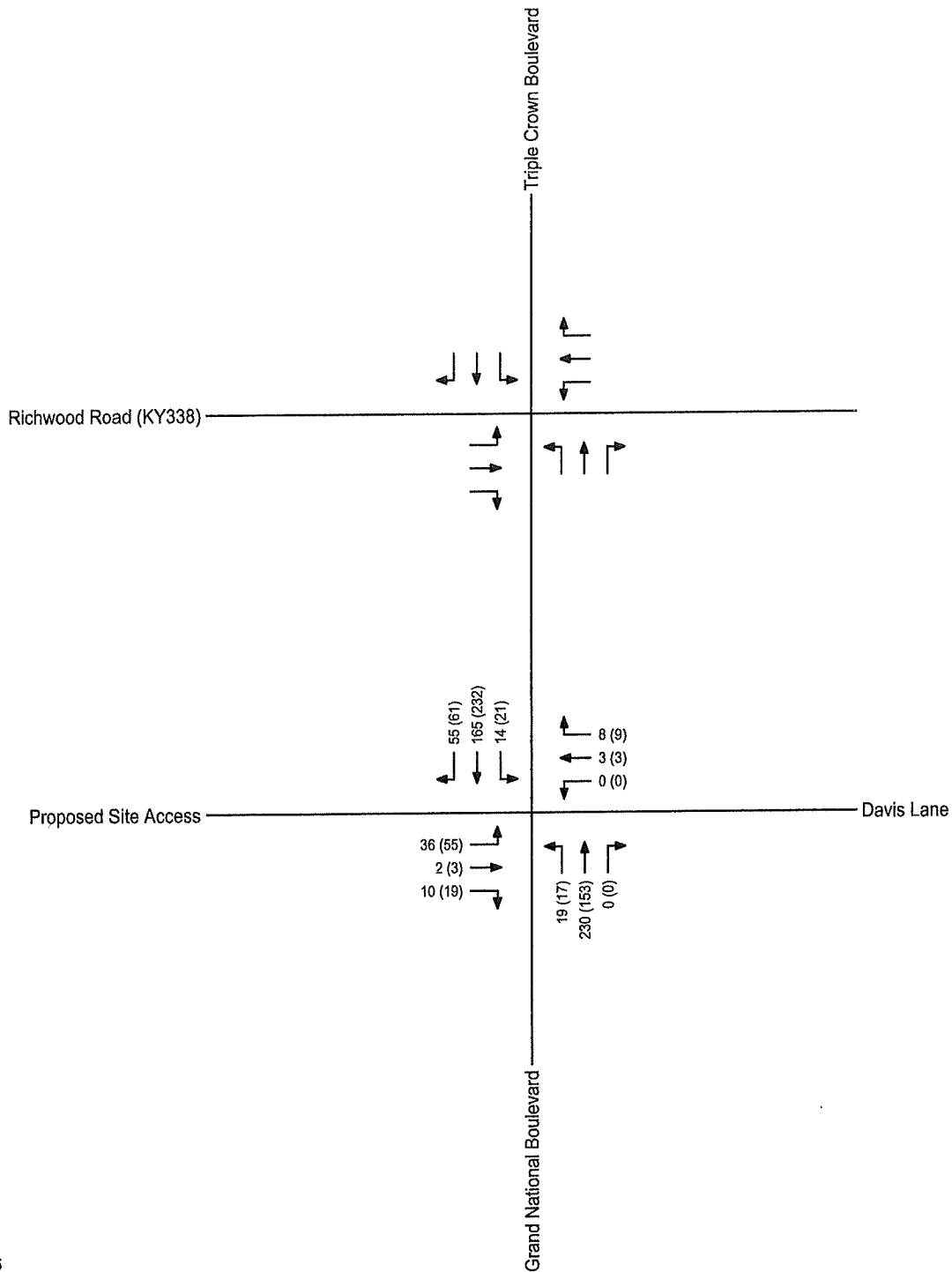


Figure 6

Proposed Commercial Development

11105 Grand National Boulevard
Richwood, Boone County, KY

2026 Build Traffic Volumes

XX - AM Peak Hour
(XX) - PM Peak Hour



www.bayerbecker.com
209 Grandview Drive
Fort Mitchell, KY - 859.261.1113

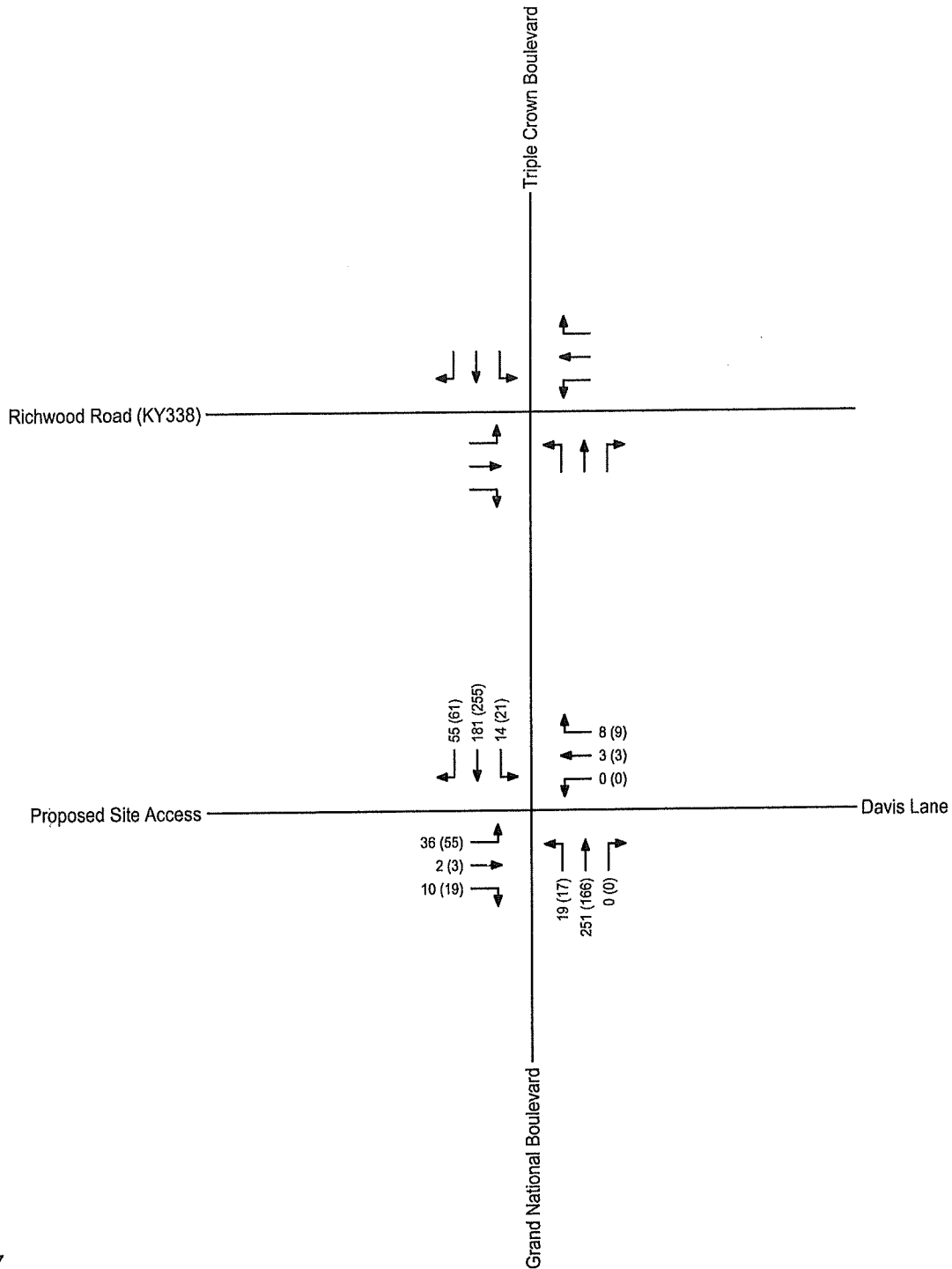


Figure 7

Proposed Commercial Development

11105 Grand National Boulevard
Richwood, Boone County, KY

2036 Build Traffic Volumes

XX - AM Peak Hour
(XX) - PM Peak Hour



www.bayerbecker.com
209 Grandview Drive
Fort Mitchell, KY - 859.261.1113

Appendix A
Documents from Provision Living Impact Study
including Traffic Count Information

2. Background Traffic

Weekday turning movement counts were completed on 1/4/2022 for the following intersections:

- Richwood Rd & Paddock Road
- Richwood Road & Grand National/Triple Crown Blvd

The 2022 volumes were then projected into Phase 1 (2024), Phase 2 (2026) and a 10-year horizon (2036) using a 1.6% compound growth rate.

