

12. 1124 572 2058
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 type="checkbox"/> Boone County Building Department | <input checked="" type="checkbox"/> Local Fire District |
| <input type="checkbox"/> Boone County Public Works Department | <input checked="" type="checkbox"/> Local School District |
| <input 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 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 checked="" 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 10/17/24

Property Owner's Signature: Judy Lynne Joyce Robinson Foundation

Applicant's Signature: [Signature]

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

1. Date Received: 8-2-24 Fee Received: 2949.11 Receipt #: 91024
2. Number of Copies Received: _____
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: M. Schwartz
6. Committee Chairperson: R. Lammern
7. Scheduled Public Hearing Date: 9/4/2024
8. Boone County Planning Commission Action: _____ Date of Action: 10/16/2024
 - _____ 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
plancom@boonecountyky.org
www.boonecountyky.org

EXHIBIT

“A”

STAFF REPORT

#1

Request of **LDG Multifamily LLC (applicant)** for **Joyce Robinson Foundation, Inc. (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Urban Residential Two (UR-2) for an approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky. The request is for a zone change to allow for the development of a 312 unit multi-family residential development with on-site amenities and a Variance increasing the height of a fence along the rear property line from six (6) feet to eight (8) feet.

September 4, 2024

REQUEST

- A. The first part of the submitted request is to rezone an approximate 19 acre area located at 10637 Dixie Highway from SR-1 to UR-2 to allow for the development of 312 multi-family residential dwellings and on-site amenities.
- B. The second part of the submitted request is a Variance increasing the height of a fence along the rear property line from six (6) feet to eight (8) feet.

SITE HISTORY

- Pre-1938 Based on information contained in the Boone County GIS, a house and farm existed on the site in question.
- 1980 The site was zoned SR-1.
- 1995 On September 13, 1995, the Boone Board of Adjustment approved a Conditional Use Permit for church related functions (BCBOA-95-015).
- 2004-2006 Based on information contained in the Boone County GIS, the house was demolished and the barn was renovated into a youth center.
- 2005 On September 14, 2005, the Boone Board of Adjustment approved a Conditional Use Permit for a Youth Fellowship Hall (BCBOA-05-017).
- 2005 On November 29, 2005, the Boone County Planning Commission approved a Major Site Plan for a Youth Recreation Building.
- 2005 On December 13, 2005, the Boone County Planning Commission approved a zoning permit for an alteration.
- 2020 On June 25, 2020, the Boone County Planning Commission approved a Major Site Plan for grading.

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 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.
- C. 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.
- D. 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.

E. Section 907.A of the Boone County Zoning Regulations states that "the purpose of the Urban Residential Two district is to provide an urban low rise, residential environment for families who do not require or desire the low density attributes or single family character provided in suburban districts."

F. Section 3655.B of the Boone County Zoning Regulations states that the maximum height of fences within residential districts is six (6) feet.

SITE CHARACTERISTICS

- A. The approximate 19 acre area is located along the west side of Dixie Highway, approximately two hundred fifty (250) feet south of Maher Road.
- B. The site has approximately nine hundred ten (910) feet of frontage along Dixie Highway.
- C. The site is currently occupied by an approximate three thousand (3,000) square foot church youth center building and a pond.
- D. An existing tree line exists along the north, south, and west property lines.
- E. Access is currently provided by a single curb cut onto Dixie Highway.
- F. Topographically, the high point of the site is along Dixie Highway. From there, the site slopes downward to the west along two shallow ravines.
- G. Water service is available from an 8" water line and a 16" water line along the west side of Dixie Highway.
- H. Sanitary sewer service is available from an 8" sewer line located to the west of the site, within the right-of-way of Interstate 71/75.

ADJACENT LAND USES AND ZONES

North: A detached single-family dwelling and vacant land (SR-1) and a mobile home park (MHP)
South: Detached single-family residential dwellings (SR-1 and C-1) and Ohio CAT (I-1/PD)
East: Purestream and Reading Rock (I-1)
West: Interstate rest stop (SR-1)

RELATIONSHIP TO COMPREHENSIVE PLAN

- A. The Our Boone County Plan 2040 Future Land Use Plan designates the site for "Industrial" uses, which is described as manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses.
- B. The following Our Boone County – Plan 2040 Goals and Objectives apply to this application:
1. Mixing of residential and other land uses shall be encouraged where appropriate (Overall Goal A, Objective 2).
 2. 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).
 3. Development policies shall not discriminate against any person (Demographics Goal A, Objective 1).
 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. A broad range of housing opportunities shall be provided to meet the needs and desires of all household types and shall be balanced with affordability, employment centers, commercial areas, and educational needs (Demographics Goal B, Objective 1).
 6. Residential developments shall be evaluated for impact on infrastructure, environment, health and safety considerations, buffering, and design with secondary consideration given to dwelling unit type and density (Demographics Goal B, Objective 4).
 7. Mixed use, higher density neighborhoods shall be encouraged near existing or proposed transportation nodes and shall be designed to establish neighborhoods with a mix of retail, public, and recreational uses (Demographics Goal B, Objective 6).
 8. Archaeology and cemetery preservation efforts shall follow permitting requirements and best practices where practical (Natural and Cultural resources Goal C, Objective 7).
 9. Plans for new or redeveloped commercial, industrial, institutional, and residential sites shall be reviewed and reasonable measures taken to ensure identification and protection of significant cultural resources (Natural and Cultural resources Goal C, Objective 8).

10. Industries shall be promoted in suitable locations to make the county a vital part of a strong regional economy (Economy Goal A, Objective 2).
11. 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).
12. Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport, and where infrastructure exists or is planned (Economy Goal B, Objective 5).
13. 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).
14. Roadway capacity shall be preserved by utilizing access management policies and guidelines (Transportation Goal B, Objective 4).

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

1. The main need of a population base is for safe, sound, and sanitary housing. Meeting this involves considering both housing supply and demand in order to determine what those future needs will be. It is important to forecast housing growth by areas in order to ensure that an equal balance of options exist to meet the needs of a diverse population. Furthermore, in order for Boone County to retain its youth, the county must provide housing choices that complement the educational opportunities, the current job market, and commercial attractions. Otherwise, an out-migration of the young population will occur. A variety of multi-family housing options should include apartments, townhouses, patio homes, condominiums, nursing homes, and retirement housing all ranging greatly in price per unit to accommodate a wide range of relative affordability. These types of units are increasing in demand beyond the established urban areas such as Florence and should be encouraged to occur in the unincorporated portions of Boone County as viable options for both the building community and the prospective resident, especially as the county's land values rise. Older housing stock that can be rehabilitated without undue effort or expense should be retained and in some cases, incorporated into new subdivision design rather than being demolished. There are concentrations of older housing stock in need of restoration or rehabilitation in many of the older communities like Florence, Belleview-McVile, Burlington, Constance, Hebron, Petersburg, Stringtown, Taylorsport, Union, Verona, and Walton. Home ownership, maintenance, and rehabilitation assistance of older homes in these areas should be incentivized and encouraged through Federal or local grants. New residential development, regardless of the type, should be evaluated for its impact on the county's existing infrastructure and natural environment to ensure that it fits in with existing surrounding development through proper buffering and design. High density developments should be close to thoroughfares and urban services and be

sensitively developed in terms of building height, setbacks, mass, and visual impact. A variety of housing opportunities within the established urban (and suburban) areas of Boone County would encourage mixing of different income levels. Most new construction of typical single-family housing should be encouraged to occur within undeveloped areas within the established suburban portion of the county in order to take advantage of existing infrastructure and services already in place and avoid placing strain on the more rural transportation network in the undeveloped portions of the county. Consideration must be given to existing conditions that may affect new development in established areas such as adjoining land uses and proximity to the Cincinnati-Northern Kentucky International Airport where commerce and airplane noise may be an issue.

Established single-family housing areas should not experience an influx of multi-family or duplex construction unless adequate buffering or proper development design can be provided to ease the transition. Duplexes are often more successful than multi-family housing in blending in with single-family residential surroundings. Therefore, when buffering is minimal between single-family housing areas and proposed multi-family units, an appropriate transitional area of duplexes may be designed. New subdivision development should include design considerations and gradation of lot sizes to lessen the impact on the character of the area. This is particularly true in areas of agricultural zoning and could include larger lots or green space along the main road(s), larger lots or a buffer along adjacent low density residential uses, strategic open space, and detailed attention to the orientation of housing units. The bottom line is that infrastructure partners must work together and correlate improvements in order to ensure capacity and be sensitive to the surrounding area. A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible through creative development design, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing. Existing vegetation (such as wooded fence rows) should be retained as much as possible to provide buffer strips and stormwater filters. The density of typical residential developments in Boone County over the past couple of decades has been consistent with the suburban residential densities reflected on the 2035 Future Land Use Map (up to 4 units per acre). However, there is a large segment of the population that desires to live in more rural areas while still having convenient access to centers of commercial, services, and employment activity. For residential development to occur in these outlying areas, adequate and proper infrastructure must be provided, and impact on the natural environment must be minimized. If significant large lot residential subdivision development does occur in some of these rural areas, roads and other components of infrastructure will have to be improved. Existing

and planned water, stormwater, and sanitary sewer services influence the locations of new residential construction. However, just because one form of public infrastructure exists or has been improved, does not automatically mean the area is ready for suburban development. Other forms of infrastructure may also be needed or improved first. Development phasing is an option to ensure that the timing of a new development corresponds with the provision of adequate infrastructure. In order to support the densities needed to sustain mass transit and to foster new affordable housing options, average minimum densities should be encouraged for mixed-use, planned developments. This would allow a variety of housing types but also enable a logical progression of intensities. The highest residential densities would be in the activity centers of these mixed-use developments and would include neighborhood commercial, employment, public uses, as well as transit stations or stops. (Demographics, Conclusions and Recommendations, Housing Types and Locations, pages 20-21).

2. The demand for more affordable residences, generated by the commercial and industrial employment growth centers, has resulted in the development of many new condominium and apartment complexes. However, attempts at more affordable new construction single-family or apartment developments are often met with localized resistance from the public. Creative site design and architecture can help overcome some of this opposition. Clustered housing or Open Space Subdivisions shall be promoted (via density bonuses) as they enable the development industry and local government to address density concerns and strengthen the sense of community, as well as meet the housing demands of a changing population. Mixed-use, planned developments that can provide a mix of housing options, commercial opportunities, offices, public uses, recreational uses, and multiple transportation options (i.e. transit, pedestrian, park-and-ride) could be one strategy for meeting this demand for higher density. Areas of employment growth in Boone County should experience development pressure for housing options relative in affordability to the jobs and shopping opportunities being created in the area. Manufactured (or modular) homes are an economical alternative to conventional homes and can lower the cost of construction to help offset rising land costs. These manufactured homes have historically been in demand in the rural, western half of the county. Most manufactured homes are permitted throughout all of Boone County and can occur separately or in a subdivision, unless regulated by private deed restrictions or restrictive covenants. Mobile homes, however, are strictly limited to the few remaining mobile home parks in Boone County or in the Agricultural (A-1) zoning district which is primarily located in the western portion of the county. However, A-1 zoning requires a minimum five acre lot size making this a less economical housing alternative with the increasing land prices. (Demographics, Conclusions

and Recommendations, Affordability, page 21).

3. 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).
4. 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).

- D. Dixie Highway is a state maintained arterial street providing for two way traffic within two driving lanes. There are no sidewalks along the roadway.

STAFF COMMENTS

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

1. Construction of 312 multi-family residential dwellings in twelve (12) three-story buildings, having the following breakdown:
 - a. 84 one bedroom units
 - b. 108 two bedroom units
 - c. 120 three bedroom units
2. Construction of a one-story community building with a pool and playground/grill area.
3. Provision for 585 off-street parking spaces.
4. Access from two curb cuts onto Dixie Highway, one being a right-turn-in/right-turn-out only and the other being full access.
5. Construction of an exclusive left-turn storage lane on northbound Dixie Highway.
6. Provision for internal sidewalks.
7. Provision for perimeter landscaped buffer yards.
8. Provision for possible future access to adjacent property to the north of the site.
9. Provision for a six (6) foot high privacy fence along the north and south property lines of the site.
10. Provision for an eight (8) foot high privacy fence along the west property line of the site.
11. Provision for stormwater detention.
12. Provision for a dog park.

- B. The applicant has provided a Project Narrative providing a description of the development and zoning map amendment justification.

- C. The applicant has provide a Traffic Impact Study which concludes that there will be a slight impact to the existing highway network and that a northbound left-turn storage lane will be installed at the full access point on Dixie Highway.

- D. Staff has reviewed the submitted Concept Development Plan against the Boone

County Zoning Regulations:

1. Section 3316 provides regulations for lighting.

Insufficient information has been submitted to determine compliance with these regulations.

2. Section 3655.C states that fences within front yards shall have a maximum height of four (4) feet, shall be of a decorative design, and shall have an opacity of fifty (50) percent or less.

The submitted plan indicates that the proposed six (6) foot high privacy fence will extend into the front yard along the north and south property lines.

3. Section 3645 states that fences or walls which are used within buffer yards shall be located within the center of the buffer yard and the plants shall be installed on both sides of the fence.

The submitted plan indicates that the proposed fence along the north and a portion of the south property lines will be located along the property line and not within the center of the proposed buffer yard.

- E. Staff sent out an Agency Memo to the Boone County Building Department, Community Development Division, Boone County Public Works, Boone County Schools, Boone County Water District, Kentucky Transportation Cabinet, SD1, and the Walton Fire District.

1. Mike Rouse, Boone County Water District, replied that he had no comments.
2. Bridget Striker, Boone County Planning Commission Community Development Division, replied that the historic Grubbs Cemetery is located in the southern end of the project area and that construction fencing needs to be installed a minimum of thirty (30) feet from the cemetery boundaries to eliminate accidental damage to known gravestones and burials, as well as damage to undiscovered burials which may be located beyond the known internments.
3. Linzy Brefeld, KYTC, replied that they are currently reviewing the Traffic Impact Study.
4. Daniel Menetrey, Boone County Public Works, replied that he had no comments.

STAFF CONCERNS

- A. Due to the alignment of Maher Road, access to the lot immediately to the north of the site in question is problematic and would create an offset intersection with

Maher Road.

During the pre-application meeting, staff suggested that access to the property immediately to the north of the site in question be provided through the site in question.

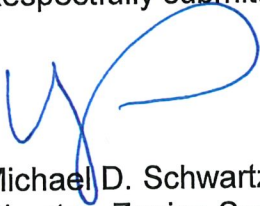
While the applicant has provided such access, the plan also shows a six (6) foot high privacy fence that would block such access.

The applicant should address how the access is going to be accommodated given the current design of the site.

CONCLUSION

This request needs to be evaluated by the Boone County Planning Commission and 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

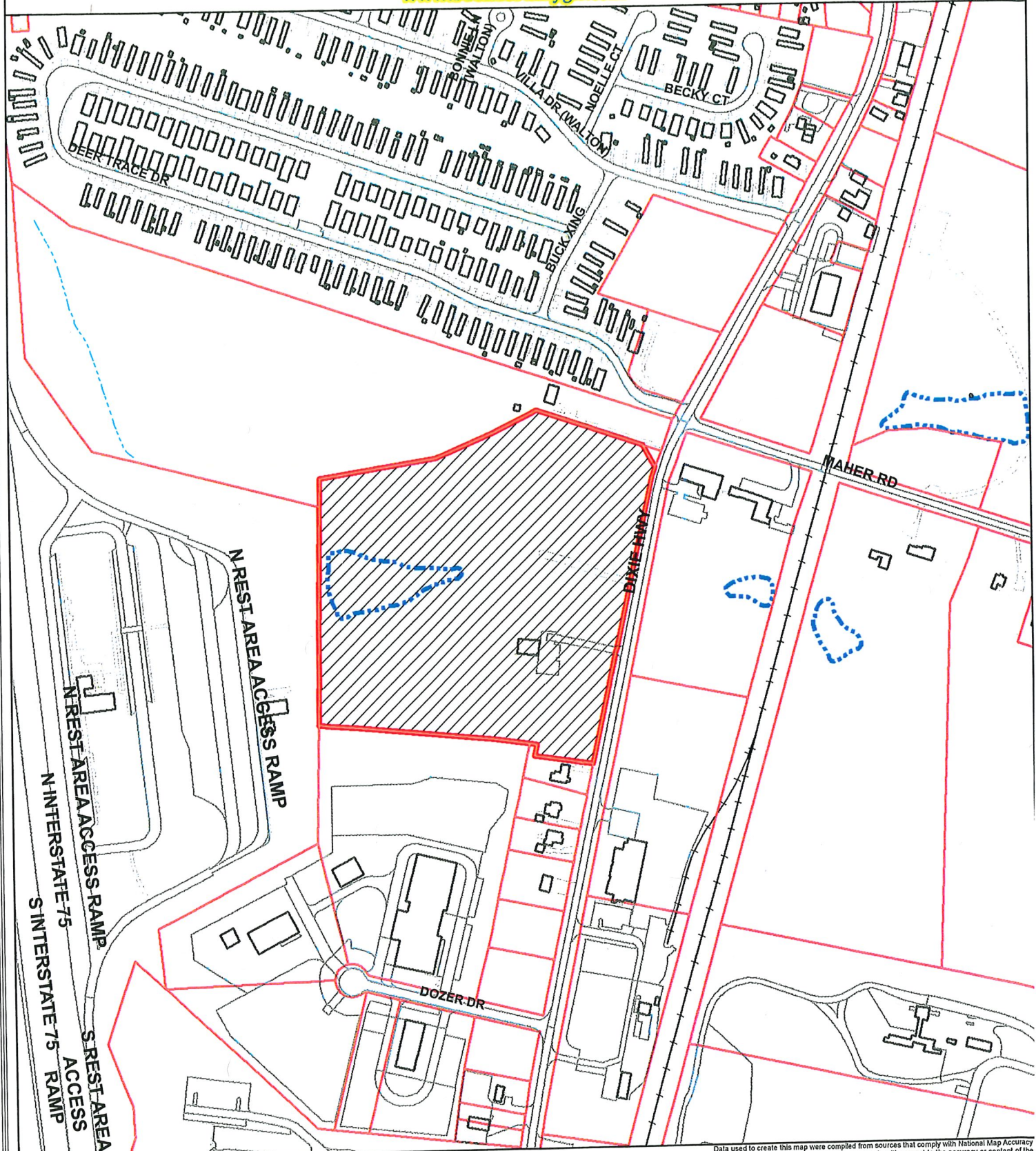
MDS/ss

Attachments:

- *Vicinity Map
- *Aerial Map
- *Topographical Map
- *Zoning Map
- *2040 Future Land Use Map
- *Application
- *Project Narrative
- *Traffic Impact Study
- *Concept Development Plan

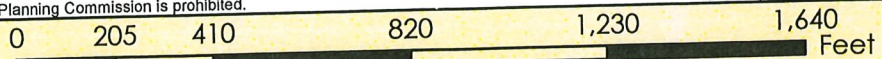
Vicinity Map

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1 inch = 400 feet



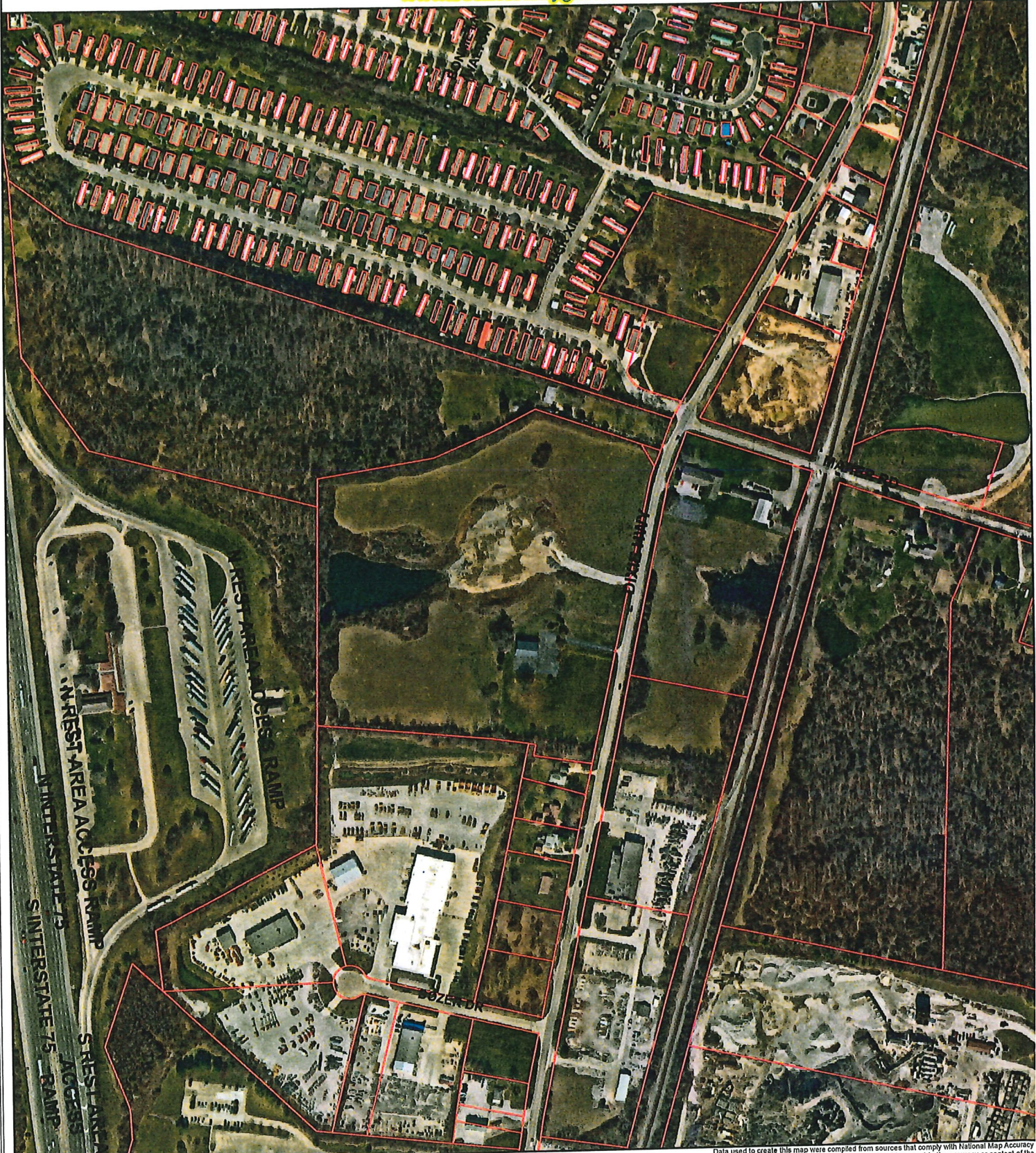
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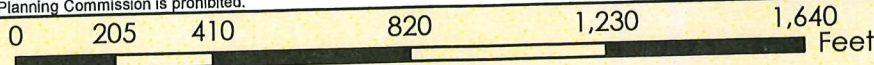
Aerial Map

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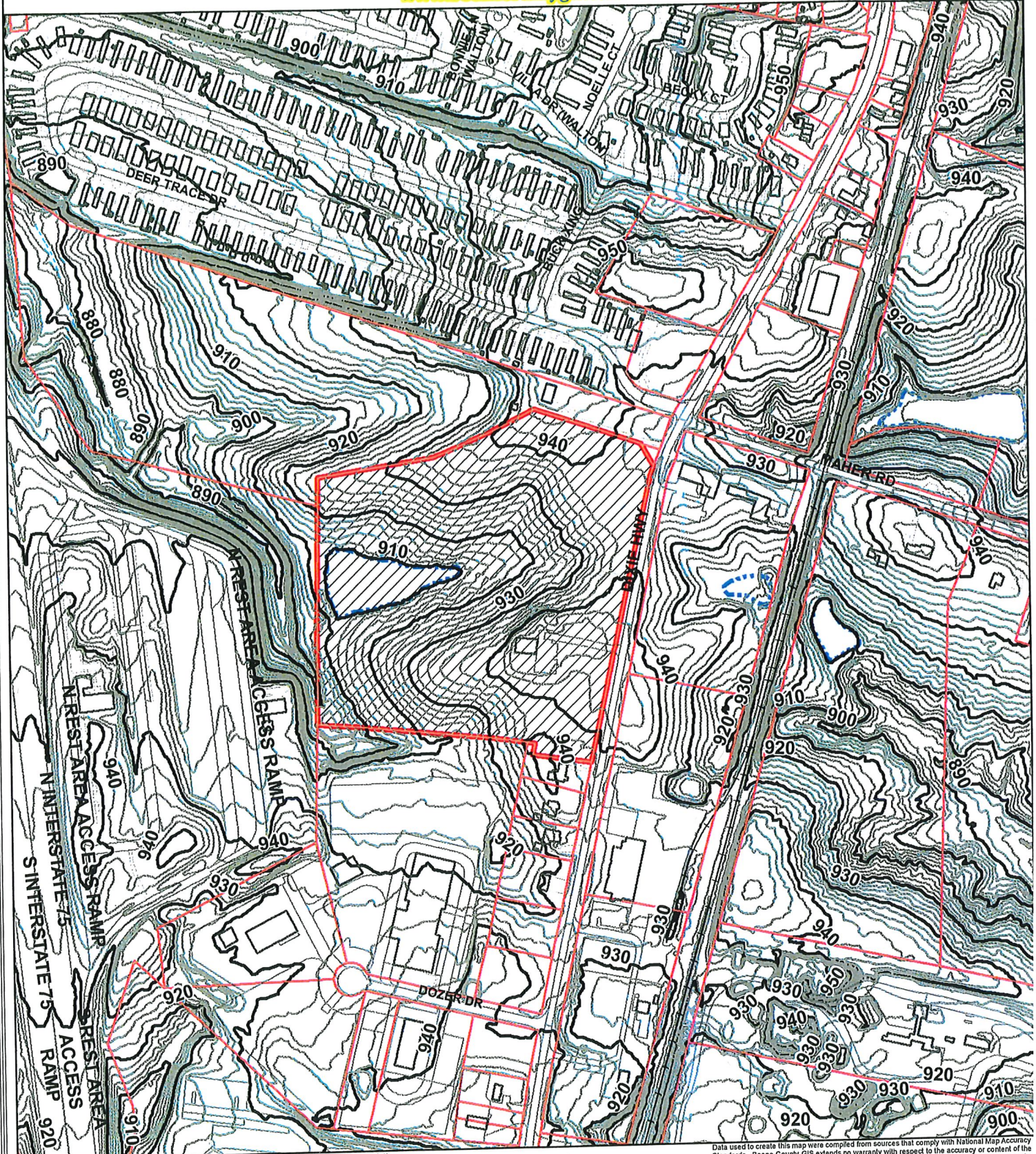
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Topographic Map

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0 205 410 820 1,230 1,640 Feet