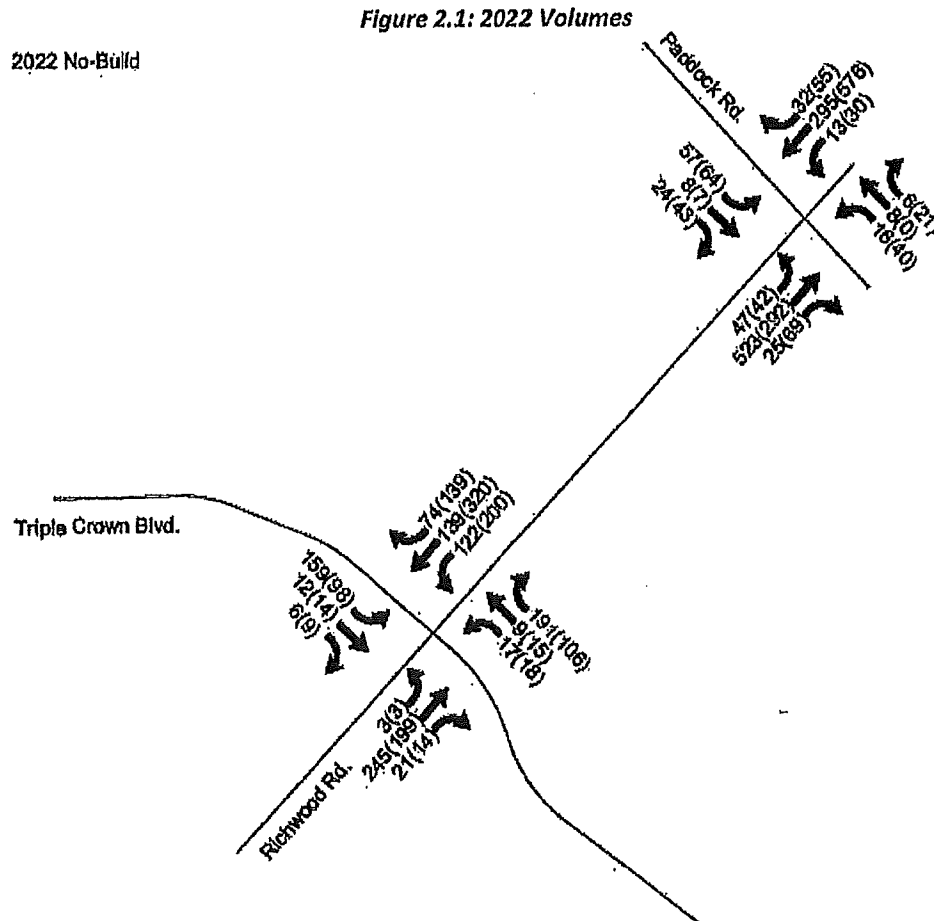


Figure 3.2: Phase 1 New Trips

Phase 1 Generation

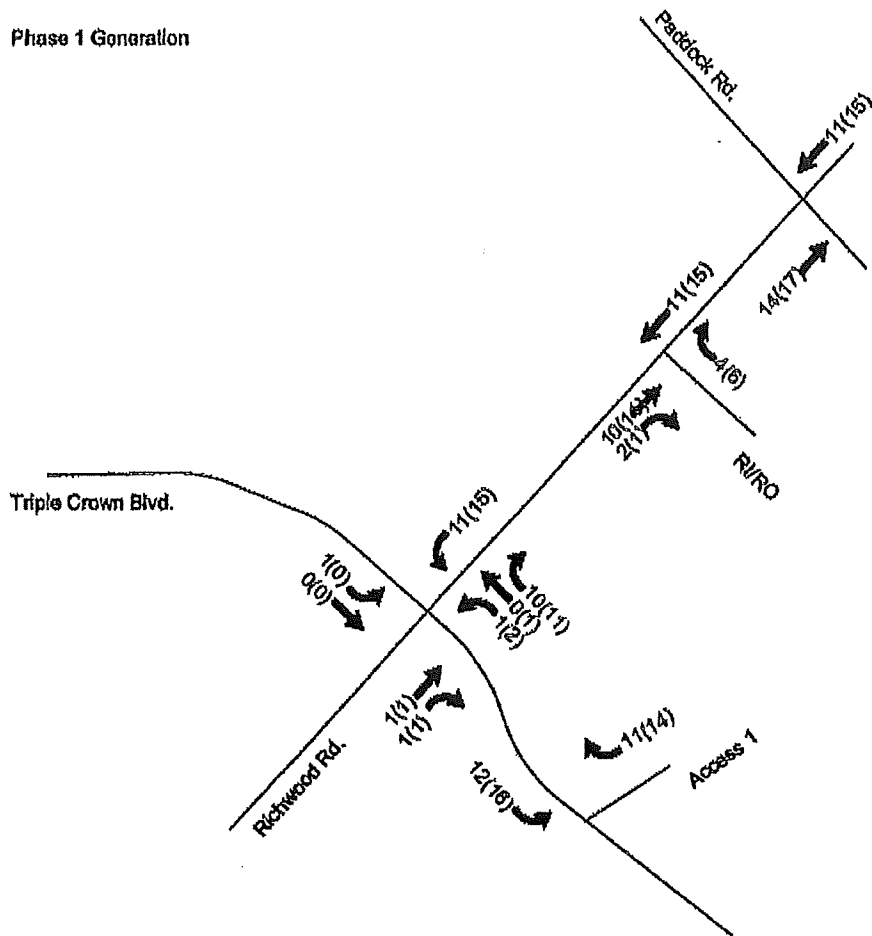
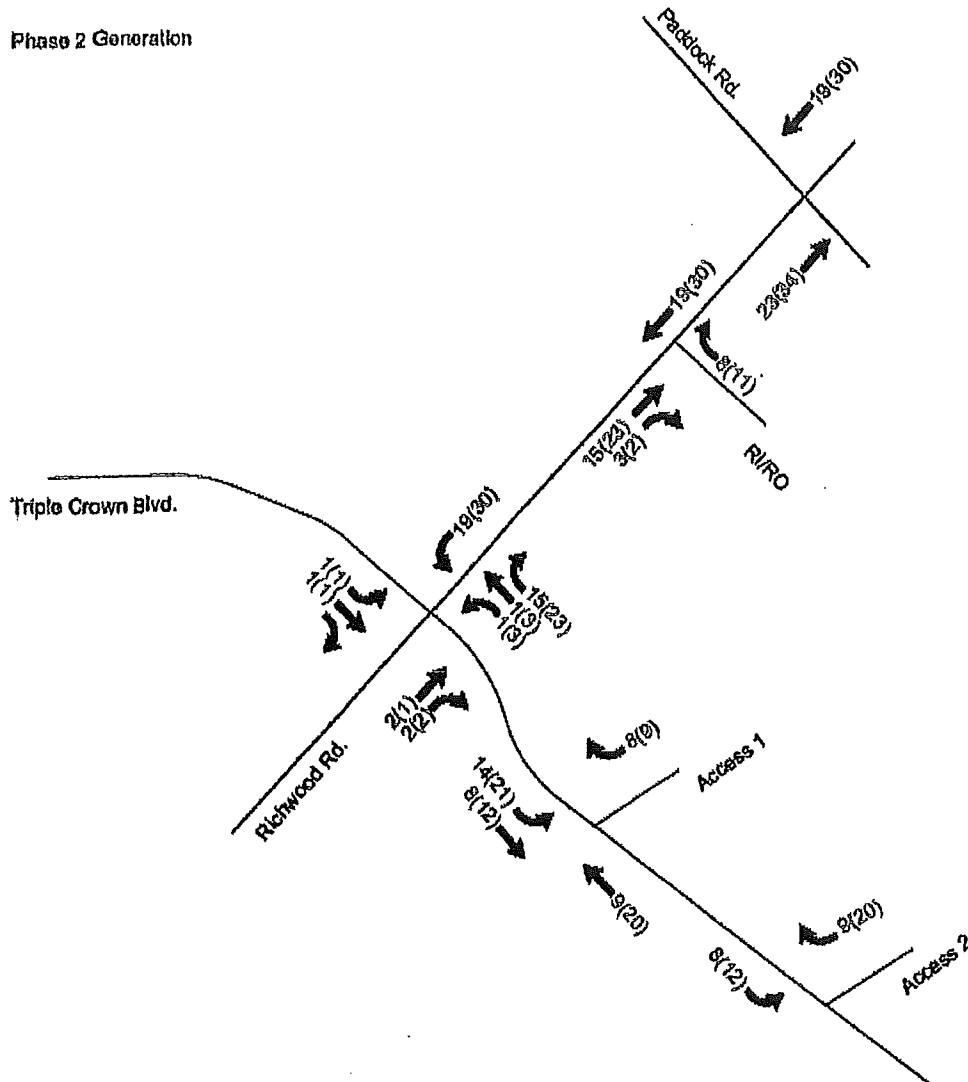


Figure 3.3: Phase 2 New Trips

Phase 2 Generation



TEC Engineering, Inc.
 Turning Movement Counts
 7288 Central Parke Boulevard
 Mason, Ohio 45040
 PH: 513-771-8828

TEC PIN: 21026-001
 Tuesday, January 04, 2022

Richwood Rd and Grand National Blvd/Triple Crown Blvd
 Total Vehicles & PHF & Heavy Vehicle %

Start Time	Richwood Rd Eastbound					Richwood Rd Westbound					Grand National Blvd Northbound					Triple Crown Blvd Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	2	70	5	0	77	7	8	4	0	19	8	7	39	0	54	55	1	3	0	59	209
6:15 AM	1	67	4	0	72	15	23	10	0	48	3	1	37	0	41	43	1	2	0	46	207
6:30 AM	0	59	4	0	63	20	25	10	0	55	3	0	39	0	42	39	6	3	0	48	208
6:45 AM	0	60	5	0	65	28	34	20	0	82	0	0	40	0	40	52	5	1	0	58	245
Total	3	256	18	0	277	70	90	44	0	204	14	8	155	0	177	189	13	9	0	211	869
PHF	0.38	0.91	0.90		0.90	0.63	0.66	0.55		0.62	0.44	0.29	0.97		0.82	0.86	0.54	0.75		0.89	0.89
HV%	0.0%	1.2%	5.6%		1.4%	0.0%	6.7%	2.3%		3.4%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	1.3%
7:00 AM	1	48	3	0	52	34	37	17	0	88	5	3	54	0	62	35	3	2	0	40	242
7:15 AM	2	53	6	0	61	27	30	19	0	76	7	6	47	0	60	39	4	2	0	45	242
7:30 AM	0	51	7	0	58	33	31	18	0	82	5	0	50	0	55	33	0	1	0	34	229
7:45 AM	2	43	4	0	49	20	25	13	0	58	2	3	28	0	33	25	1	5	0	31	171
Total	5	195	20	0	220	114	123	67	0	304	19	12	179	0	210	132	8	10	0	150	884
PHF	0.63	0.92	0.71		0.90	0.84	0.83	0.88		0.86	0.68	0.50	0.83		0.85	0.85	0.50	0.50		0.83	0.91
HV%	0.0%	0.0%	5.0%		0.5%	5.3%	4.9%	0.0%		3.9%	5.3%	0.0%	0.6%		1.0%	0.8%	0.0%	0.0%		0.7%	1.8%
BREAK																					
4:00 PM	2	45	5	0	52	41	60	28	0	129	5	5	24	0	34	34	3	1	0	38	253
4:15 PM	0	40	7	0	47	35	71	37	0	143	1	4	25	0	30	29	1	0	0	30	250
4:30 PM	1	43	1	0	45	38	51	31	0	120	9	5	30	0	44	27	1	4	0	32	241
4:45 PM	0	46	3	0	49	53	66	26	0	145	4	8	23	0	35	22	2	4	0	28	257
Total	3	174	16	0	193	167	248	122	0	537	19	22	102	0	143	112	7	9	0	128	1001
PHF	0.38	0.95	0.57		0.93	0.79	0.87	0.82		0.93	0.53	0.69	0.85		0.81	0.82	0.58	0.56		0.84	0.97
HV%	0.0%	0.0%	0.0%		0.0%	1.2%	0.0%	0.0%		0.4%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.2%
5:00 PM	1	52	3	0	56	49	78	49	0	176	8	2	25	0	35	25	7	2	0	34	301
5:15 PM	0	35	5	0	40	49	81	34	0	164	3	4	30	0	37	26	3	1	0	30	271
5:30 PM	2	56	3	0	61	49	72	30	0	151	3	1	28	0	32	25	2	2	0	29	273
5:45 PM	1	29	0	0	30	40	78	35	0	153	3	1	23	0	27	16	2	1	0	19	229
Total	4	172	11	0	187	187	309	148	0	644	17	8	106	0	131	92	14	6	0	112	1074
PHF	0.50	0.77	0.55		0.77	0.95	0.95	0.76		0.91	0.53	0.50	0.88		0.89	0.88	0.50	0.75		0.82	0.89
HV%	0.0%	0.0%	0.0%		0.5%	0.0%	0.3%	0.0%		0.2%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.2%

Appendix B
KYTC Data & Forecast Spreadsheet



TIS Simplified Traffic Forecast

Count Year	2022
Opening Year	2026
Design Year	2036
Years Back	15

Number of Counts 8

Growth Rate 0.45%

KYTC Traffic Count Station #1

STA ID 008256

Paste Count Data Here	
2022	
2021	
2020	
2019	
2018	
2017	
2016	
2015	12580
2014	
2013	
2012	11181
2011	
2010	
2009	11000
2008	
2007	
2006	10100
2005	
2004	
2003	
2002	
2001	10300
2000	
1999	
1998	
1997	6680
1996	3450
1995	
1994	
1993	
1992	
1991	