1 inch = 400 feet



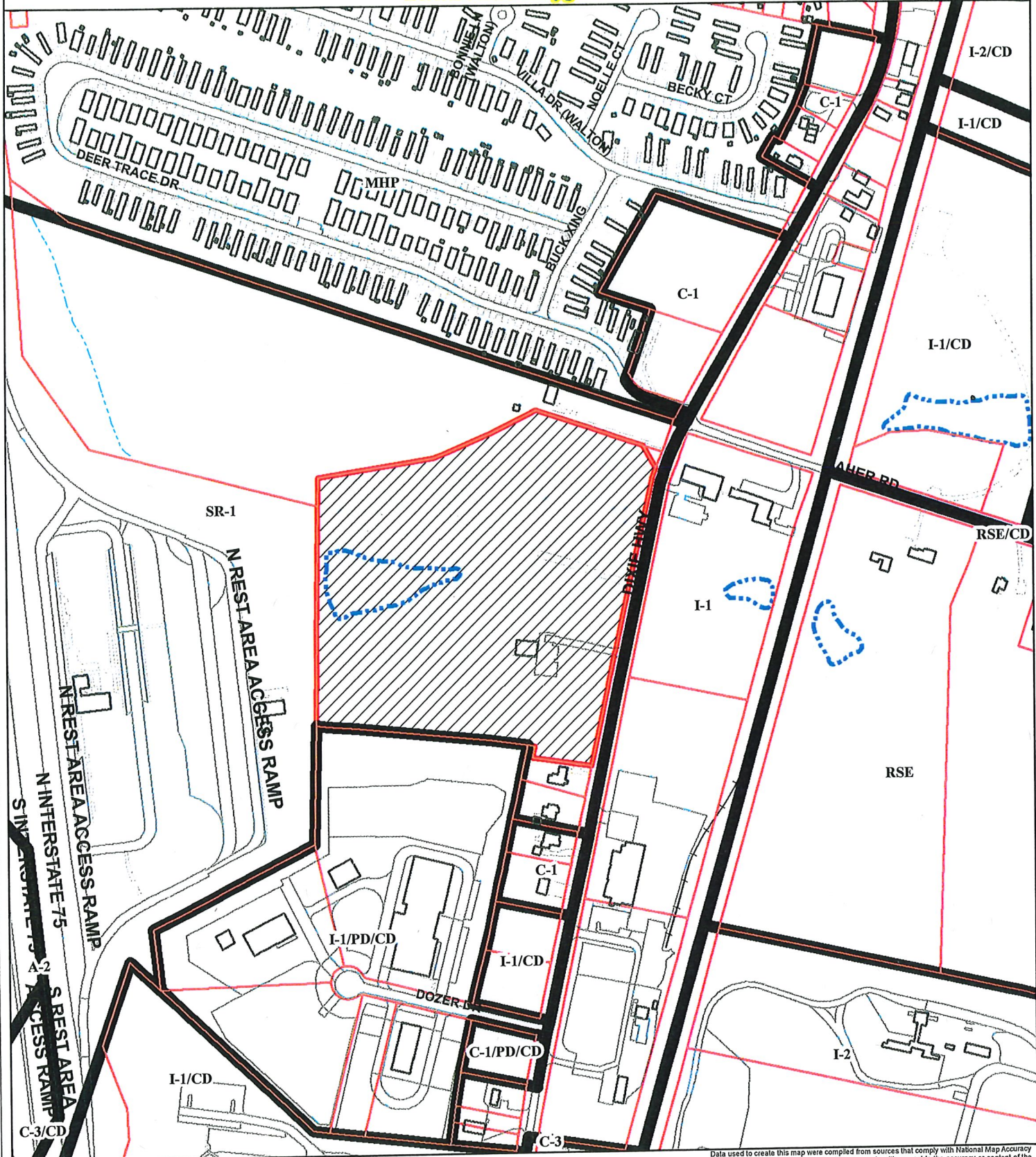
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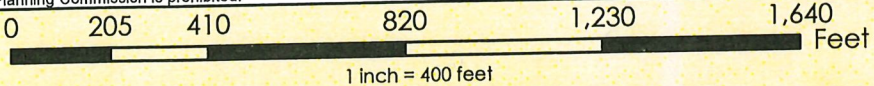
Zoning Map

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Boone County GIS - Putting Northern Kentucky on the Map

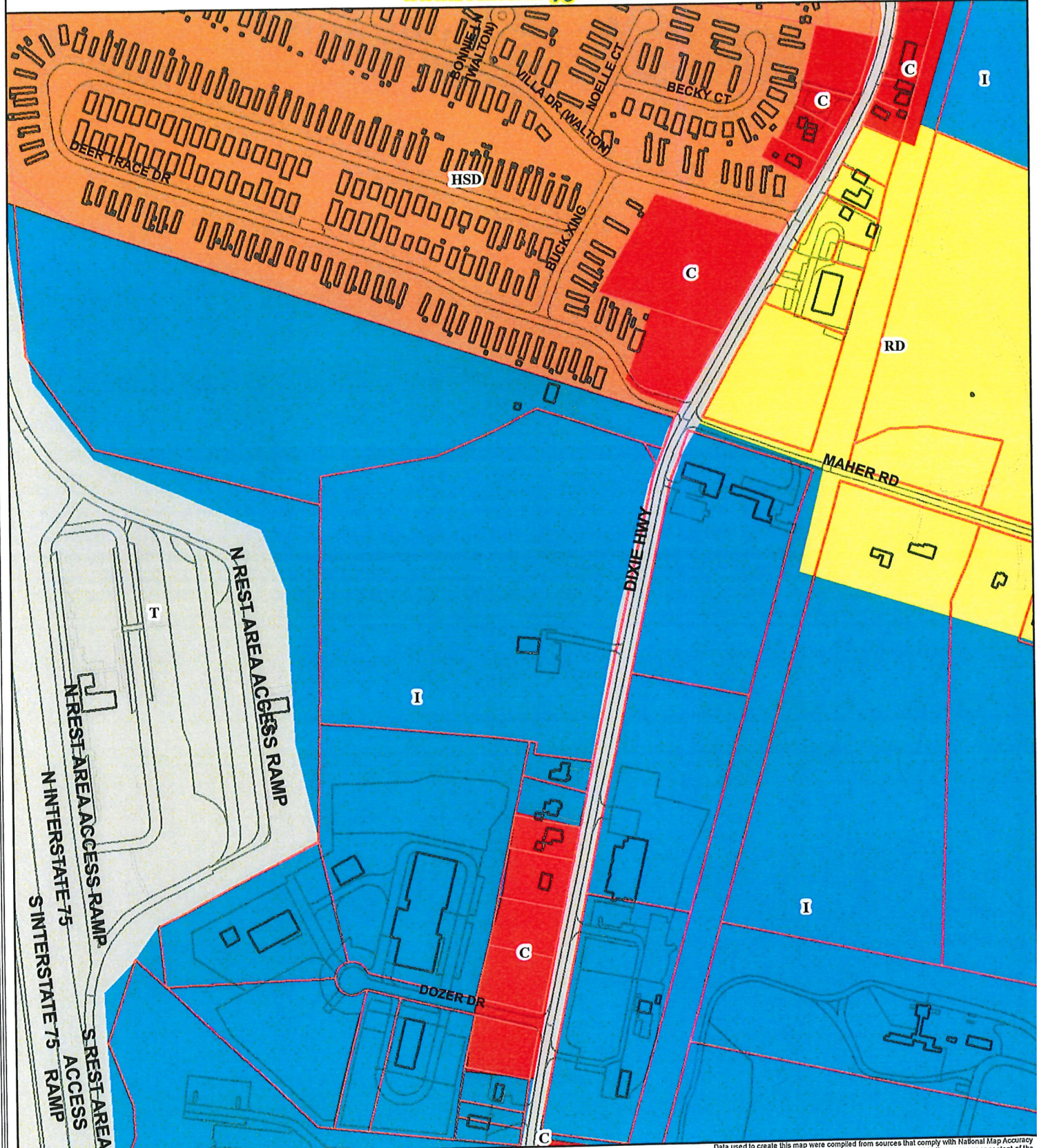


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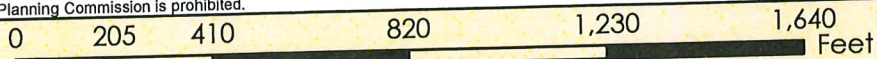
2040 Future Land Use Map

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ArcMap Document: *.mxd

12. 1124 572 2058
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

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- | | |
|---|---|
| <input type="checkbox"/> Boone County Building Department | <input checked="" type="checkbox"/> Local Fire District |
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| <input checked="" 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 10/17/24

Property Owner's Signature:

Judy Cizik - Joyce Robinson Foundation
[Signature]

Applicant's Signature:

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

1. Date Received: 8-2-24 Fee Received: 2949.11 Receipt #: 91024
2. Number of Copies Received: _____
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
plancom@boonecountky.org
www.boonecountky.org

10637 Dixie Highway Multifamily Residential
Narrative in Support of Application

The Applicant submits the following narrative in support of Zoning Map Amendment Application for the property located at 10637 Dixie Highway in Boone County.

I. Description of the Development

The proposed multi-family development is located on a total of 18.874 acres at 10637 Dixie Highway in unincorporated Boone County, Kentucky. The site is specifically located on the west side of Dixie Highway (U.S. 25) and south of the intersection of Dixie Highway and Maher Road and Deer Trace Drive. The site is bounded on the west side by I-71/75 and an interstate rest area. The site includes one residential single-family home on the site which will be demolished to make way for the proposed development.

The site is zoned Suburban Residential One (SR-1), as are the adjacent properties to the north (10579 Dixie Highway), west (I-71/75 Interstate rest area, and a small portion to the south (10665 Dixie Highway) of the site. The SR-1 zone allows 4 dwelling units/acre. The remaining property to the south (150 Dozer Drive) of the proposed site is zoned Industrial One/Planned Development zone (I-1/PD/CD). The entirety of the properties across Dixie Highway to the east of the site are zoned Industrial One (I-1). In the general vicinity of the site, on the north side at Dixie Highway and Deer Trace Drive, is a mobile home park residential community zoned MHP which allows up to 7 dwelling units/acre. There are also two commercial zones (C-1), near, but not immediately adjacent to the north and south of the site along Dixie Highway.

According to Our Boone County Plan 2040, the property located at 10637 Dixie Highway, and all its adjacent properties, is designated for future industrial use.

The proposal is to develop a (for lease) multi-family (apartment) community with recreational amenities. The current plan shows that the community will consist of 312 units, with a mix of one-bedroom, two-bedroom, and three-bedroom units. The proposed intensity of the site is calculated to be approximately 17 units per acre. The complex will include a total of 11 buildings with 24 units/each, one building with 36 units, and one clubhouse building with community pool, playground, and picnic area. The site will also include onsite parking with that will meet current parking regulations, circulation drives, a dog park, and proposed dry detention.

The site will include berms and required landscaping along the frontage on Dixie Highway. There will be one monument sign located at the main entrance on Dixie Highway. In addition, the development will include landscape buffer yards on all sides and additional privacy fencing on the east and west sides. The applicant is requesting a variance to allow a 8-foot privacy fence along the rear property line to provide additional buffer and noise abatement to the existing I-71/75 rest area.

The applicant is requesting a zone change from SR-1 to Urban Residential – Two (UR-2) which allows up to 20 dwelling units/acre.

The proposed multi-family development will offer a quality housing option. The provision of affordable housing is a crucial component to recruiting additional work force into our region.

II. Zoning Map Amendment Justification

Although Our Boone County Plan 2040 recommends the property located at 10637 Dixie Highway, and all the immediately adjacent properties, for future industrial use, the plan recommends that the existing residential mobile home park remain High Suburban Density residential (HSD). This recommendation would leave the residents of the mobile home park along Deer Chase Drive without a buffer between their community and future industrial developments. In addition, Our Boone County Plan 2040 calls to attention the need for additional affordable workforce housing in the county.

The proposed multi-family development at 10637 Dixie Highway not only fits in harmoniously with the existing single-family residential neighborhood to the north, but it also is supported by the overall goals, objectives, and strategies in Our Boone County Plan 2040. Listed below are several passages from the comprehensive plan which demonstrates that the requested map amendment from SR-1 to UR-2 is in agreement with the intent of the plan.

Our Boone County Plan 2040 ***2017 GOALS & OBJECTIVES***

DEMOGRAPHICS – Pg. 5 - 6

Goal A: The makeup of Boone County's population is identified, and their needs met through orderly growth.

Objectives:

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.*

Goal B: Safe, sound, and sanitary housing opportunities exist for all Boone County residents.

Objectives:

1. *A broad range of housing opportunities shall be provided to meet the needs and desires of all household types and shall be balanced with affordability, employment centers, commercial areas, and educational needs.*

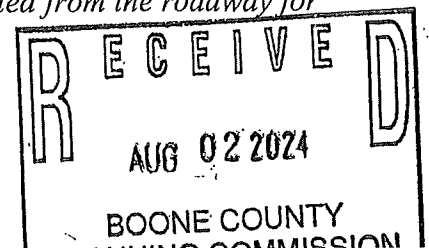
6. *Mixed use, higher density neighborhoods shall be encouraged near existing or proposed transportation nodes and shall be designed to establish neighborhoods with a mix of retail, public, and recreational uses.*

TRANSPORTATION Pg. 11 - 12

Goal B: The local transportation system in Boone County shall be maintained improved to enhance the overall safety and level of service.