KYTC Traffic Count Station #2

STA ID 008282

Paste Count Data Here	
2022	2645
2021	
2020	
2019	3277
2018	
2017	
2016	3115
2015	
2014	
2013	3086
2012	
2011	
2010	3270
2009	
2008	
2007	2990
2006	
2005	
2004	3630
2003	
2002	
2001	3550
2000	
1999	
1998	
1997	2970
1996	
1995	
1994	
1993	
1992	
1991	

KYTC Traffic Count Station #3

STA ID

Paste Count Data Here	
2022	
2021	
2020	
2019	
2018	
2017	
2016	
2015	
2014	
2013	
2012	
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Historical Traffic Volume Summary
Station Details:

Sta ID:	008256
Sta Type:	Full Coverage
Map:	MapIt
District:	6
County:	Boone
Route:	008-KY-0338 -000
Route Desc:	RICHWOOD RD

Begin MP:	0.57
Begin Desc:	I 75
End Mp:	1.6510
End Desc:	HICKS PIKE
Impact Year:	
Year Added:	

Newest Count:

AADT:	12580
Year:	2015
% Single:	9.3190
% Combo:	2.7670
K Factor:	9.70
D Factor:	55

Definitions:

Sta. ID - Three digit county number + station number

MP - milepoint

Impact Year – year of significant change to traffic pattern within station segment

AADT – Annual Average Daily Traffic – the annualized average 24-hour volume of vehicles on a segment of roadway

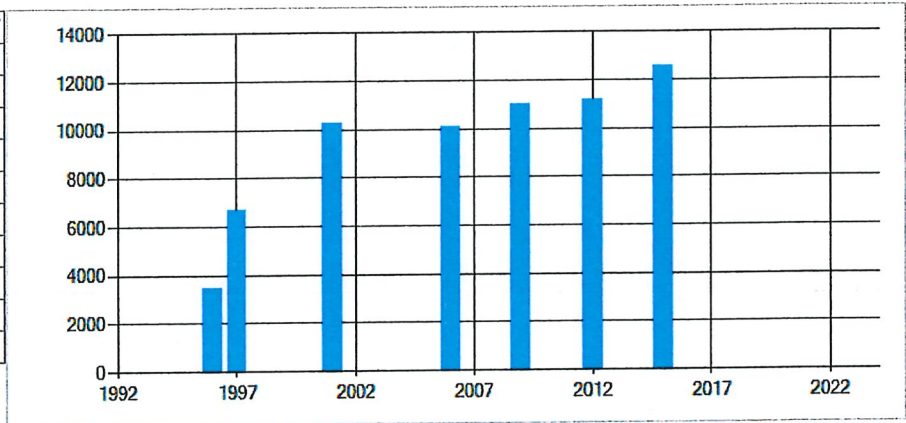
% Single – single unit truck volume as a percentage of the AADT

% Combo – combination truck volume as a percentage of the AADT

K Factor – peak hour volume as a percentage of the AADT

D Factor – percentage of peak hour volume flowing in the peak direction

Year	AADT	Year	AADT	Year	AADT
2023		2013		2003	
2022		2012	11181	2002	
2021		2011		2001	10300
2020		2010		2000	
2019		2009	11000	1999	
2018		2008		1998	
2017		2007		1997	6680
2016		2006	10100	1996	3450
2015	12580	2005		1995	
2014		2004		1994	



Historical Traffic Volume Summary

Station Details:

Sta ID:	008282
Sta Type:	Full Coverage
Map:	MapIt
District:	6
County:	Boone
Route:	008-KY-0338 -000
Route Desc:	RICHWOOD RD

Begin MP:	1.6510
Begin Desc:	HICKS PIKE
End Mp:	2.3930
End Desc:	KY 2951(CHAMBERS ROAD)
Impact Year:	
Year Added:	

Newest Count:

AAADT:	2645
Year:	2022
% Single:	9.3190
% Combo:	2.7670
K Factor:	9.80
D Factor:	56

Definitions:

Sta. ID - Three digit county number + station number

MP - milepoint

Impact Year - year of significant change to traffic pattern within station segment

AAADT - Annual Average Daily Traffic - the annualized average 24-hour volume of vehicles on a segment of roadway

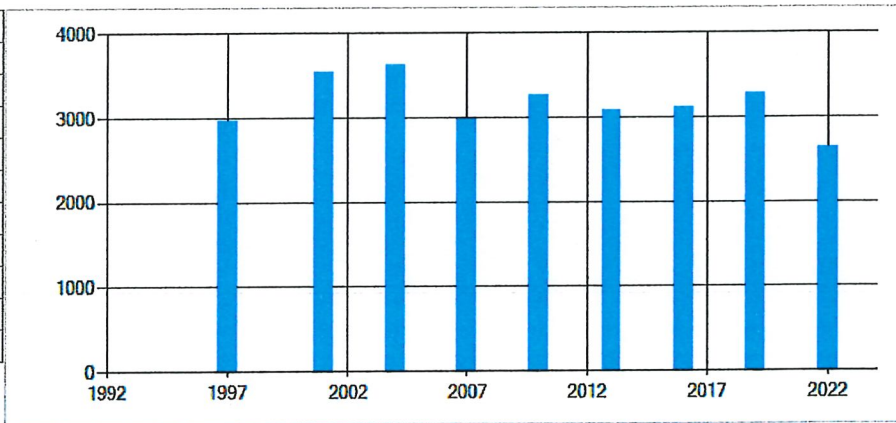
% Single - single unit truck volume as a percentage of the AAADT

% Combo - combination truck volume as a percentage of the AAADT

K Factor - peak hour volume as a percentage of the AAADT

D Factor - percentage of peak hour volume flowing in the peak direction

Year	AAADT	Year	AAADT	Year	AAADT
2023		2013	3086	2003	
2022	2645	2012		2002	
2021		2011		2001	3550
2020		2010	3270	2000	
2019	3277	2009		1999	
2018		2008		1998	
2017		2007	2990	1997	2970
2016	3115	2006		1996	
2015		2005		1995	
2014		2004	3630	1994	



Appendix C
ITE Excerpts

Land Use: 720

Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 24

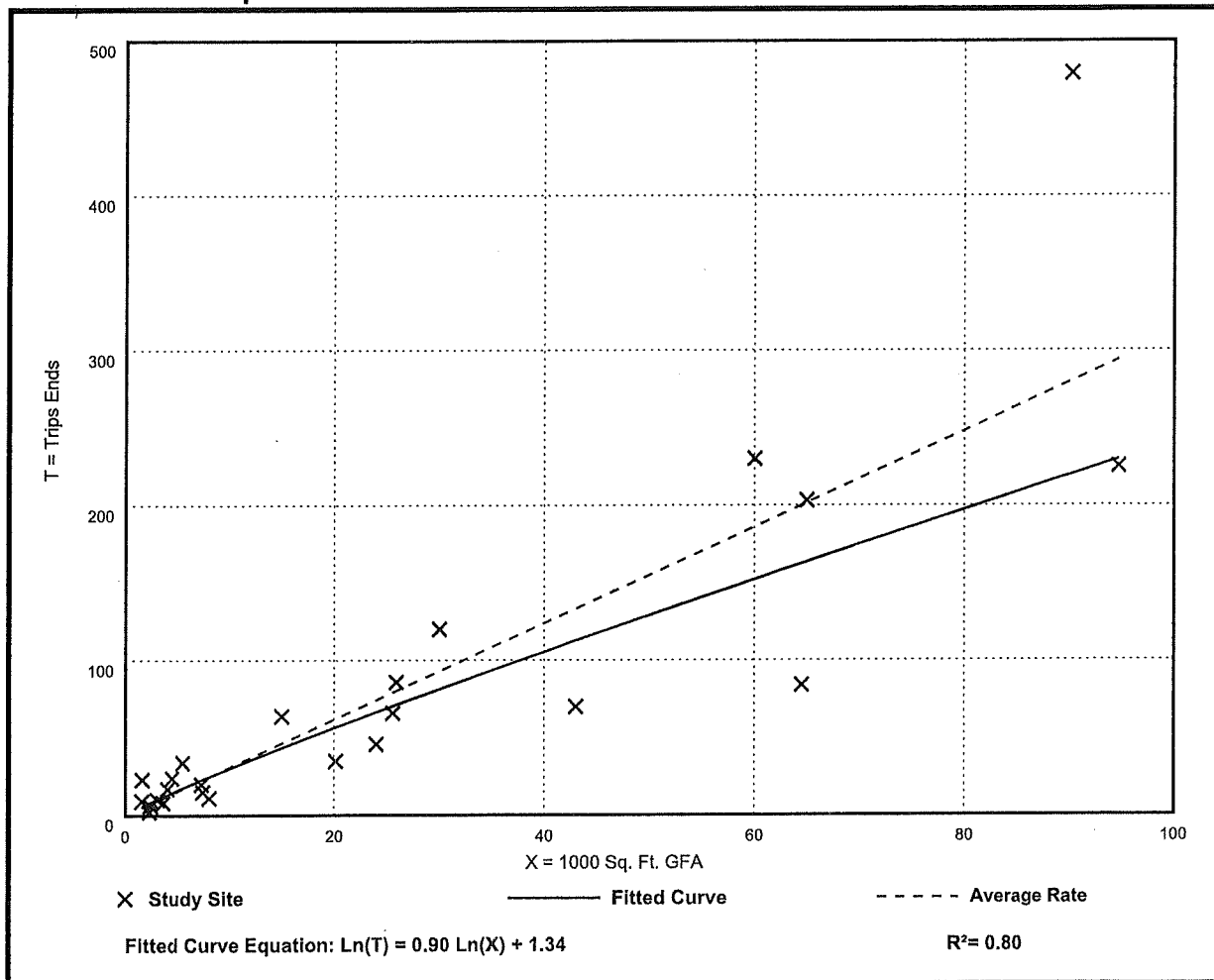
Avg. 1000 Sq. Ft. GFA: 25

Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

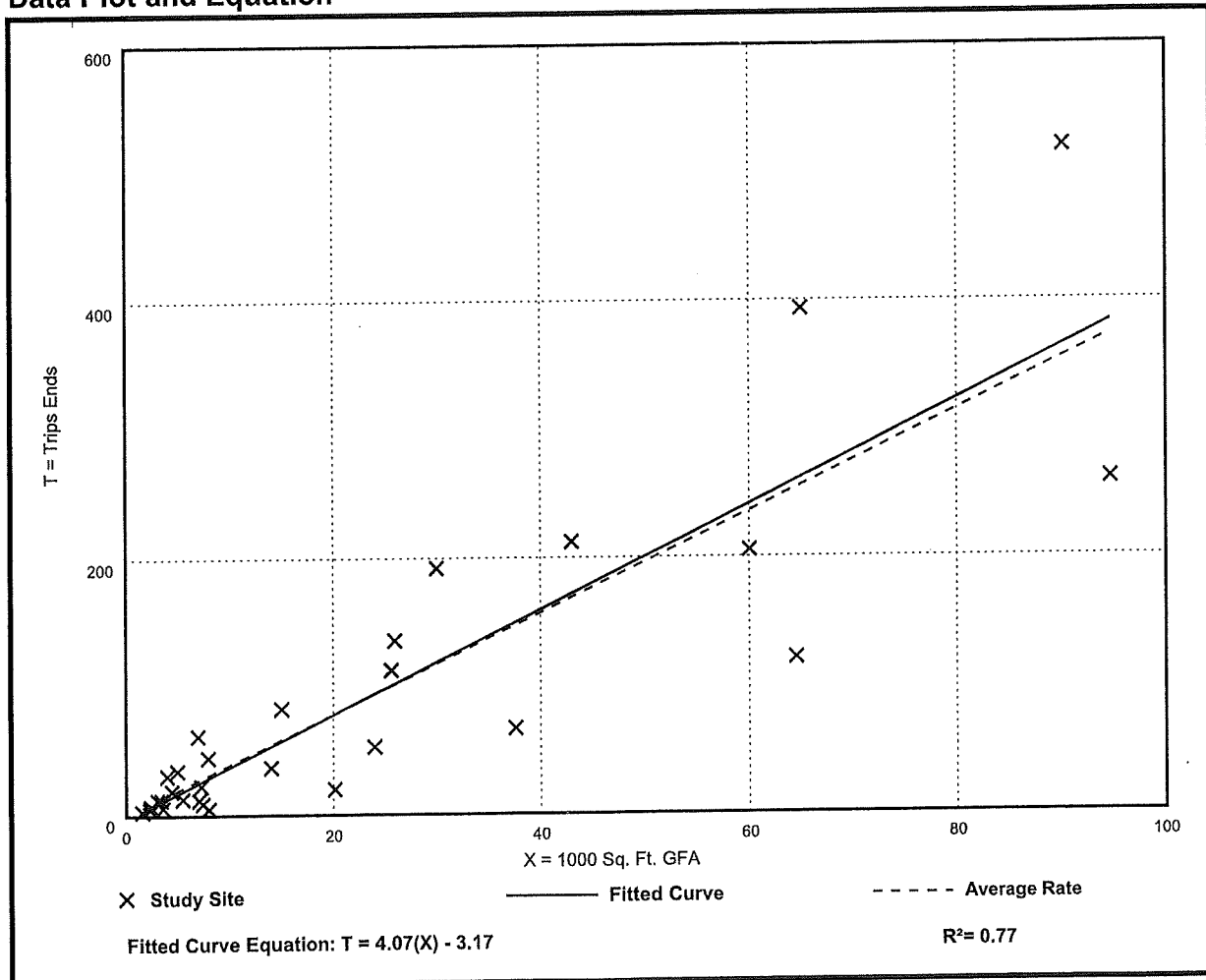
Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Land Use: 912

Drive-in Bank

Description

A bank is a financial institution that can offer a wide variety of financial services. A drive-in bank provides banking services for a motorist through a teller station. A drive-in bank may also serve patrons who walk into the building. The drive-in lanes may or may not provide an automatic teller machine (ATM). Walk-in bank (Land Use 911) is a related use.

Additional Data

The independent variable—drive-in lanes—refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2000s and the 2010s in Colorado, Kentucky, Minnesota, Nebraska, New Jersey, New York, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington, and Wisconsin.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.

Source Numbers

535, 539, 553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728, 866, 869, 883, 884, 927, 935, 961, 1047

Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 44

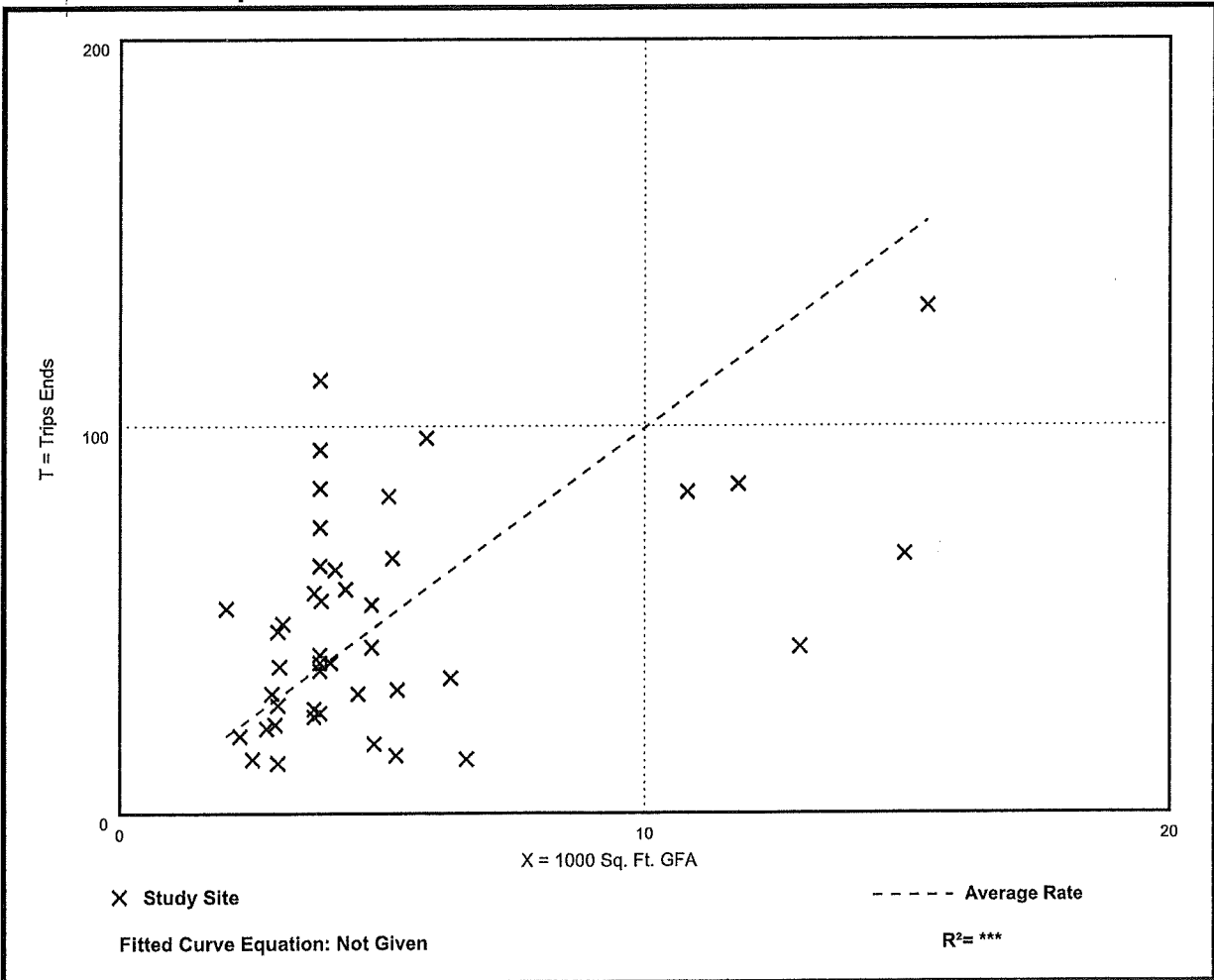
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	6.00

Data Plot and Equation



Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 114

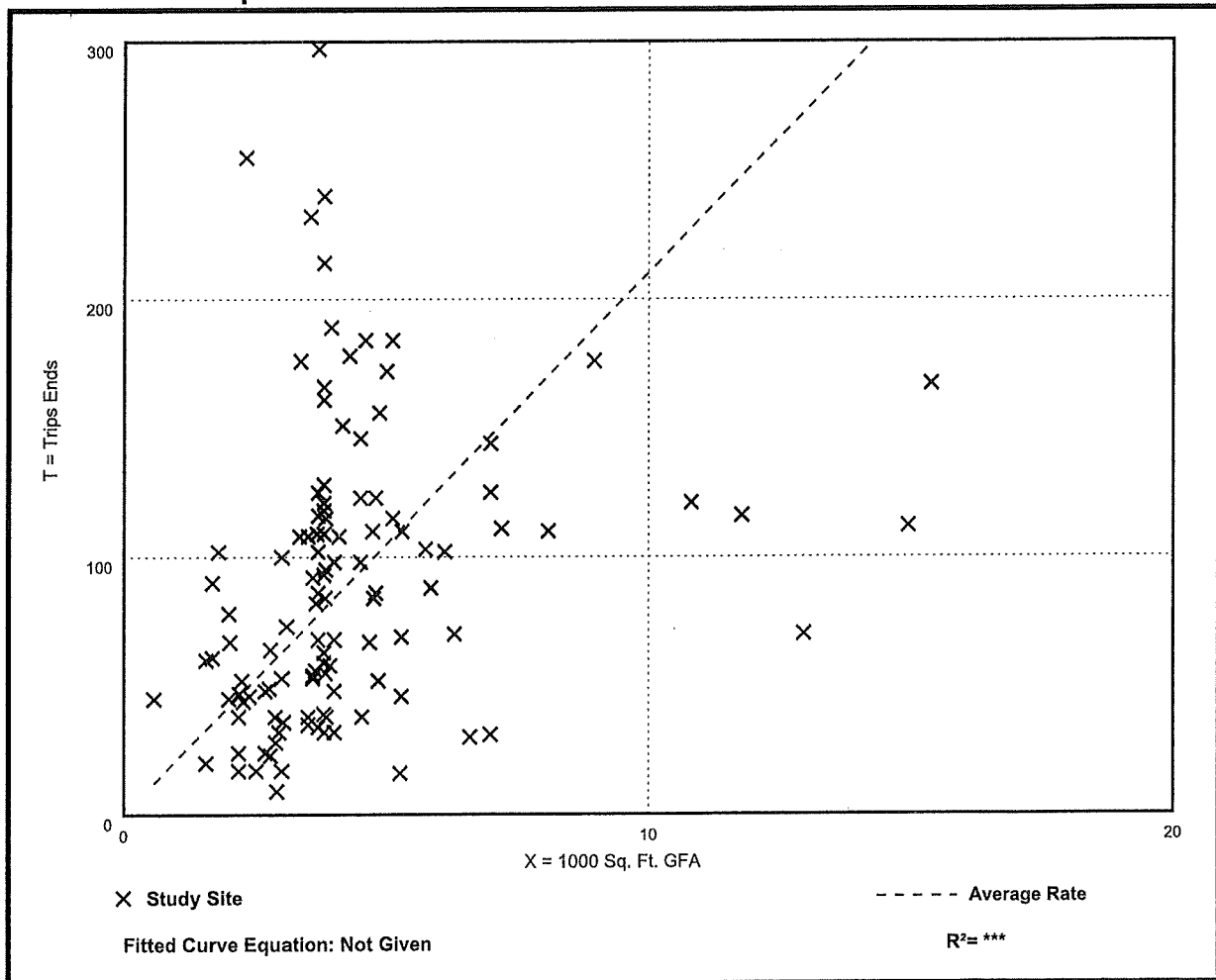
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048