Objectives:

7. *Transportation planning and development efforts shall provide sufficient rights-of-way for road improvements that include pedestrian and bicycle facilities separated from the roadway for safety.*



8. *Mixed use, higher density neighborhoods shall be designed to accommodate safe pedestrian access to mass transit, major streets and interstates, public facilities, and parks.*

The Our Boone County Plan 2040 references the 2017 Goals & Objectives section and is very clear in stating the need for good planning as Boone County's population continues to increase in population and industry. Part of ensuring organized growth within the county is the availability of a diverse housing stock. In addition, the Goals & Objectives state that, ideally, the creation of mixed use, higher density neighborhoods that are near existing transportation nodes is preferred. The proposed multi-family development would provide a step-up in density from the existing residential neighborhood to the north and would become an ideal housing opportunity for employees of existing and future employment centers located to the south.

In addition to the Goals & Objectives, the comprehensive plan text also summarizes the data regarding the current housing stock in the county, as well as makes conclusions and recommendations of how plans for future housing should evolve. The Demographics section of Our Boone County Plan 2040 (pgs. 13 – 22) contains the following excerpts which illustrates the need for housing variety:

HOUSING SUPPLY

Vacancy Rate - Pg. 18

"In 2017, Boone County had an estimated 5.8% vacancy rate for all units, both single family and multi-family, which is down from the 6.4% 2010 rate. This is below the national average of 6.9% and usually leads to increasing housing prices as demand nears supply."

Economic Status – Pg. 19

"Demand for multi-family housing has historically been in the Florence area. However, since 2010 an emphasis on new multi-family construction has shifted to the unincorporated county due in part to the continuing in-migration of a young, professional population, influx of unskilled labor jobs (such as warehousing and logistics employment centers) throughout the county, an increased growth of single-parent families, and the overall graying of the population. As a result, the demand for various multi-family housing options is likely to continue to extend into all developing areas of Boone County."

CONCLUSIONS AND RECOMMENDATIONS

Housing Types and Locations – Pg. 20 - 22

"...A variety of multi-family housing options should include apartments, townhouses, patio homes, condominiums, nursing homes, and retirement housing all ranging greatly in price per unit to accommodate a wide range of relative affordability. These types of units are increasing in demand beyond the established urban areas such as Florence and should be encouraged to occur in the unincorporated portions of Boone County as viable options for both the building community and the prospective resident, especially as the county's land values rise."

"...High density developments should be close to thoroughfares and urban services opportunities within the established urban (and suburban) areas of Boone County would encourage mixing of different income levels..."

“Established single-family housing areas should not experience an influx of multi-family or duplex construction unless adequate buffering or proper development design can be provided to ease the transition...”

“A progression of densities of residential uses from high (multi-family) to low (single family) shall be encouraged. Where traditional progressions of high to low net density are not possible through creative development design, an appropriate and attractive visual transition should be achieved. This could include existing vegetation or new landscaping and/or fencing...”

Affordability - Pg. 21 & 22

“The demand for more affordable residences, generated by the commercial and industrial employment growth centers, has resulted in the development of many new condominium and apartment complexes. However, attempts at more affordable new construction single-family or apartment developments are often met with localized resistance from the public. Creative site design and architecture can help overcome some of this opposition....Areas of employment growth in Boone County should experience development pressure for housing options relative in affordability to the jobs and shopping opportunities being created in the area.”

“...it is essential that the makeup of Boone County’s population be accurately identified in order to make sure that all resident needs and housing opportunities are met and balanced with affordability, proximity to employment and commercial centers, access to educational resources, and proximity to public transportation as needed. Residential development has occurred at a lower density than planned in the Future Land Use Plan over the last several comprehensive plan updates in Boone County and the development has predominantly been in a limited variety of product, typified by mid-to high-range single-family subdivisions at approximately three units per acre. The demand for this product should remain fairly strong through the 25 year planning horizon; however, Boone County needs to be open to changes in the market as well as type and design of housing options in the coming years as the demographics of the county evolve.”

The Economy section of Our Boone County Plan 2040 (pgs. 59 - 68) contains the following excerpts which illustrates the need for housing variety:

Base and Non-Base Industries – Pg. 63

“Manufacturing increased in Boone County in the past decade, but decreased in Kentucky overall. This reflects that Boone County’s development trends specific to Northern Kentucky are different than other parts of the state. In fact, 59% of jobs located in Boone County in 2015 were “blue collar” jobs whereas at the state level it was only 24%. Boone County’s more “blue collar” employment opportunities do not match up with the mostly “white collar” jobs Boone County residents have. This explains the disparity between the “white collar” income earned by Boone County residents and the “blue collar” income of job opportunities in the county. Residents of the county have to travel to other counties for employment, whereas establishments located in Boone County rely on a workforce that commutes into the county. This is also further complicated by the housing costs within the county as most new construction is aimed at the “white collar” worker instead of the “blue collar”, or more affordable homes that would match workers in the area to homes.”

Sustainability – pg. 65

“The diversity of industry and employment opportunities has long been the strength of Boone County’s economy, but the challenge of providing local housing opportunities for workers in all industries remains.”

The proposed multi-family development is part of the Richwood East (Area 21) Geographic Areas identified in the comprehensive plan. The comprehensive plans states that there are several growth drivers in the area including the Northern Kentucky Industrial Park, the new Mt. Zion interchange, Weaver Road, development pressures along U.S. 25, and the Norfolk & Southern Railroad Line.

The plan recognizes that any industrial growth near the northbound I-75 rest stop, should include a *“buffer to hide outside storage and pavement areas from the rest stop and interstate.”* In addition, the plan states the following:

“Due to its design and its dangerous intersection with U.S. 25, Maher Road should remain an enclave of residential uses, and no industrial access should be provided along this road. Industrial uses abutting this residential area must be planned with adequate buffering for the existing and future residential development.”

The proposed multi-family residential development can provide adequate buffering between the interstate rest stop/future industrial uses and existing residential communities near the U.S. 25 and Maher Road intersection.

III. Conclusion

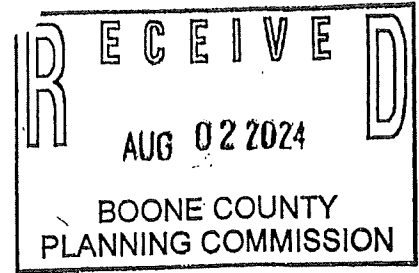
The proposed multi-family development at 10637 Dixie Highway will provide an alternative housing option to that of the surrounding single-family; and will be specifically attractive to those needing a more affordable option. The development will feature many desirable amenities including a clubhouse, pool, picnic area, playground, and dog park. The comprehensive plan is very clear in its support and recommendations for the county to allow more diverse and affordable housing options. Evidence shows that much of the county’s higher-end single family housing requires that many county employment centers rely on a workforce commuting from other counties where housing is more affordable. The plan clearly recommends that as employment centers grow so too should the options of more affordable housing.

The requested UR-2 zone would allow a density of up to 20 units per acre, however the proposed development will have an approximate density of 17 units per acre, which is less than the allowance. The underlying zone of the existing mobile home park at Dixie Highway and Deer Chase Drive allows up to 7 units per acre. To the south and west of our applicants’ site, there are several existing industrial uses. Thus, the proposed multi-use development would provide a much-needed buffer and transitional density increase between the existing residential areas to the north and the heavier industrial uses to the west and south.

In conclusion, when considering the comprehensive plan as a whole, the Applicant is confident that the proposed map amendment is consistent with the spirit and intent of Our Boone County Plan 2040.

Final report

July 29, 2024



Traffic Impact Study

*Apartments
10637 Dixie Highway (US 25)
Walton, KY*

Prepared for

**Boone County Planning Commission
Kentucky Transportation Cabinet**

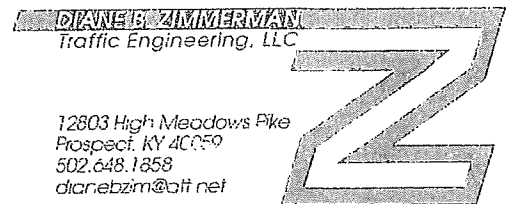


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INTRODUCTION

The site plan for the proposed apartment community shows 312 apartments on Dixie Highway (US 25) near Maher Road in Walton, KY. **Figure 1** displays a map of the site. Access to the site will be from two entrances on Dixie Highway, south of Maher Road, with the northern entrance being a right-in/right-out only. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Dixie Highway with Maher Road and the proposed entrance.

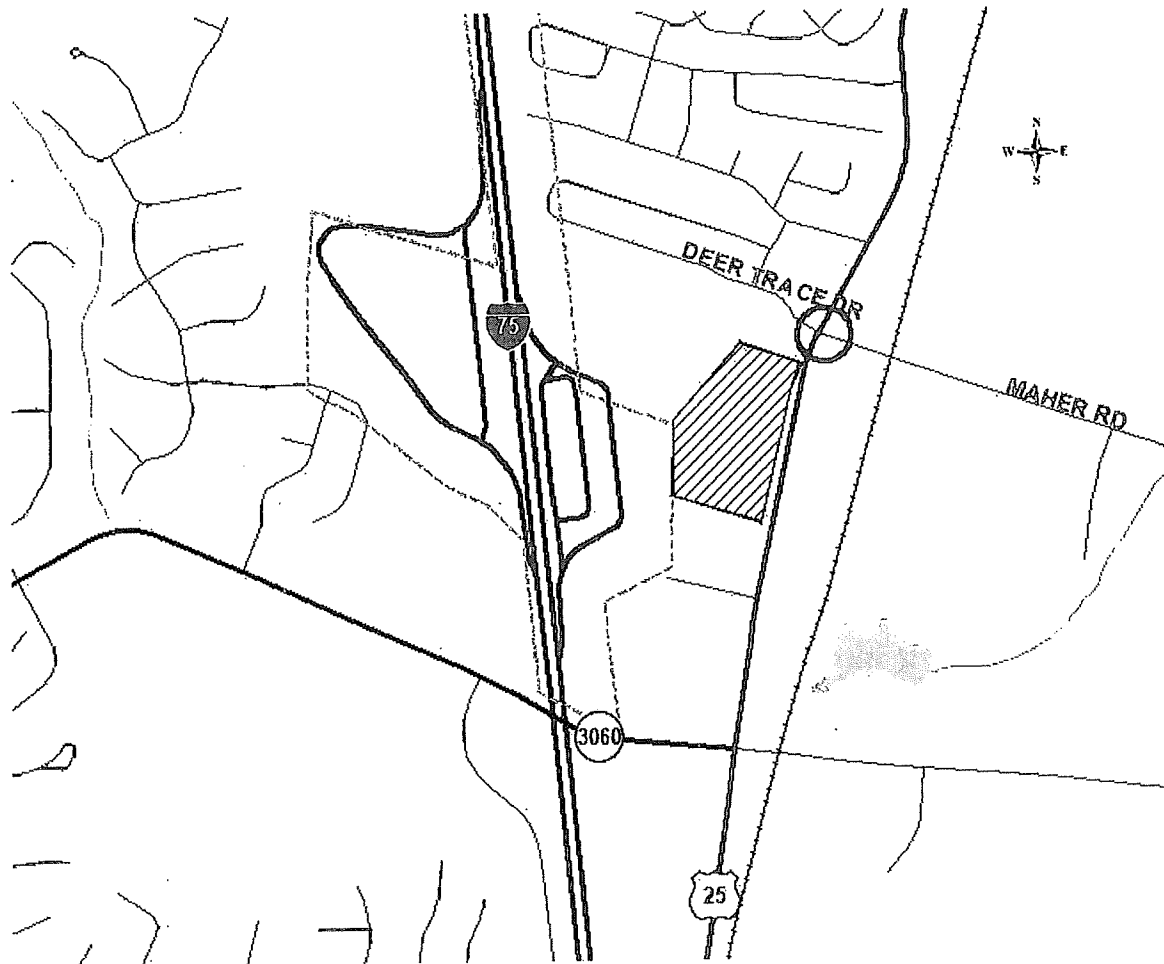


Figure 1. Site Map

EXISTING CONDITIONS

Dixie Highway, US 25, is a state-maintained road with an estimated 2023 ADT of 14,600 vehicles per day between East Frogtown Road (KY 3060) and Mt. Zion Road (KY 536) as estimated from the Kentucky Transportation Cabinet 2021 count at station L73. The road is a two-lane highway with eleven-foot lanes with five-foot shoulders through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 45 mph. There are no sidewalks. The intersection at Maher Road/Deer Trace Drive is controlled with a stop sign. There are no turn lanes. Maher Road and Deer Trace Drive are off-set from each other. The intersection has advanced warning lights on US 25.