High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 37

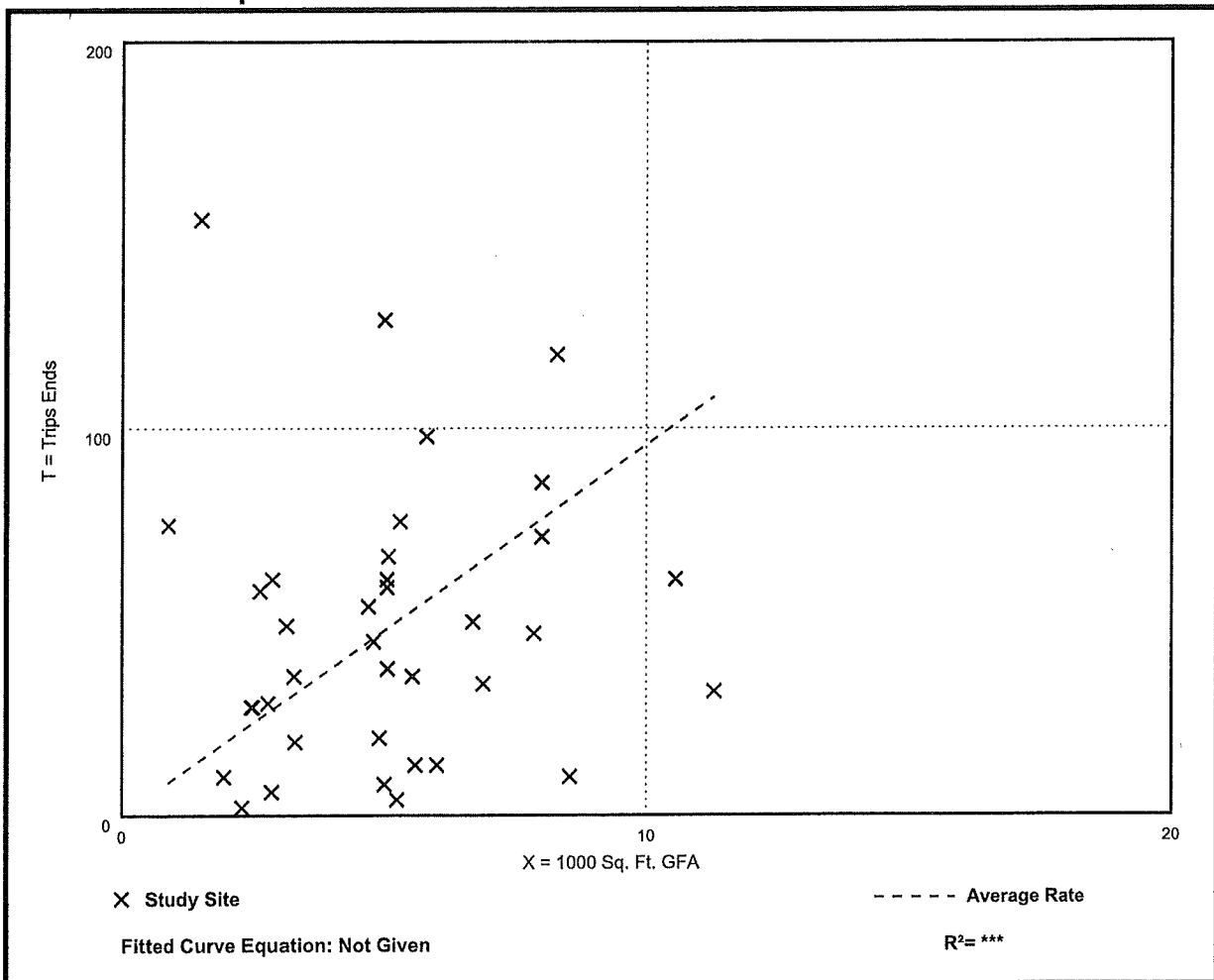
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

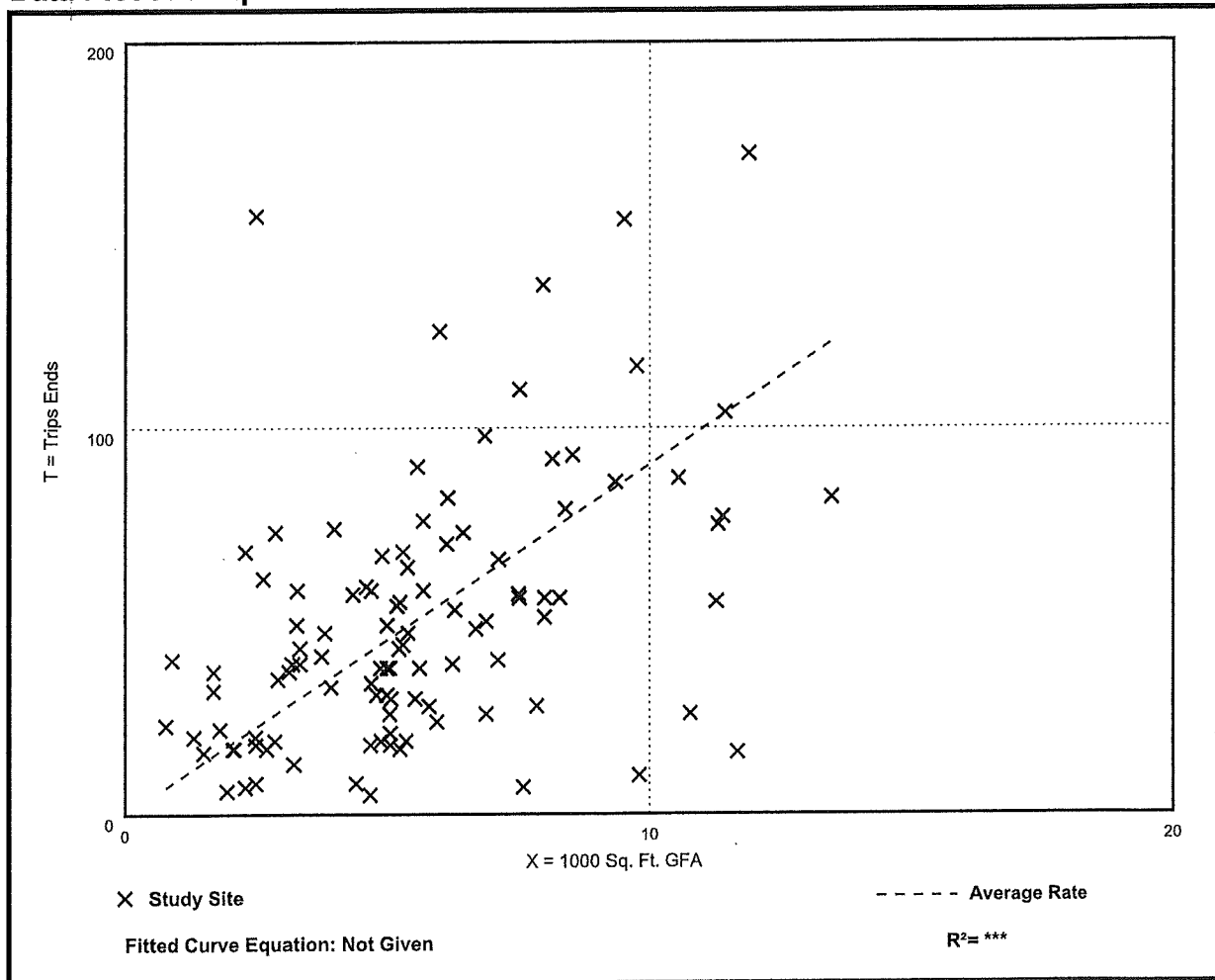
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	912										
Land Use	Drive-In Bank										
Setting	General Urban/Suburban										
Time Period	Weekday AM Peak Period										
# Data Sites	8										
Average Pass-By Rate	29%										
Pass-By Characteristics for Individual Sites											
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source		
					Primary (%)	Diverted (%)	Total (%)				
3.8	Pennsylvania	2005	11	27	—	—	73	—	19		
3.8	Pennsylvania	2005	9	24	—	—	76	—	19		
3.8	Pennsylvania	2005	22	34	—	—	66	—	19		
3.8	Pennsylvania	2005	30	27	—	—	73	—	19		
3.8	Pennsylvania	2005	34	40	—	—	60	—	19		
3.8	Pennsylvania	2005	7	27	—	—	73	—	19		
3.8	Pennsylvania	2005	15	16	—	—	84	—	19		
3.8	Pennsylvania	2005	27	36	—	—	64	—	19		

Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code		912							
Land Use		Drive-In Bank							
Setting		General Urban/Suburban							
Time Period		Weekday PM Peak Period							
# Data Sites		19							
Average Pass-By Rate		35%							
Pass-By Characteristics for Individual Sites									
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.7	Washington	2007	—	26	66	8	74	—	11
2.8	Washington	2007	—	21	55	24	79	—	11
3.3	Kentucky	1993	—	48	22	30	52	2570	34
3.4	Kentucky	1993	—	64	22	14	36	2266	34
3.4	Kentucky	1993	75	57	11	32	43	1955	34
3.5	Kentucky	1993	53	47	32	21	53	2785	2
3.6	Washington	2007	—	42	50	8	58	—	11
3.6	Washington	2007	—	29	—	—	71	—	11
3.8	Pennsylvania	2005	56	43	—	—	57	—	19
3.8	Pennsylvania	2005	38	41	—	—	59	—	19
3.8	Pennsylvania	2005	14	24	—	—	76	—	19
3.8	Pennsylvania	2005	63	29	—	—	71	—	19
3.8	Pennsylvania	2005	70	29	—	—	71	—	19
3.8	Pennsylvania	2005	29	27	—	—	73	—	19
3.8	Pennsylvania	2005	41	25	—	—	75	—	19
3.8	Pennsylvania	2005	37	31	—	—	69	—	19
3.8	Pennsylvania	2005	19	29	—	—	71	—	19
3.8	Pennsylvania	2005	34	21	—	—	79	—	19
3.8	Pennsylvania	2005	36	29	—	—	71	—	19

Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	932									
Land Use	High-Turnover (Sit-Down) Restaurant									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12									
Average Pass-By Rate	43%									
Pass-By Characteristics for Individual Sites										
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source	
					Primary (%)	Diverted (%)	Total (%)			
2.9	Kentucky	1993	41	37	27	36	63	3935	2	
3.1	Kentucky	1993	21	38	29	33	62	2580	2	
4.6	Florida	1992	276	63	—	—	37	—	30	
5	Florida	1992	65	58	—	—	42	—	30	
5.3	Kentucky	1993	24	50	37	13	50	1615	2	
5.7	Florida	1994	308	57	—	—	43	—	30	
5.8	Florida	1992	150	32	—	—	68	—	30	
6.2	Florida	1995	521	46	43	11	54	—	30	
7.1	Indiana	1993	—	23	23	54	77	1565	2	
8	Florida	1995	664	40	39	21	60	—	30	
11	Florida	1996	267	38	43	19	62	—	30	
12	Florida	1996	317	29	51	20	71	—	30	