Peak hour traffic count for the intersections were obtained on Tuesday, April 25, 2023. The a.m. peak hour occurred between 7:15 and 8:15 and the p.m. peak hour occurred between 4:30 and 5:30 p.m. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

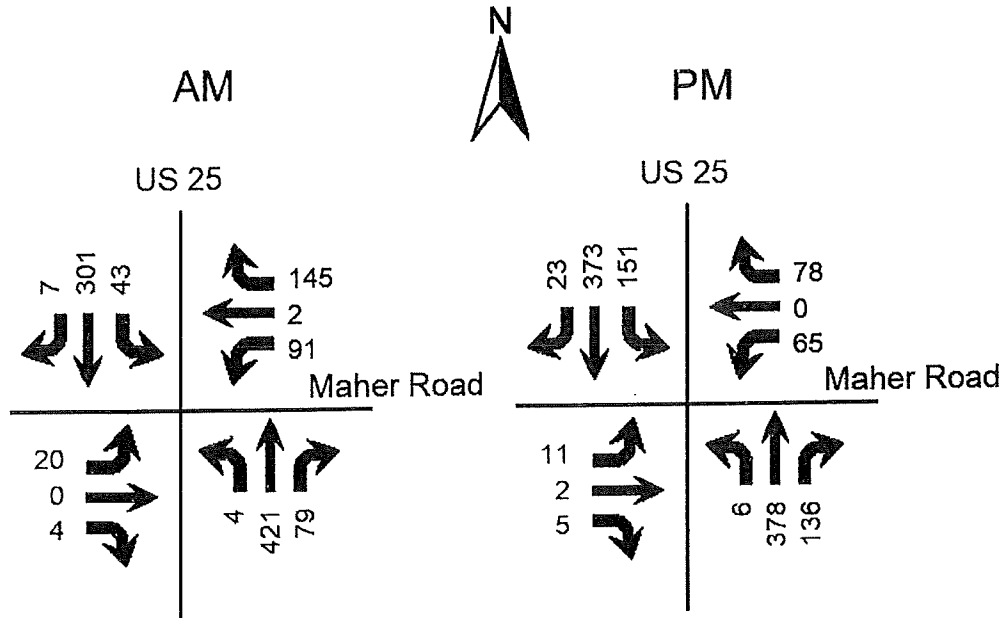


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2027. An annual growth rate of 1.0 percent was applied to the 2023 volumes. **Figure 3** displays the 2027 No Build peak hour volumes.

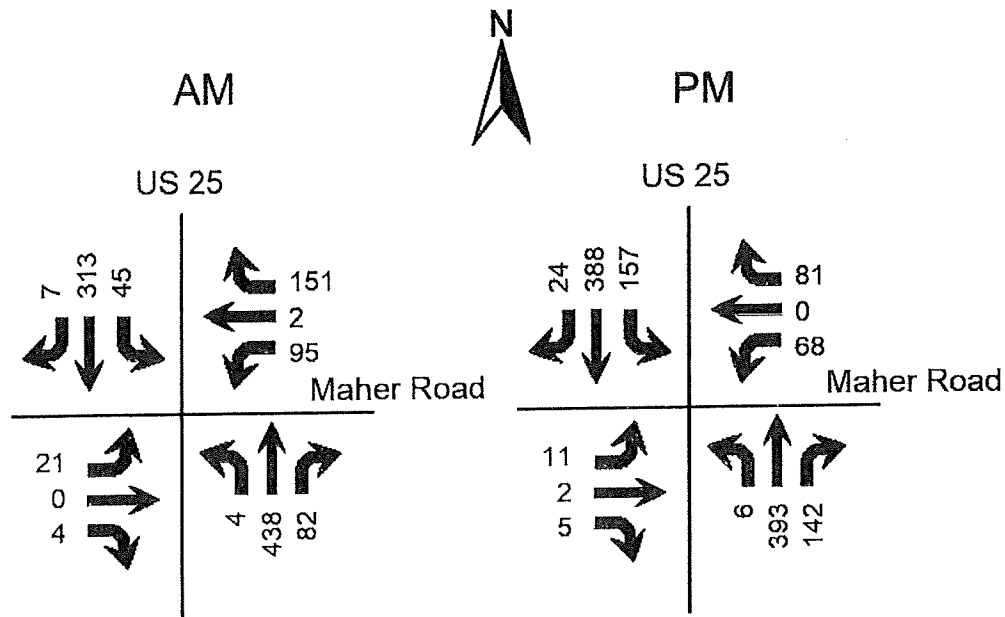


Figure 3. 2027 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers Trip Generation Manual, 11th Edition contains trip generation rates for a wide range of developments. The land uses of “Multifamily Housing (Low-Rise) (220)” was reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. The study assumes 144 units will utilize the right-in entrance and 96 units will use the right out exit. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Trips	In	Out	Trips	In	Out
Multifamily (312 units)	120	29	91	155	98	57

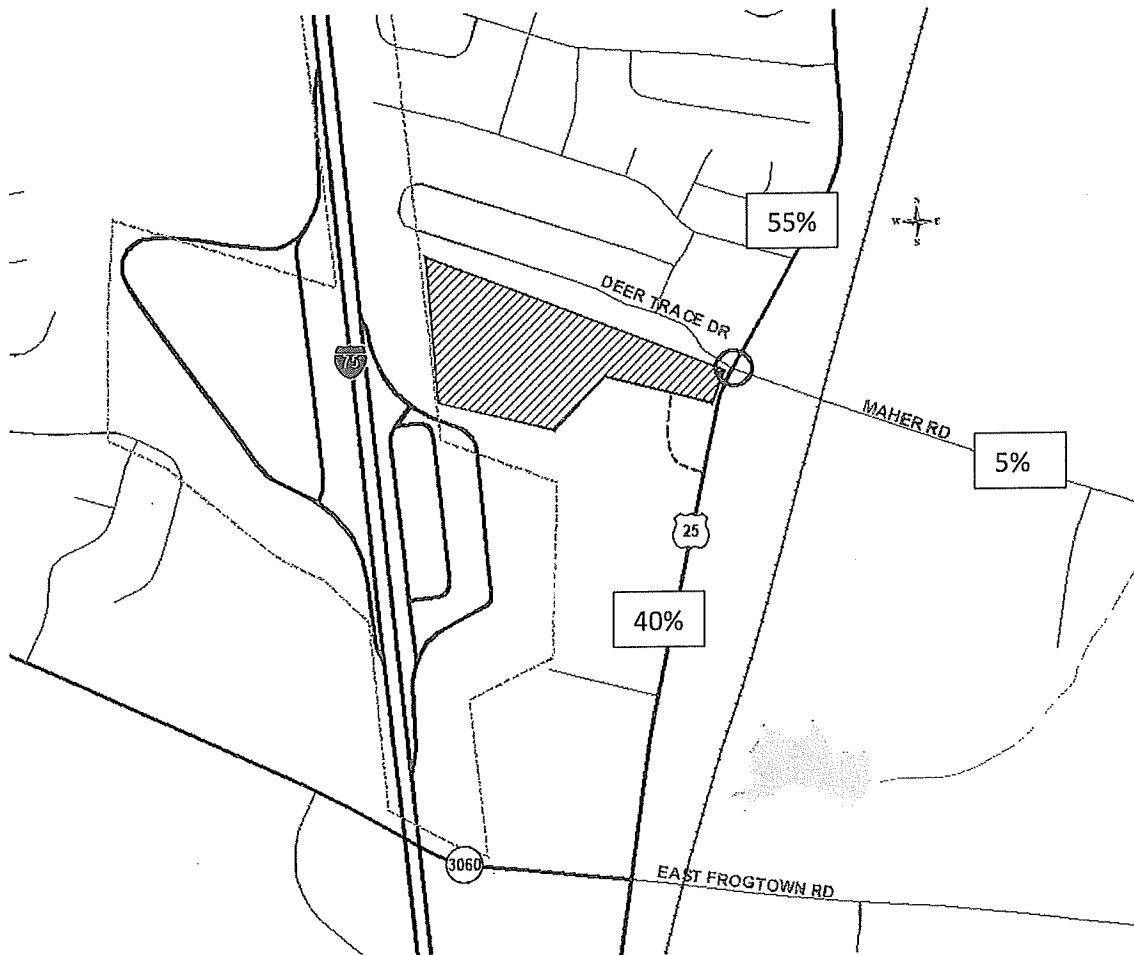


Figure 4. Trip Distribution Percentages

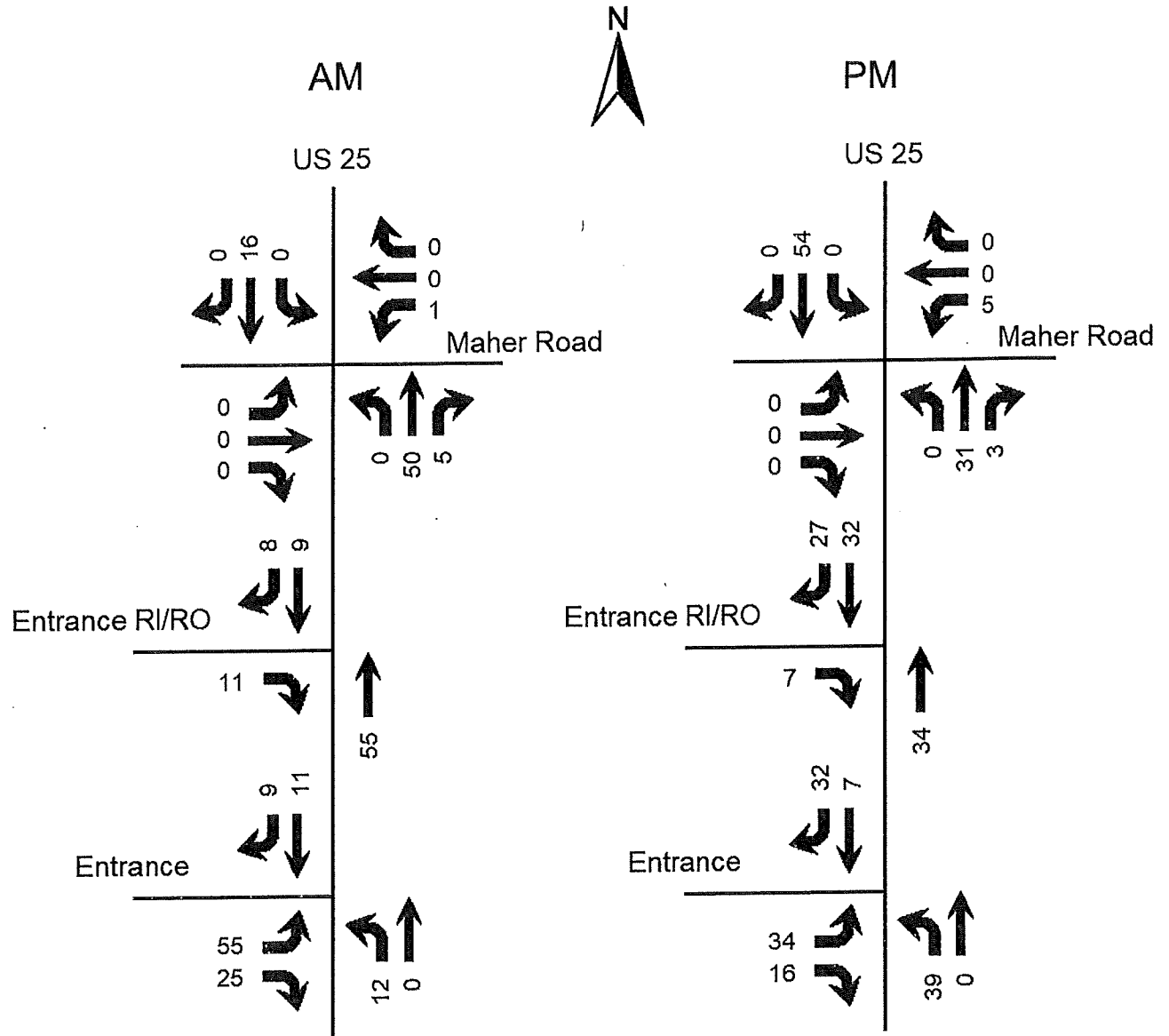


Figure 5. Peak Hour Trips Generated by Site

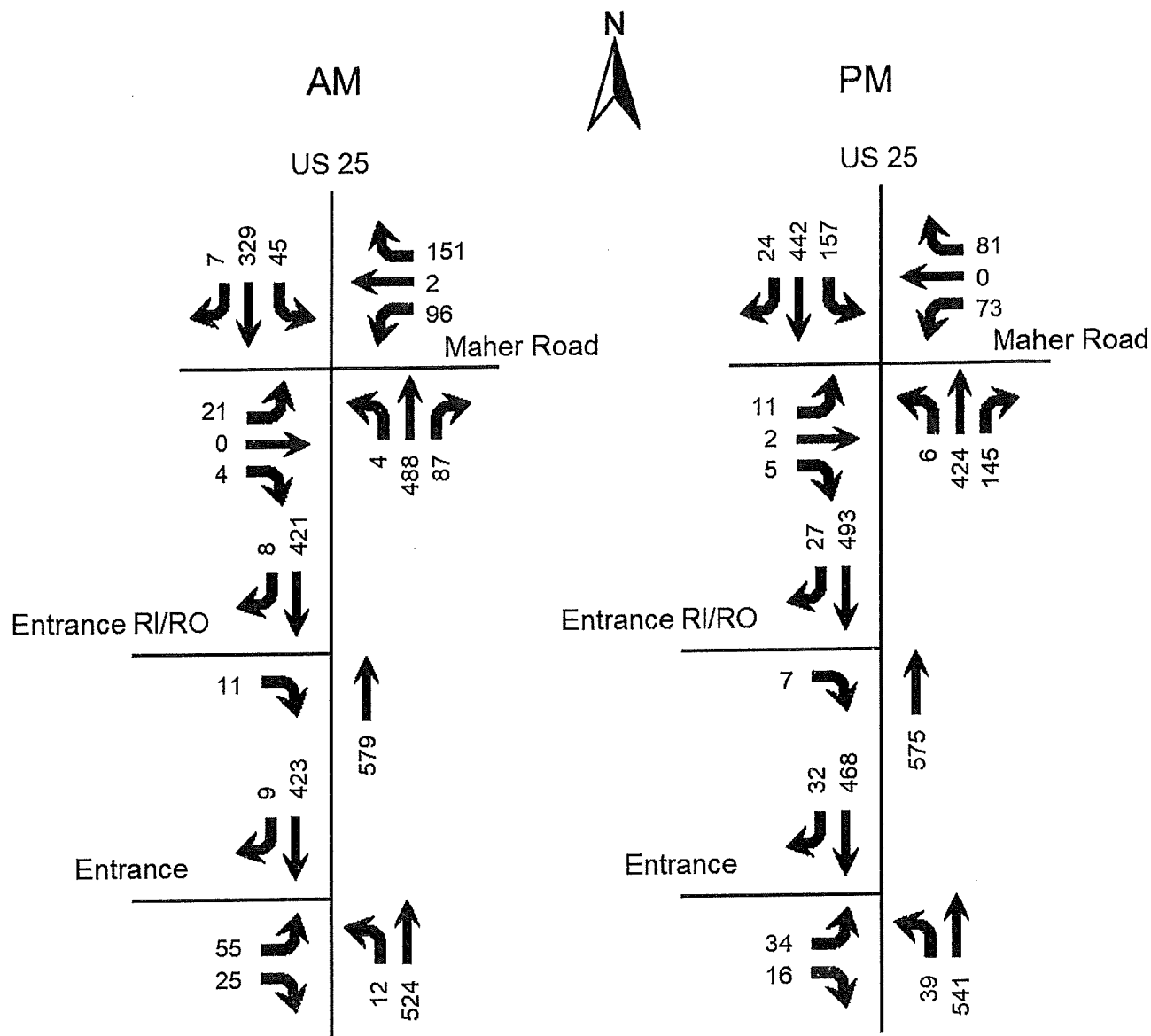


Figure 6. 2027 Build Peak Hour Volumes

ANALYSIS

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a “Level of Service”. Level of Service is a ranking scale from A through F, “A” is the best operating condition and “F” is the worst. Level of Service results depend upon the facility that is analyzed. In this case, the Level of Service is based upon the total delay experienced for lanes at stop-controlled intersections.