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	11105 Grand National Boulevard	Organization:	Bayer Becker
Project Location:	Richwood, Boone County, KY	Performed By:	TAE
Scenario Description:		Date:	11/21/2023
Analysis Year:		Checked By:	KMD
Analysis Period:	AM Street Peak Hour	Date:	11/28/2023

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	720	7,000	S.F.	22	17	5
Retail	912	6,000	S.F.	60	35	25
Restaurant	932	7,200	S.F.	69	38	31
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				151	90	61

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	3	0	0	0
Retail	1		3	0	0	0
Restaurant	2	3		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	151	90	61
Internal Capture Percentage	17%	14%	21%
External Vehicle-Trips ⁵	125	77	48
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	18%	80%
Retail	11%	16%
Restaurant	16%	16%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	11105 Grand National Boulevard
Analysis Period:	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	17	17	1.00	5	5
Retail	1.00	35	35	1.00	25	25
Restaurant	1.00	38	38	1.00	31	31
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	3	0	0	0
Retail	7		3	0	4	0
Restaurant	10	4		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		11	9	0	0	0
Retail	1		19	0	0	0
Restaurant	2	3		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	6	8	0		0
Hotel	1	1	2	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	14	17	14	0	0
Retail	4	31	35	31	0	0
Restaurant	6	32	38	32	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	4	1	5	1	0	0
Retail	4	21	25	21	0	0
Restaurant	5	26	31	26	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	11105 Grand National Boulevard	Organization:	Bayer Becker
Project Location:	Richwood, Boone County, KY	Performed By:	TAE
Scenario Description:		Date:	11/21/2023
Analysis Year:		Checked By:	KMD
Analysis Period:	PM Street Peak Hour	Date:	11/28/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	720	7,000	S.F.	25	7	18
Retail	912	6,000	S.F.	126	63	63
Restaurant	932	7,200	S.F.	65	40	25
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
				216	110	106

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	0	0
Retail	1		12	0	0	0
Restaurant	1	10		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	216	110	106
Internal Capture Percentage	27%	26%	27%
External Vehicle-Trips ⁵	158	81	77
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	29%	28%
Retail	22%	21%
Restaurant	33%	44%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	11105 Grand National Boulevard
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	7	7	1.00	18	18
Retail	1.00	63	63	1.00	63	63
Restaurant	1.00	40	40	1.00	25	25
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	0	0
Retail	1		18	3	16	3
Restaurant	1	10		2	5	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	1	0	0	0
Retail	2		12	0	0	0
Restaurant	2	32		0	0	0
Cinema/Entertainment	0	3	1		0	0
Residential	4	6	6	0		0
Hotel	0	1	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	2	5	7	5	0	0
Retail	14	49	63	49	0	0
Restaurant	13	27	40	27	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	5	13	18	13	0	0
Retail	13	50	63	50	0	0
Restaurant	11	14	25	14	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

Appendix D
Turn Lane Warrant Analysis

Grand National Blvd and Site Access Northbound Left Turn Lane Warrant 2026 Build - AM Peak Hour

Input Fields

Left Turn Volume (vph)	19	Speed Limit (mph)	25
Advancing Volume (vph)	249	No. of through lanes	1
Opposing Volume (vph)	234	Percent Heavy Vehicles (decimal percent)	0.03

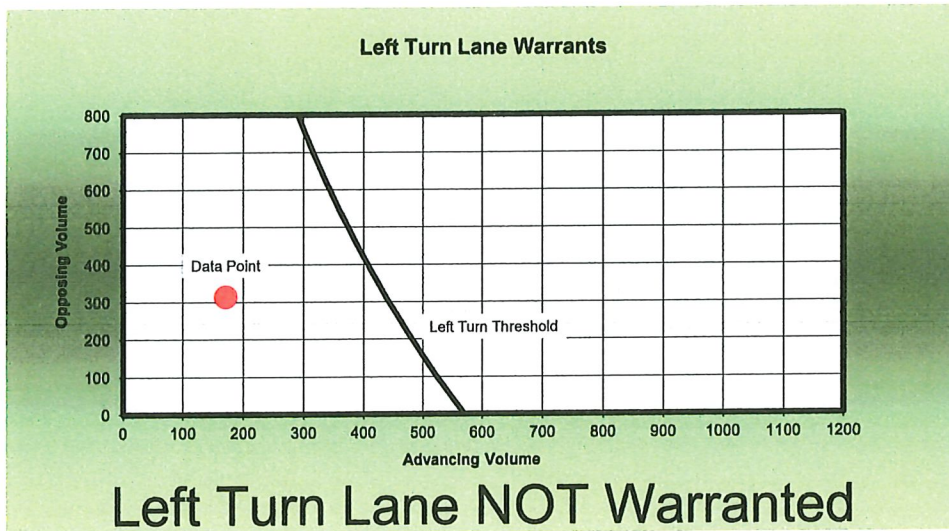


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Grand National Blvd and Site Access Northbound Left Turn Lane Warrant 2026 Build - PM Peak Hour

Input Fields

Left Turn Volume (vph)	17	Speed Limit (mph)	25
Advancing Volume (vph)	170	No. of through lanes	1
Opposing Volume (vph)	314	Percent Heavy Vehicles (decimal percent)	0.03



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Grand National Blvd and Site Access Southbound Right Turn Lane Warrant 2026 Build - AM Peak Hour

Input Fields

Right Turn Volume (vph) **55** Speed Limit (mph) **25**
Advancing Volume (vph) **234**



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Grand National Blvd and Site Access Southbound Right Turn Lane Warrant 2026 Build - PM Peak Hour

Input Fields

Right Turn Volume (vph)

61

Speed Limit (mph)

25

Advancing Volume (vph)

314



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Grand National Blvd and Site Access Northbound Left Turn Lane Warrant 2036 Build - AM Peak Hour

Input Fields

Left Turn Volume (vph)	19	Speed Limit (mph)	25
Advancing Volume (vph)	270	No. of through lanes	1
Opposing Volume (vph)	250	Percent Heavy Vehicles (decimal percent)	0.03



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Grand National Blvd and Site Access Northbound Left Turn Lane Warrant 2036 Build - PM Peak Hour

Input Fields

Left Turn Volume (vph)	17	Speed Limit (mph)	25
Advancing Volume (vph)	183	No. of through lanes	1
Opposing Volume (vph)	337	Percent Heavy Vehicles (decimal percent)	0.03



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Grand National Blvd and Site Access Southbound Right Turn Lane Warrant 2036 Build - AM Peak Hour

Input Fields

Right Turn Volume (vph)

55

Speed Limit (mph)

25

Advancing Volume (vph)

250



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Grand National Blvd and Site Access Southbound Right Turn Lane Warrant 2036 Build - PM Peak Hour

Input Fields

Right Turn Volume (vph) **61** Speed Limit (mph) **25**
Advancing Volume (vph) **337**



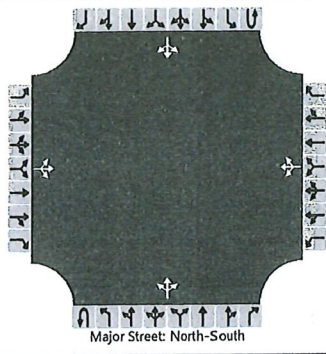
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Appendix E
Capacity LOS Analysis

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TAE	Intersection	Grand National Blvd & Site Access				
Agency/Co.	Bayer Becker	Jurisdiction	Boone County				
Date Performed	11/22/2023	East/West Street	Site Access				
Analysis Year	2026	North/South Street	Grand National Blvd				
Time Analyzed	2026 Build AM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	23-0257 - 11105 Grand National Blvd						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		36	2	10		0	3	8		19	230	0		14	165	55	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

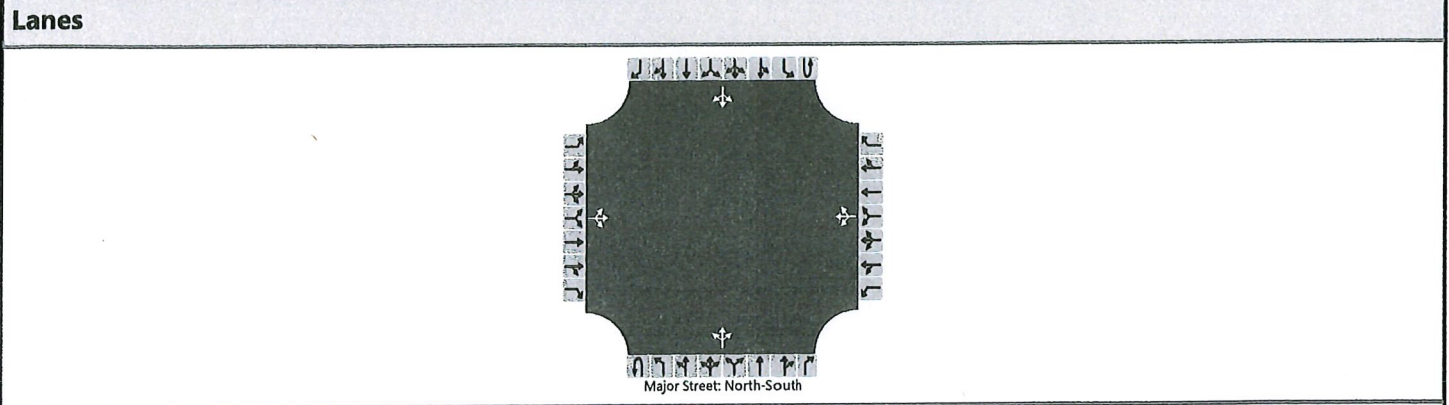
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			52				12				21				15		
Capacity, c (veh/h)			479				636				1322				1310		
v/c Ratio			0.11				0.02				0.02				0.01		
95% Queue Length, Q ₉₅ (veh)			0.4				0.1				0.0				0.0		
Control Delay (s/veh)			13.4				10.8			7.8	0.1	0.1		7.8	0.1	0.1	
Level of Service (LOS)			B				B			A	A	A		A	A	A	
Approach Delay (s/veh)		13.4				10.8				0.7				0.6			
Approach LOS		B				B				A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TAE	Intersection	Grand National Blvd & Site Access				
Agency/Co.	Bayer Becker	Jurisdiction	Boone County				
Date Performed	11/22/2023	East/West Street	Site Access				
Analysis Year	2026	North/South Street	Grand National Blvd				
Time Analyzed	2026 Build PM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	23-0257 - 11105 Grand National Blvd						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement									1U	1	2	3	4U	4	5	6	
Priority		10	11	12		7	8	9									
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		55	3	19		0	3	9		17	153	0		21	232	61	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

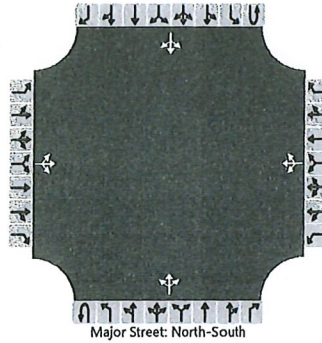
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			84				13				18				23		
Capacity, c (veh/h)			478				686				1236				1406		
v/c Ratio			0.18				0.02				0.01				0.02		
95% Queue Length, Q ₉₅ (veh)			0.6				0.1				0.0				0.0		
Control Delay (s/veh)			14.1				10.4			8.0	0.1	0.1		7.6	0.2	0.2	
Level of Service (LOS)			B				B			A	A	A		A	A	A	
Approach Delay (s/veh)		14.1				10.4				0.9				0.6			
Approach LOS		B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	TAE	Intersection	Grand National Blvd & Site Access
Agency/Co.	Bayer Becker	Jurisdiction	Boone County
Date Performed	11/22/2023	East/West Street	Site Access
Analysis Year	2036	North/South Street	Grand National Blvd
Time Analyzed	2036 Build AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	23-0257 - 11105 Grand National Blvd		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		36	2	10		0	3	8		19	251	0		14	181	55	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

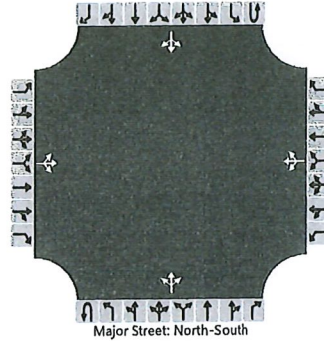
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			52				12			21				15			
Capacity, c (veh/h)			452				611			1303				1285			
v/c Ratio			0.12				0.02			0.02				0.01			
95% Queue Length, Q ₉₅ (veh)			0.4				0.1			0.0				0.0			
Control Delay (s/veh)			14.0				11.0			7.8	0.1	0.1		7.8	0.1	0.1	
Level of Service (LOS)			B				B			A	A	A		A	A	A	
Approach Delay (s/veh)		14.0				11.0				0.7				0.5			
Approach LOS		B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	TAE	Intersection	Grand National Blvd & Site Access
Agency/Co.	Bayer Becker	Jurisdiction	Boone County
Date Performed	11/22/2023	East/West Street	Site Access
Analysis Year	2036	North/South Street	Grand National Blvd
Time Analyzed	2036 Build PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	23-0257 - 11105 Grand National Blvd		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		55	3	19		0	3	9		17	166	0		21	255	61	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

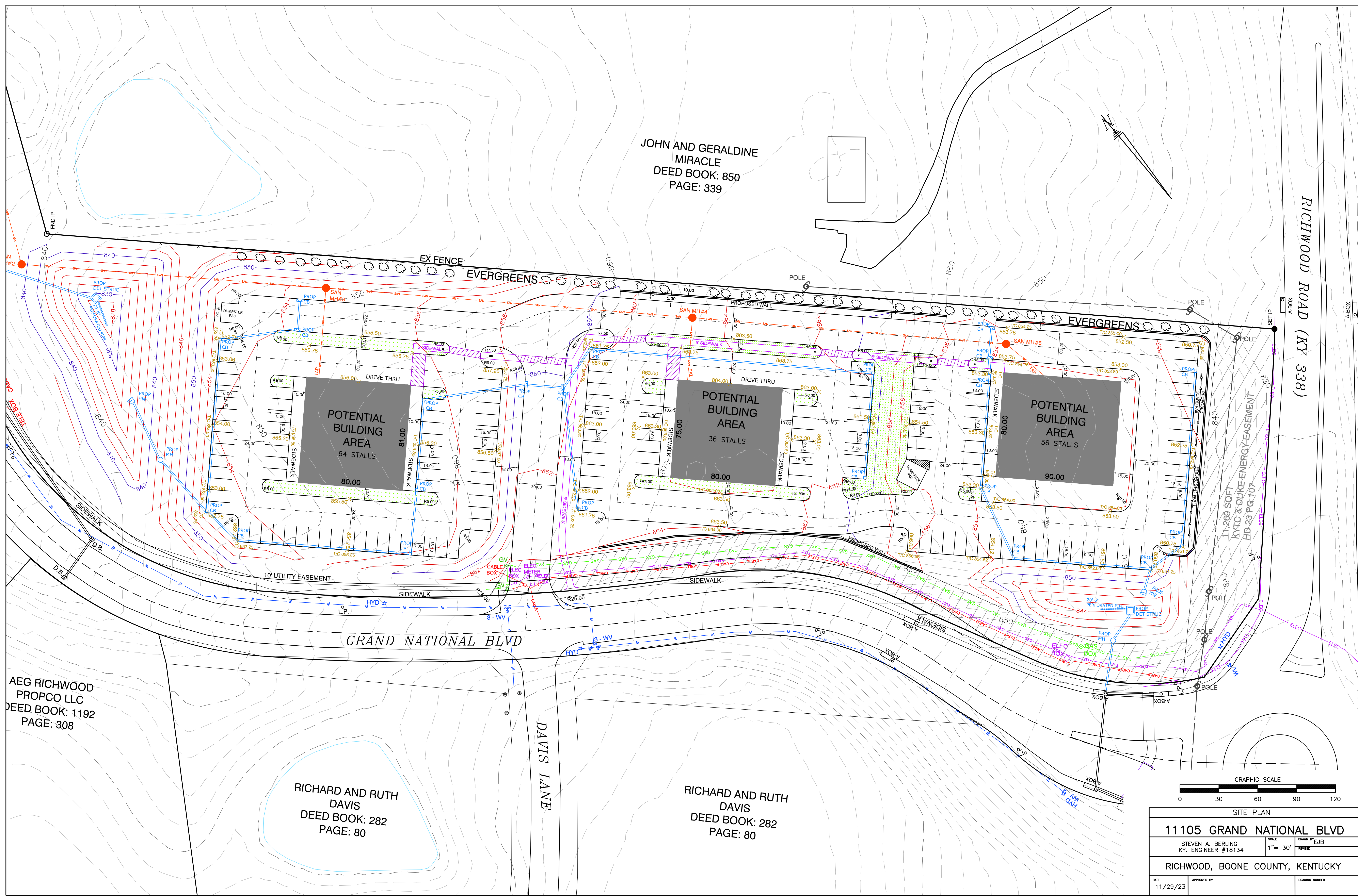
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			84				13				18				23		
Capacity, c (veh/h)			451				664				1210				1389		
v/c Ratio			0.19				0.02				0.02				0.02		
95% Queue Length, Q ₉₅ (veh)			0.7				0.1				0.0				0.1		
Control Delay (s/veh)			14.8				10.5			8.0	0.1	0.1		7.6	0.2	0.2	
Level of Service (LOS)			B				B			A	A	A		A	A	A	
Approach Delay (s/veh)		14.8				10.5				0.9				0.6			
Approach LOS		B				B				A				A			

JOHN AND GERALDINE
MIRACLE
DEED BOOK: 850
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RICHWOOD ROAD (KY 338)



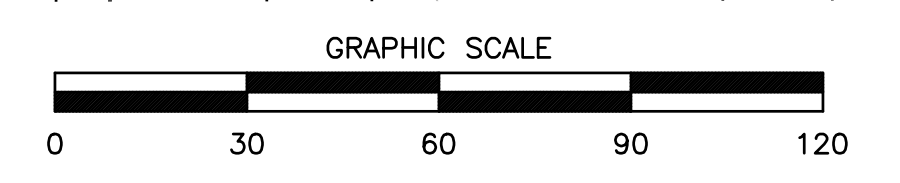
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PAGE: 308

10' UTILITY EASEMENT

RICHD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80

DAVIS LANE

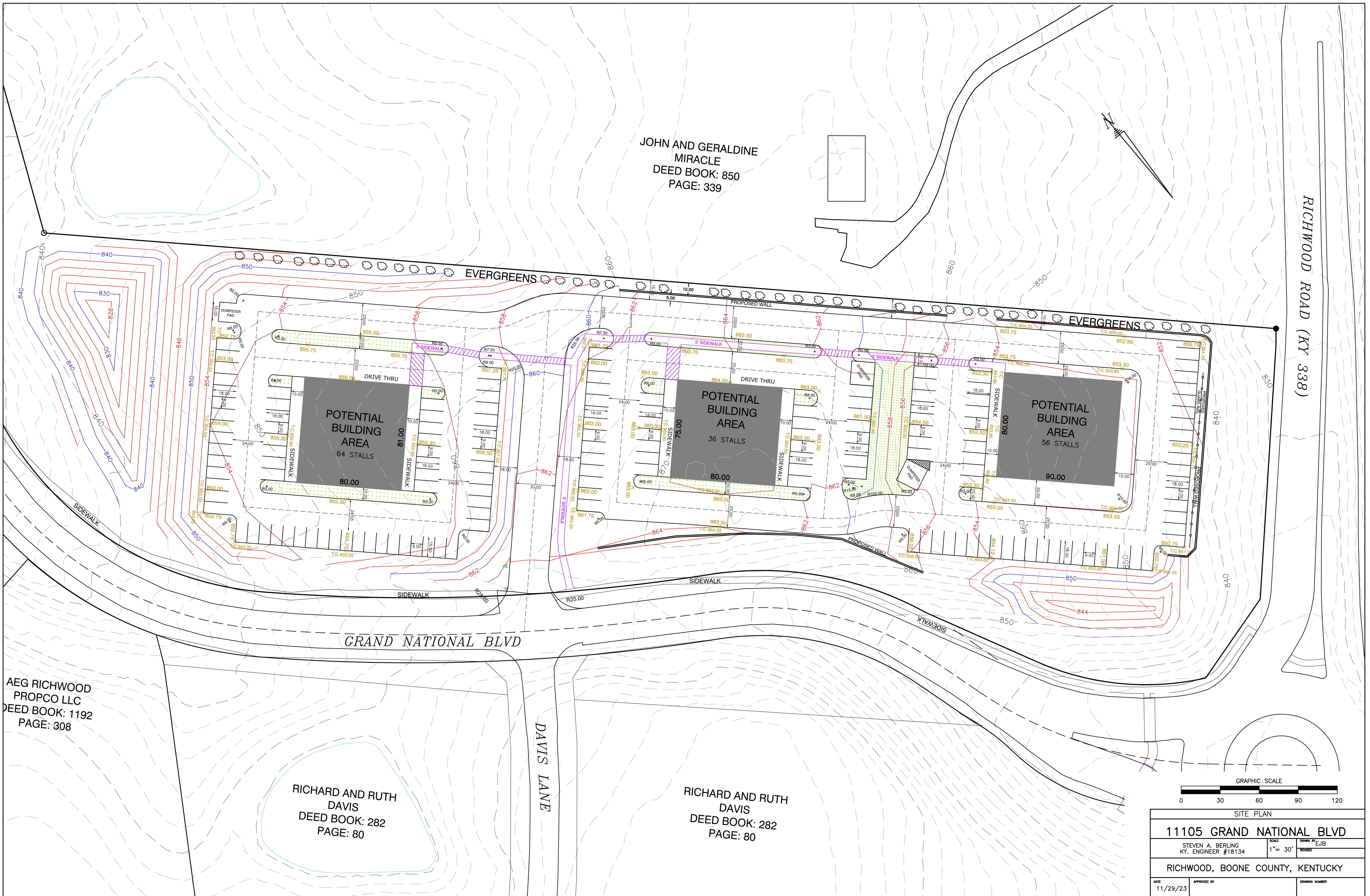
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DAVIS
DEED BOOK: 282
PAGE: 80