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the Highway Capacity Manual, 7th edition. Future delays and Level of Service were determined for the intersections using the HCS Two-Way Stop Controlled (version 2024) software. The delays and Level of Service are summarized in **Table 2**.

Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2023 Existing	2027 No Build	2027 Build	2023 Existing	2027 No Build	2027 Build
Dixie Highway at Maher Road						
Deer Trace Drive Eastbound	D 26.7	D 29.3	D 33.6	E 35.7	E 39.6	E 47.3
Maher Road Westbound	C 17.3	C 19.0	C 22.5	E 37.5	E 47.9	F 83.4
Dixie Highway Northbound (left)	A 8.2	A 8.3	A 8.3	A 8.2	A 8.2	A 8.4
Dixie Highway Southbound (left)	A 8.6	A 8.7	A 8.8	A 9.2	A 9.3	A 9.4
Dixie Highway at Entrance						
Entrance Eastbound			B 14.8			B 15.7
Dixie Highway Northbound (left)			A 8.2			A 8.6

Key: Level of Service, Delay in seconds per vehicle

The entrance was evaluated for turn lanes using the Kentucky Transportation Cabinet Highway Design Guidance Manual dated July, 2020. The traffic impact policy requires using volumes for ten years beyond opening date, or 2037. The 2037 volumes were determined by using 1.0% annual growth from the 2027 volumes. **Figure 7** is the 2037 No Build and **Figure 8** is the Build. The volumes in Figure 8 were utilized to determine turn lane requirements. The entrance meets the volume warrants for installing a left turn lane. At the posted speed limit of 45 mph the design dimension for an uncontrolled left turn lane is 115' of full width pavement with a 100' taper for a total of 215'. **Table 3** displays the level of service results for 2037.

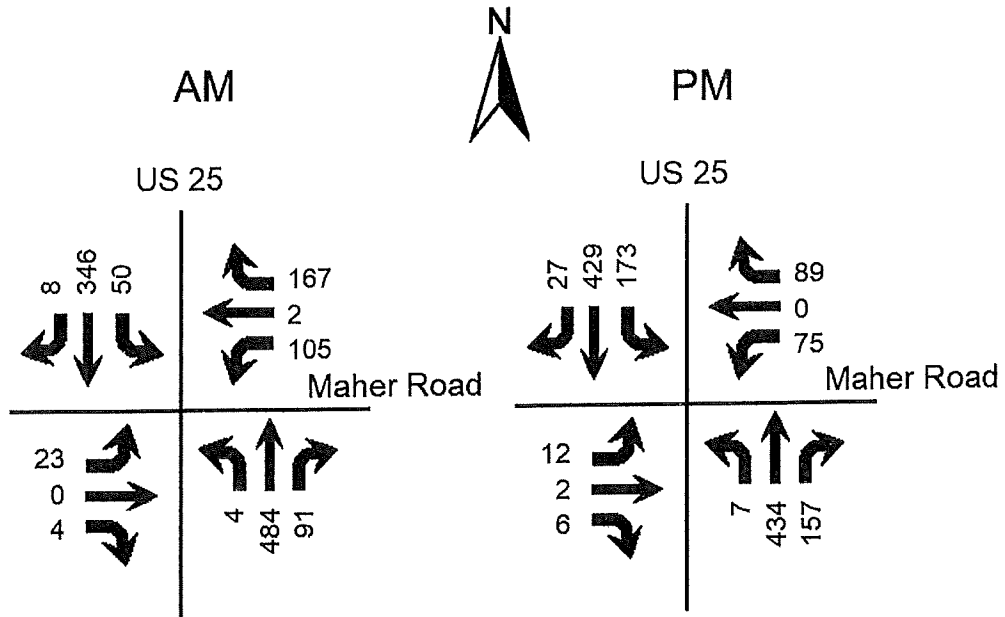


Figure 7. 2037 No Build Peak Hour Volumes

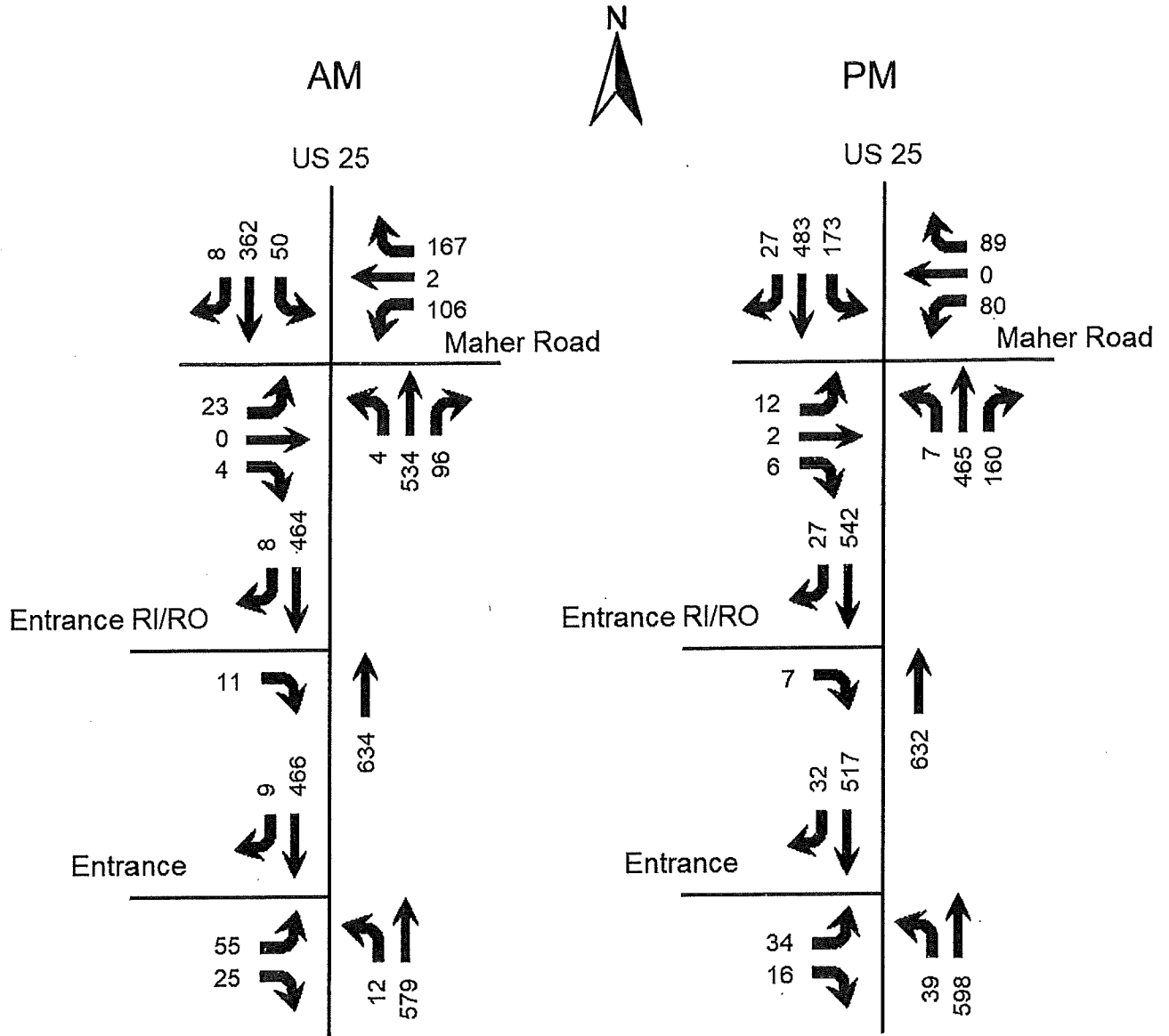


Figure 8. 2037 Build Peak Hour Volumes

Table 3. Peak Hour Level of Service 2037

Approach	A.M.			P.M.		
	2023 Existing	2037 No Build	2037 Build	2023 Existing	2037 No Build	2037 Build
Dixie Highway at Maher Road						
Deer Trace Drive Eastbound	D 26.7	E 38.4	E 45.3	E 35.7	F 54.2	F 67.1
Maher Road Westbound	C 17.3	D 26.3	D 33.5	E 37.5	F 116.0	F 216.9
Dixie Highway Northbound (left)	A 8.2	A 8.4	A 8.4	A 8.2	A 8.3	A 8.5
Dixie Highway Southbound (left)	A 8.6	A 8.9	A 9.1	A 9.2	A 9.6	A 9.8
Dixie Highway at Entrance						
Entrance Eastbound			C 15.8			C 16.7
Dixie Highway Northbound (left)			A 8.4			A 8.8

Key: Level of Service, Delay in seconds per vehicle

The Kentucky Transportation has an active project (6-447.0) on US 25 from Winning Colors Drive to the Norfolk Southern Railroad crossing south of KY 1829 (Industrial Road), which is described as major widening. It is scheduled for construction in fiscal year 2029. The details of the improvement are not yet known. At the intersection of Maher Road, the installation of left turn lanes on US 25 will improve the level of service of Maher Road to level of service C. See page 25.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027 and 2037, there will be a slight impact to the existing highway network. A left turn lane will be installed at the entrance on Dixie Highway. At the posted speed limit of 45 mph the design dimension for an uncontrolled left turn lane is 115' of full width pavement with a 100' taper for a total of 215'.

APPENDIX



Traffic Counts



www.marrtraffic.com

Classified Turn Movement Count | All vehicles

Florence, KY

Site 1 of 1

US-25 Dixie Hwy (South)
US-25 Dixie Hwy (North)
Deer Trace Dr
Maher Rd

Date

Tuesday, April 25, 2023

Weather

Cloudy
48°F

Lat/Long

38.939254°, -84.624702°

0700 - 0900 (Weekday 2h Session) (04-25-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-25 Dixie Hwy (South)					US-25 Dixie Hwy (North)					Deer Trace Dr					Maher Rd					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	2	72	10	0	84	15	76	3	0	94	3	0	2	0	5	19	0	41	0	60	243
0715 - 0730	0	99	22	0	121	10	74	3	0	87	7	0	1	0	8	28	1	42	0	71	287
0730 - 0745	1	99	27	0	127	12	82	1	0	95	3	0	0	0	3	15	0	29	0	44	269
0745 - 0800	1	114	14	0	129	12	62	0	0	74	3	0	1	0	4	26	0	46	0	72	279
Hourly Total	4	384	73	0	461	49	294	7	0	350	16	0	4	0	20	88	1	158	0	247	1078
0800 - 0815	2	109	16	0	127	9	83	3	0	95	7	0	2	0	9	22	1	28	0	51	282
0815 - 0830	2	73	19	0	94	6	83	3	0	92	7	2	6	0	15	31	0	26	0	57	258
0830 - 0845	0	98	9	0	107	10	99	2	0	111	6	0	2	0	8	15	0	19	0	34	260
0845 - 0900	1	101	15	0	117	9	67	3	0	79	1	0	1	0	2	18	0	15	0	33	231
Hourly Total	5	381	59	0	445	34	332	11	0	377	21	2	11	0	34	86	1	88	0	175	1031
Grand Total	9	765	132	0	906	83	626	18	0	727	37	2	15	0	54	174	2	246	0	422	2109
Approach %	0.99	84.44	14.57	0.00	-	11.42	86.11	2.48	0.00	-	68.52	3.70	27.78	0.00	-	41.23	0.47	58.29	0.00	-	-
Intersection %	0.43	36.27	6.26	0.00	42.96	3.94	29.68	0.85	0.00	34.47	1.75	0.09	0.71	0.00	2.56	8.25	0.09	11.66	0.00	20.01	-
PHF	0.50	0.92	0.73	0.00	0.98	0.90	0.91	0.58	0.00	0.92	0.71	0.00	0.50	0.00	0.67	0.81	0.50	0.79	0.00	0.83	0.97