SITE PLAN		
11105 GRAND NATIONAL BLVD		
STEVEN A. BERLING KY. ENGINEER #18134	SCALE 1" = 30'	DRAWN BY EJB
RICHWOOD, BOONE COUNTY, KENTUCKY		
DATE 11/29/23	APPROVED BY	DRAWING NUMBER

JOHN AND GERALDINE
MIRACLE
DEED BOOK: 850
PAGE: 339

RICHWOOD ROAD (KY 338)

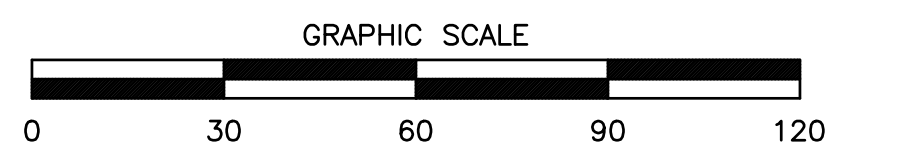


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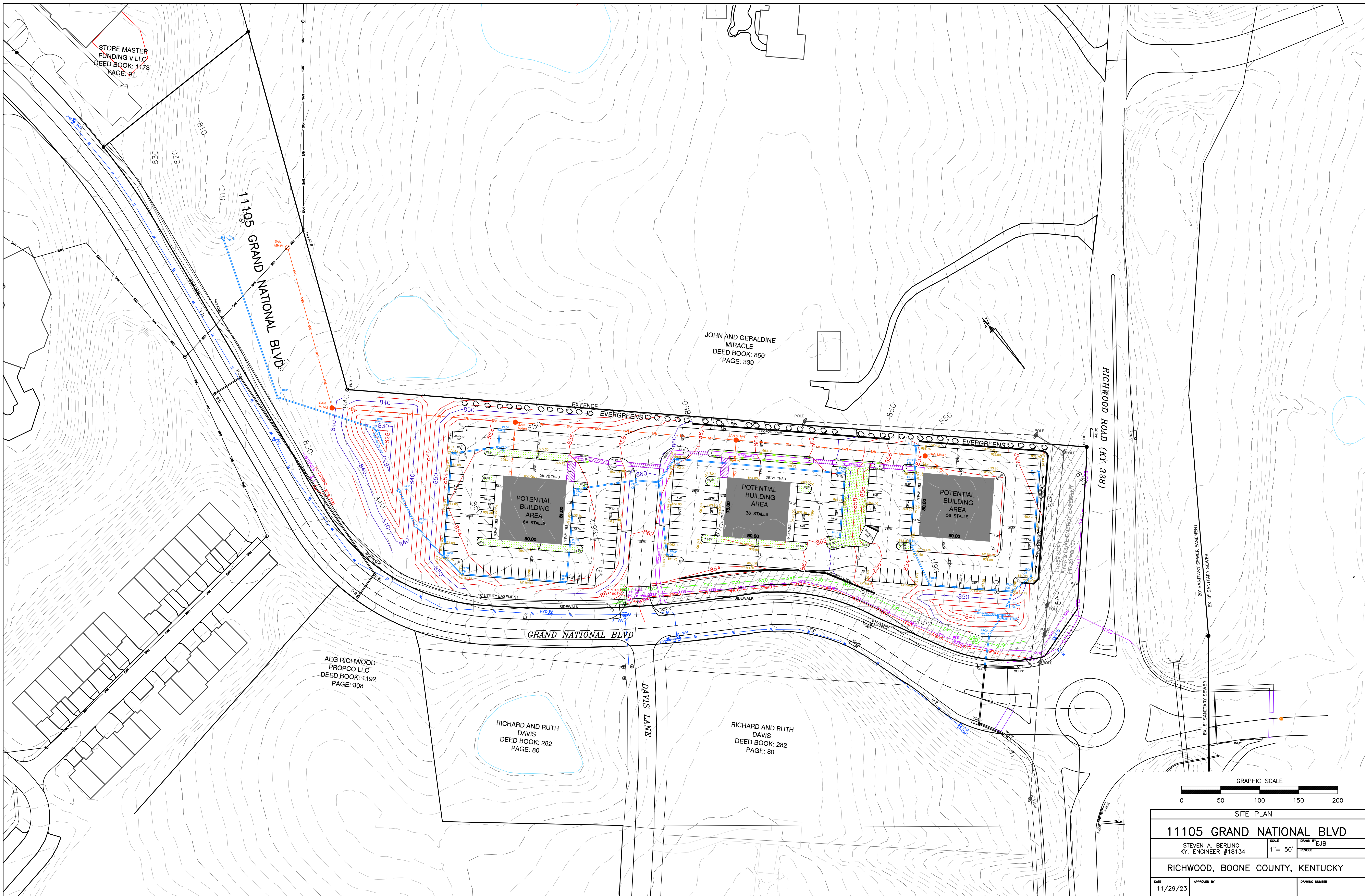
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DAVIS
DEED BOOK: 282
PAGE: 80

DAVIS LANE

RICHARD AND RUTH
DAVIS
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SITE PLAN		
11105 GRAND NATIONAL BLVD		
STEVEN A. BERLING KY. ENGINEER #18134	SCALE 1" = 30'	DRAWN BY EJB
RICHWOOD, BOONE COUNTY, KENTUCKY		
DATE 11/29/23	APPROVED BY	DRAWING NUMBER



STORE MASTER
FUNDING V LLC
DEED BOOK: 1173
PAGE: 91

11105
GRAND NATIONAL BLVD

JOHN AND GERALDINE
MIRACLE
DEED BOOK: 850
PAGE: 339

RICHWOOD ROAD (KY 338)

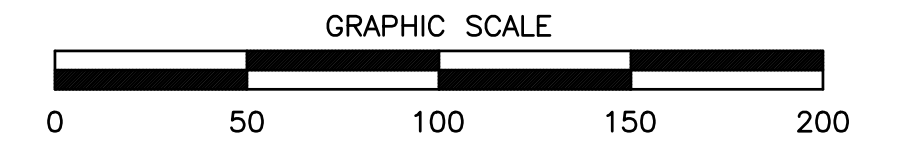
GRAND NATIONAL BLVD

DAVIS LANE

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PAGE: 908

RICHARD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80

RICHARD AND RUTH
DAVIS
DEED BOOK: 282
PAGE: 80



SITE PLAN		
11105 GRAND NATIONAL BLVD		
STEVEN A. BERLING KY. ENGINEER #18134	SCALE 1" = 50'	DRAWN BY EJB
RICHWOOD, BOONE COUNTY, KENTUCKY		
DATE 11/29/23	APPROVED BY	DRAWING NUMBER

p 03

ORDINANCE 2024-07

AN ORDINANCE OF THE BOONE COUNTY FISCAL COURT, KENTUCKY DENYING A REQUEST OF THE MYERS Y. COOPER COMPANY, PER CHRISTOPHER E. BREDA (APPLICANT) FOR EM-A-NON ACRES, LLC, PER DENNIS G. DAVIS (OWNER) FOR: (1) A ZONING MAP AMENDMENT FROM PUBLIC FACILITY (PF) TO COMMERCIAL SERVICES (C-3) FOR AN APPROXIMATE 3.2 ACRE AREA LOCATED ALONG THE WEST SIDE OF GRAND NATIONAL BOULEVARD, BETWEEN DAVIS LANE AND OVERLAND RIDGE, APPROXIMATELY 250 FEET NORTH OF OVERLAND RIDGE, AND BEING THE SOUTHERN PORTION OF THE PROPERTY LOCATED AT 11001 GRAND NATIONAL BOULEVARD, BOONE COUNTY, KENTUCKY; (2) FOR A CHANGE OF CONCEPT DEVELOPMENT PLAN FOR AN APPROXIMATE 7.2 ACRE AREA LOCATED AT 11001 GRAND NATIONAL BOULEVARD, WHICH IS CURRENTLY ZONED COMMERCIAL SERVICES (C-3) AND PUBLIC FACILITIES (PF) (PROPOSED TO BE REZONED TO C-3), BOONE COUNTY, KENTUCKY.

WHEREAS, the Boone County Planning Commission received a request for a Zoning Map Amendment from Public Facility (PF) to Commercial Services (C-3) for an approximate 3.2 acre area located along the west side of Grand National Boulevard, between Davis Lane and Overland Ridge, approximately 250 feet north of Overland Ridge, and being the southern portion of the property located at 11001 Grand National Boulevard, Boone County, Kentucky; (2) for a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard, which is currently zoned Commercial Services (C-3) and Public Facilities (PF) (proposed to be rezoned to C-3), Boone County, Kentucky, which is more particularly described below; and

WHEREAS, the Boone County Planning Commission as the planning unit for unincorporated Boone County, Kentucky, was requested to and has conducted a Public Hearing serving as a due process trial-type hearing and made findings recommending denial, for the Zoning Map Amendment/Change of Concept Development Plan/Variance.

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

Section One

That the request for a Zoning Map Amendment/Change of Concept Development Plan/Variance for the real estate which is more particularly described below shall be and is hereby denied, this (1) Zoning Map Amendment from Public Facility (PF) to Commercial Services (C-3) for an approximate 3.2 acre area located along the west side of Grand National Boulevard, between Davis Lane and Overland Ridge, approximately 250 feet north of Overland Ridge, and being the southern portion of the property located at 11001 Grand National Boulevard, Boone County, Kentucky; (2) for a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard, which is currently zoned Commercial Services (C-3) and Public Facilities (PF) (proposed to be rezoned to C-3), Boone County, Kentucky. The real estate which is subject to all requests are described in DEED BOOK: 498, PAGE NO: 302 (as supplied by the applicant) as recorded in the Boone County Clerk's office.

Section Two

That as a basis for denial, for a Zoning Map Amendment from Public Facility (PF) to Commercial Services (C-3) for an approximate 3.2 acre area located along the west side of Grand National Boulevard, between Davis Lane and Overland Ridge, approximately 250 feet north of Overland Ridge, and being the southern portion of the property located at 11001 Grand National Boulevard, Boone County, Kentucky; (2) for a Change of Concept Development Plan for an approximate 7.2 acre area located at 11001 Grand National Boulevard, which is currently zoned Commercial Services (C-3) and Public Facilities (PF) (proposed to be rezoned to C-3), Boone County, Kentucky, are the Findings of Fact, of the Boone County Planning Commission as set forth in its minutes and official records for this request shall be and are hereby incorporated by reference as if fully set out in this Ordinance and marked as "Exhibit A."

The Committee recommended denial for the requests based on the Findings of Fact as set forth in the Committee Report and marked as "Exhibit B."

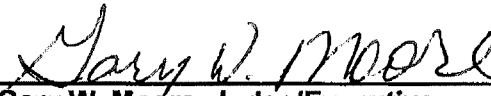
Section Three

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

First Reading the 5th day of March 2024

Second Reading the 19th day of March 2024

Adopted this 19th day of March 2024 Yes 1 No 0


Gary W. Moore, Judge/Executive
Boone County Fiscal Court

ATTEST:


Shona Schulkers,
Fiscal Court Clerk