1600 - 1800 (Weekday 2h Session) (04-25-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-25 Dixie Hwy (South)					US-25 Dixie Hwy (North)					Deer Trace Dr					Maher Rd					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	1	104	33	0	138	40	112	6	0	158	2	0	5	0	7	13	1	20	0	34	337
1615 - 1630	1	73	28	0	102	32	95	3	0	130	4	0	3	0	7	24	0	19	0	43	282
1630 - 1645	0	105	39	0	144	28	83	7	0	118	3	1	0	0	4	19	0	17	0	36	302
1645 - 1700	4	84	23	0	111	46	98	4	0	148	4	0	1	0	5	13	0	21	0	34	298
Hourly Total	6	366	123	0	495	146	388	20	0	554	13	1	9	0	23	69	1	77	0	147	1219
1700 - 1715	0	100	36	0	136	42	105	5	0	152	3	0	2	0	5	15	0	19	0	34	327
1715 - 1730	2	89	38	0	129	35	87	7	0	129	1	1	2	0	4	18	0	21	0	39	301
1730 - 1745	4	95	23	0	122	38	78	6	0	122	1	0	1	0	2	12	0	21	0	33	279
1745 - 1800	1	68	22	0	91	17	79	10	0	106	3	0	0	0	3	22	0	18	0	40	240
Hourly Total	7	352	119	0	478	132	349	28	0	509	8	1	5	0	14	67	0	79	0	146	1147
Grand Total	13	718	242	0	973	278	737	48	0	1063	21	2	14	0	37	136	1	156	0	293	2366
Approach %	1.34	73.79	24.87	0.00	-	26.15	69.33	4.52	0.00	-	56.76	5.41	37.84	0.00	-	46.42	0.34	53.24	0.00	-	-
Intersection %	0.55	30.35	10.23	0.00	41.12	11.75	31.15	2.03	0.00	44.93	0.89	0.08	0.59	0.00	1.56	5.75	0.04	6.59	0.00	12.38	-
PHF	0.38	0.90	0.87	0.00	0.90	0.82	0.89	0.82	0.00	0.90	0.69	0.50	0.63	0.00	0.90	0.86	0.00	0.93	0.00	0.92	0.94

TIS Simplified Traffic Forecast

Count Year	<u>2023</u>	Number of Counts	<u>14</u>
Opening Year	<u>2027</u>	Growth Rate	<u>0.53%</u>
Design Year	<u>2037</u>		
Years Back	<u>15</u>		

KYTC Traffic Count Station #1

STA ID	L73
Paste Count Data Here	
2023	
2022	
2021	14341
2020	
2019	
2018	13650
2017	
2016	
2015	14880
2014	
2013	
2012	14009
2011	
2010	
2009	13700
2008	
2007	
2006	14000
2005	
2004	12400
2003	
2002	
2001	16400
2000	

KYTC Traffic Count Station #2

STA ID	279
Paste Count Data Here	
2023	
2022	
2021	
2020	
2019	9013
2018	
2017	
2016	8570
2015	
2014	
2013	
2012	
2011	
2010	8570
2009	
2008	
2007	8300
2006	
2005	
2004	7520
2003	
2002	
2001	10400
2000	

KYTC Traffic Count Station #3

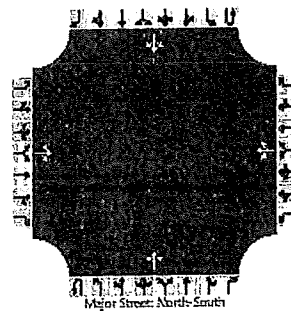
STA ID	278
Paste Count Data Here	
2023	
2022	3612
2021	
2020	
2019	3594
2018	
2017	
2016	3425
2015	
2014	3548
2013	3387
2012	3187
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	

HCS Reports

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DBZ	Intersection	US 25 at Maher Rd
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction	
Date Performed	6/29/2023	East/West Street	Maher Road
Analysis Year	2023	North/South Street	US 25
Time Analyzed	AM Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10579 Dixie		

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	
Priority		10	11	12		7	8	9	10	1	2	3	4	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)		20	0	4		91	2	145		4	421	79		43	301	7	
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2			
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)		7.10	6.50	6.20		7.10	6.50	6.23		4.35				4.12		
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)		3.50	4.00	3.30		3.50	4.00	3.33		2.43				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25			245				4				44			
Capacity, c (veh/h)			191			534				1124				1050			
v/c Ratio			0.13			0.46				0.00				0.04			
95% Queue Length, Q ₉₅ (veh)			0.4			2.4				0.0				0.1			
Control Delay (s/veh)			26.7			17.3				6.2	0.0	0.0		8.6	0.4	0.4	
Level of Service (LOS)			D			C				A	A	A		A	A	A	
Approach Delay (s/veh)		26.7				17.3				0.1				1.4			
Approach LOS		D				C				A				A			

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2027							North/South Street	US 25								
Time Analyzed	AM Peak No Build							Peak Hour Factor	0.97								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
<p style="text-align: center;">Maher Street North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	10	1	2	3	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)		21	0	4		95	2	151		4	438	82		45	313	7	
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2			
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)		7.10	6.50	6.20		7.10	6.50	6.23		4.35				4.12			
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)		3.50	4.00	3.30		3.50	4.00	3.33		2.43				2.22			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			26				256			4				46			
Capacity, c (veh/h)			174				508			1111				1032			
v/c Ratio			0.15				0.50			0.00				0.04			
95% Queue Length, Q ₉₅ (veh)			0.5				2.8			0.0				0.1			
95% Queue Length, Q ₉₅ (ft)			12.5				71.0										
Control Delay (s/veh)			29.3				19.0			8.3	0.0	0.0		8.7	0.5	0.5	
Level of Service (LOS)			D				C			A	A	A		A	A	A	
Approach Delay (s/veh)		29.3				19.0				0.1				1.5			
Approach LOS		D				C				A				A			

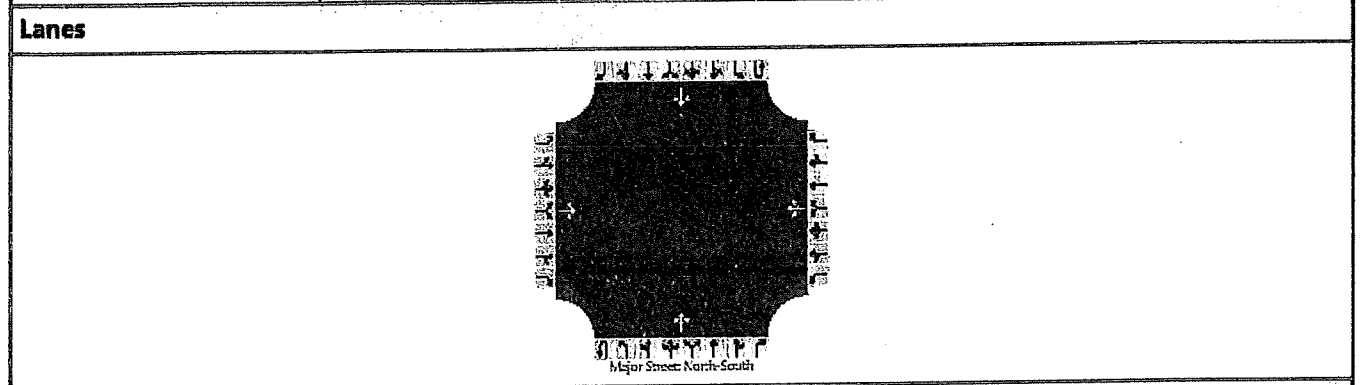
HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2027							North/South Street	US 25								
Time Analyzed	AM Peak Build							Peak Hour Factor	0.97								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
<p>Major Street: North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	10U	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)		21	0	4		96	2	151		4	488	87		45	329	7	
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2			
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)		7.10	6.50	6.20		7.10	6.50	6.23		4.35				4.12			
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)		3.50	4.00	3.30		3.50	4.00	3.33		2.43				2.22			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			26			257				4				46			
Capacity, c (veh/h)			152			457				1095				983			
v/c Ratio			0.17			0.56				0.00				0.05			
95% Queue Length, Q_{95} (veh)			0.6			3.4				0.0				0.1			
95% Queue Length, Q_{95} (ft)			15.0			86.2											
Control Delay (s/veh)			33.6			22.5				8.3	0.0	0.0		8.8	0.5	0.5	
Level of Service (LOS)			D			C				A	A	A		A	A	A	
Approach Delay (s/veh)		33.6				22.5				0.1				1.5			
Approach LOS		D				C				A				A			

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2037							North/South Street	US 25								
Time Analyzed	AM Peak No Build							Peak Hour Factor	0.97								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
<p>Major Street: North-South</p>																	
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	10	1	2	3	4	5	6		
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volumes (veh/h)		23	0	4		105	2	167		4	484	91		50	346	8	
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2			
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)		7.10	6.50	6.20		7.10	6.50	6.23		4.35				4.12			
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)		3.50	4.00	3.30		3.50	4.00	3.33		2.43				2.22			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			28			282				4				52			
Capacity, c (veh/h)			135			443				1077				983			
v/c Ratio			0.21			0.64				0.00				0.05			
95% Queue Length, Q ₉₅ (veh)			0.7			4.3				0.0				0.2			
95% Queue Length, Q ₉₅ (ft)			17.5			109.1											
Control Delay (s/veh)			38.4			26.3				8.4	0.0	0.0		8.9	0.6	0.6	
Level of Service (LOS)			E			D				A	A	A		A	A	A	
Approach Delay (s/veh)		38.4				26.3				0.3				1.6			
Approach LOS		E				D				A				A			

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2037							North/South Street	US 25								
Time Analyzed	AM Peak Build							Peak Hour Factor	0.97								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
<p>Major Street: North-South</p>																	
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	10	1	2	3	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)		23	0	4		106	2	167		4	534	96		50	362	8	
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2			
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)		7.10	6.50	6.20		7.10	6.50	6.20		4.35				4.12			
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)		3.50	4.00	3.30		3.50	4.00	3.30		2.43				2.22			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			28				284			4				52			
Capacity, c (veh/h)			116				398			1062				937			
v/c Ratio			0.24				0.71			0.00				0.06			
95% Queue Length, Q ₉₅ (veh)			0.9				5.4			0.0				0.2			
95% Queue Length, Q ₉₅ (ft)			22.5				137.0										
Control Delay (s/veh)			45.3				33.5			8.4	0.1	0.1		9.1	0.6	0.6	
Level of Service (LOS)			E				D			A	A	A		A	A	A	
Approach Delay (s/veh)		45.3				33.5				0.1				1.6			
Approach LOS		E				D				A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Anayst	DBZ	Intersection	US 25 at Maher Rd				
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction					
Date Performed	6/29/2023	East/West Street	Maher Road				
Analysis Year	2023	North/South Street	US 25				
Time Analyzed	PM Peak	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	10579 Dixie						



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	10	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)		11	2	5		65	0	78		6	378	136		151	373	23	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11		
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21		

Delay, Queue Length, and Level of Service

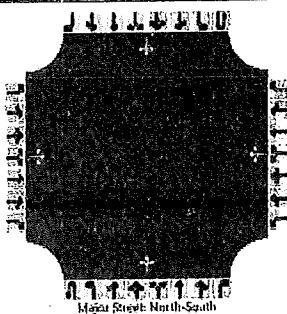
Flow Rate, v (veh/h)			19				152				6				161		
Capacity, c (veh/h)			136				257				1149				1028		
v/c Ratio			0.14				0.59				0.01				0.16		
95% Queue Length, Q ₉₅ (veh)			0.5				3.4				0.0				0.6		
Control Delay (s/veh)			35.7				37.5				8.2	0.1	0.1		9.2	1.9	1.9
Level of Service (LOS)			E				E				A	A	A		A	A	A
Approach Delay (s/veh)		35.7				37.5				0.2				3.9			
Approach LOS		E				E				A				A			

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2027							North/South Street	US 25								
Time Analyzed	PM Peak No Build							Peak Hour Factor	0.94								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
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)		11	2	5		68	0	81		6	393	142		157	388	24	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11			
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			19			159				6				167			
Capacity, c (veh/h)			123			233				1132				1008			
v/c Ratio			0.16			0.68				0.01				0.17			
95% Queue Length, Q ₉₅ (veh)			0.5			4.3				0.0				0.6			
95% Queue Length, Q ₉₅ (ft)			12.5			110.1											
Control Delay (s/veh)			39.6			47.9				8.2	0.1	0.1		9.3	2.0	2.0	
Level of Service (LOS)			E			E				A	A	A		A	A	A	
Approach Delay (s/veh)		39.6				47.9				0.2				4.0			
Approach LOS		E				E				A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DBZ			Intersection	US 25 at Maher Rd		
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC			Jurisdiction			
Date Performed	7/26/24			East/West Street	Maher Road		
Analysis Year	2027			North/South Street	US 25		
Time Analyzed	PM Peak Build			Peak Hour Factor	0.94		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	10637 Dixie						

Lanes



Vehicle Volumes and Adjustments

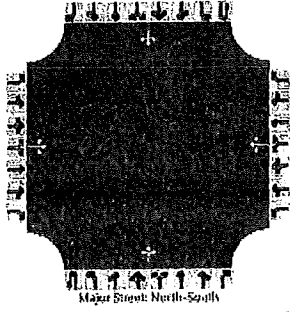
Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	10	1	2	3	4	4	5	6	
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		11	2	5		73	0	81		6	424	145		157	442	24	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11		
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19				164				6				167		
Capacity, c (veh/h)			104				191				1078				978		
v/c Ratio			0.18				0.86				0.01				0.17		
95% Queue Length, Q ₉₅ (veh)			0.6				6.3				0.0				0.6		
95% Queue Length, Q ₉₅ (ft)			15.0				161.3										
Control Delay (s/veh)			47.3				83.4			8.4	0.1	0.1		9.4	2.2	2.2	
Level of Service (LOS)			E				F			A	A	A		A	A	A	
Approach Delay (s/veh)		47.3				83.4				0.2				4.1			
Approach LOS		E				F				A				A			

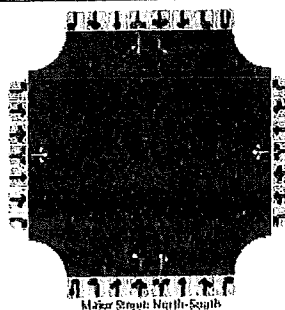
HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2037							North/South Street	US 25								
Time Analyzed	PM Peak No Build							Peak Hour Factor	0.94								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
 <p>Major Street: North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6		
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volumes (veh/h)		12	2	6		75	0	89		7	434	157		173	429	27	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11			
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			21				174			7				184			
Capacity, c (veh/h)			94				178			1088				958			
v/c Ratio			0.23				0.98			0.01				0.19			
95% Queue Length, Q ₉₅ (veh)			0.8				7.9			0.0				0.7			
95% Queue Length, Q ₉₅ (ft)			20.0				202.2										
Control Delay (s/veh)			54.2				116.0			8.3	0.1	0.1		9.6	2.5	2.5	
Level of Service (LOS)			F				F			A	A	A		A	A	A	
Approach Delay (s/veh)		54.2				116.0				0.2				4.5			
Approach LOS		F				F				A				A			

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2037							North/South Street	US 25								
Time Analyzed	PM Peak Build							Peak Hour Factor	0.94								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
<p>Major Street North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6		
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volumes (veh/h)		12	2	6		80	0	89		7	465	160		173	483	27	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11			
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			21				180			7				184			
Capacity, c (veh/h)			79				144			1036				929			
v/c Ratio			0.27				1.25			0.01				0.20			
95% Queue Length, Q_{95} (veh)			1.0				10.7			0.0				0.7			
95% Queue Length, Q_{95} (ft)			25.0				273.9										
Control Delay (s/veh)			67.1				216.9			8.5	0.1	0.1		9.8	2.8	2.8	
Level of Service (LOS)			F				F			A	A	A		A	A	A	
Approach Delay (s/veh)		67.1				216.9				0.2				4.6			
Approach LOS		F				F				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DBZ	Intersection	US 25 at Maher Rd
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction	
Date Performed	7/26/24	East/West Street	Mahe Road
Analysis Year	2037	North/South Street	US 25
Time Analyzed	PM Peak Build	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10637 Dixie		

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	10	1	2	3	4	4	5	6		
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0		
Configuration			LTR				LTR			L		TR		L		TR		
Volume (veh/h)		12	2	6		80	0	89		7	465	160		173	483	27		
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1				
Proportion Time Blocked																		
Percent Grade (%)		0				0												
Right-Turn Channelized																		
Median Type { Storage		Left Only									1							

Critical and Follow-up Headways

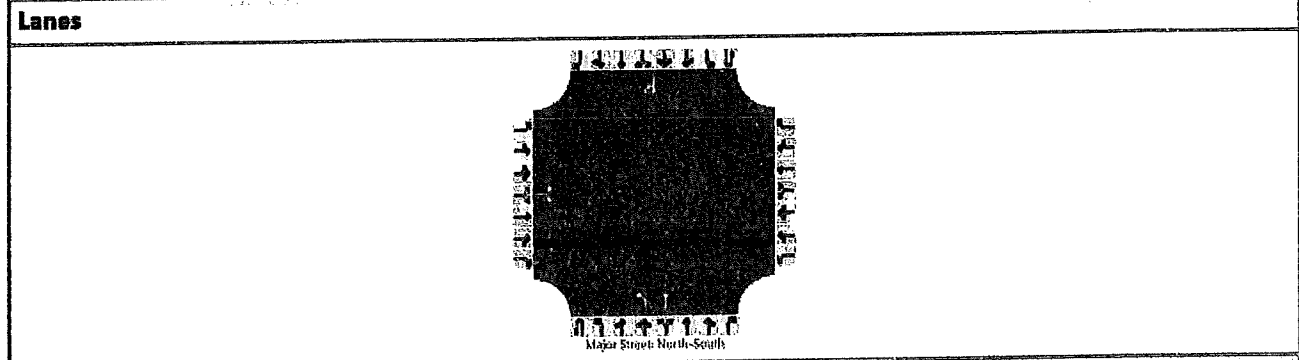
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21				180				7				184		
Capacity, c (veh/h)			159				356				1036				929		
v/c Ratio			0.13				0.51				0.01				0.20		
95% Queue Length, Q ₉₅ (veh)			0.5				2.7				0.0				0.7		
95% Queue Length, Q ₉₅ (ft)			12.5				69.1				0.0				17.6		
Control Delay (s/veh)			31.1				25.0				8.5				9.8		
Level of Service (LOS)			D				C				A				A		
Approach Delay (s/veh)		31.1				25.0				0.1				2.5			
Approach LOS		D				C				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DBZ	Intersection	US 25 at Entrance
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction	
Date Performed	7/26/24	East/West Street	Entrance
Analysis Year	2027	North/South Street	US 25
Time Analyzed	AM Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10637 Dixie		



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	10	1	2	3	40	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0	
Configuration			LR							L	T					TR	
Volume (veh/h)		55		25						12	524				423	9	
Percent Heavy Vehicles (%)		0		0						0							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage					Left Only								1				

Critical and Follow-up Headways

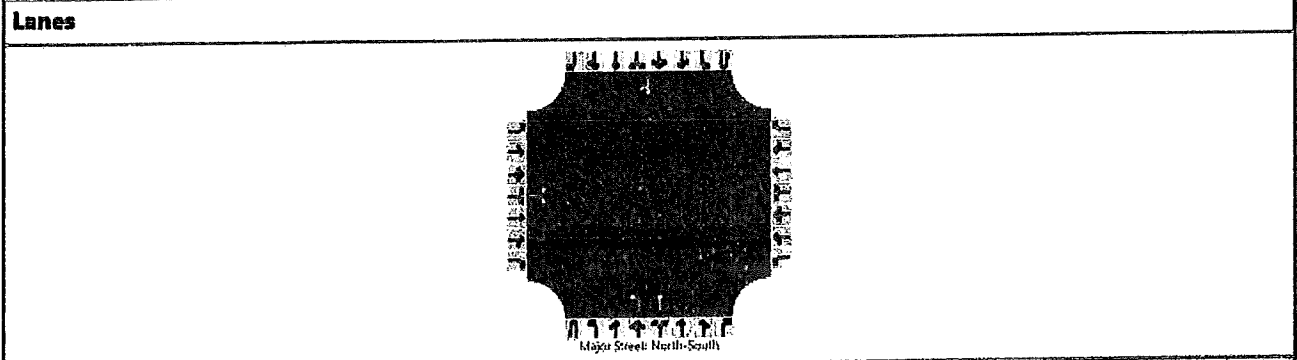
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			82							12							
Capacity, c (veh/h)			448							1126							
v/c Ratio			0.18							0.01							
95% Queue Length, Q ₉₅ (veh)			0.7							0.0							
95% Queue Length, Q ₉₅ (ft)			17.5							0.0							
Control Delay (s/veh)			14.8							8.2							
Level of Service (LOS)			B							A							
Approach Delay (s/veh)		14.8								0.2							
Approach LOS		B								A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DBZ			Intersection	US 25 at Entrance		
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC			Jurisdiction			
Date Performed	7/26/24			East/West Street	Entrance		
Analysis Year	2037			North/South Street	US 25		
Time Analyzed	AM Peak			Peak Hour Factor	0.97		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	10637 Dixie						



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		10	1	2	3	4	5	6			
Number of Lanes		0	1	0	0	0	0		0	1	1	0	0	0	1	0		
Configuration			LR							L	T					TR		
Volume (veh/h)		55		25						12	579				466	9		
Percent Heavy Vehicles (%)		0		0						0								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																		
Median Type Storage		Left Only									1							

Critical and Follow-up Headways

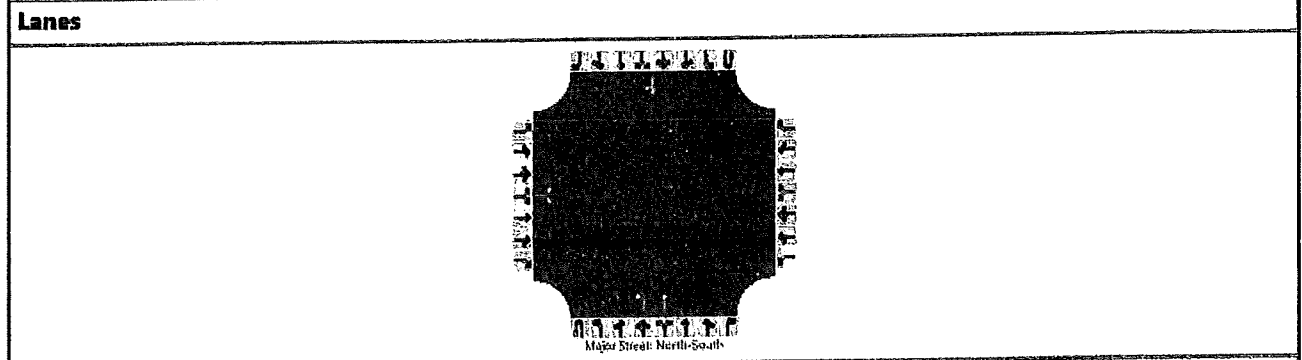
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			82							12							
Capacity, c (veh/h)			416							1084							
v/c Ratio			0.20							0.01							
95% Queue Length, Q ₉₅ (veh)			0.7							0.0							
95% Queue Length, Q ₉₅ (ft)			17.5							0.0							
Control Delay (s/veh)			15.8							8.4							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		15.8								0.2							
Approach LOS		C								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DBZ	Intersection	US 25 at Entrance
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction	
Date Performed	7/26/24	East/West Street	Entrance
Analysis Year	2027	North/South Street	US 25
Time Analyzed	PM Peak	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10579 Dixie		



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	10	1	2	3	4	5	6			
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0		
Configuration			LR							L	T					TR		
Volume (veh/h)		34		16						39	541				468	32		
Percent Heavy Vehicles (%)		0		0						0								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																		
Median Type Storage		Left Only									1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2							4.1						
Critical Headway (sec)		6.40		6.20							4.10						
Base Follow-Up Headway (sec)		3.5		3.3							2.2						
Follow-Up Headway (sec)		3.50		3.30							2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			53								41							
Capacity, c (veh/h)			391								1046							
v/c Ratio			0.14								0.04							
95% Queue Length, Q_{95} (veh)			0.5								0.5							
95% Queue Length, Q_{95} (ft)			12.5								2.5							
Control Delay (s/veh)			15.7								8.6							
Level of Service (LOS)			C								A							
Approach Delay (s/veh)		15.7									8.6							
Approach LOS		C									A							

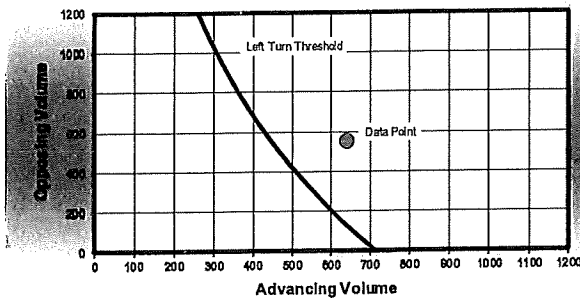
HCS Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	DBZ							Intersection	US 25 at Entrance							
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction								
Date Performed	7/26/24							East/West Street	Entrance							
Analysis Year	2037							North/South Street	US 25							
Time Analyzed	PM Peak							Peak Hour Factor	0.94							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	10579 Dixie															
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	10	1	2	3	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		34		36						39	598				517	32
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage					Left Only								1			
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			53							41						
Capacity, c (veh/h)			360							1000						
v/c Ratio			0.15							0.04						
95% Queue Length, Q ₉₅ (veh)			0.5							0.1						
95% Queue Length, Q ₉₅ (ft)			12.5							2.5						
Control Delay (s/veh)			16.7							8.8						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		16.7								0.5						
Approach LOS		C								A						

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	<u>39</u>	Speed Limit (mph)	<u>45</u>
Advancing Volume (vph)	<u>637</u>	No. of through lanes	<u>1</u>
Opposing Volume (vph)	<u>549</u>	Percent Heavy Vehicles (decimal percent)	<u>.01</u>

Left Turn Lane Warrants



Left Turn Lane WARRANTED

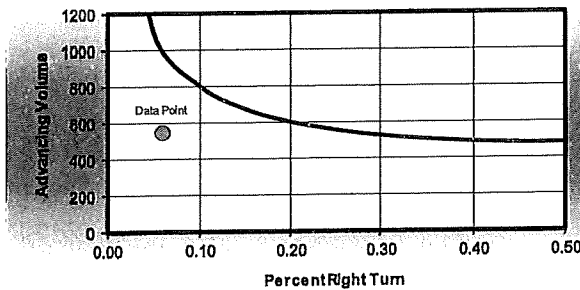
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	<u>32</u>	Speed Limit (mph)	<u>45</u>
Advancing Volume (vph)	<u>549</u>		

Right Turn Lane Warrants





Right Turn Lane NOT Warranted

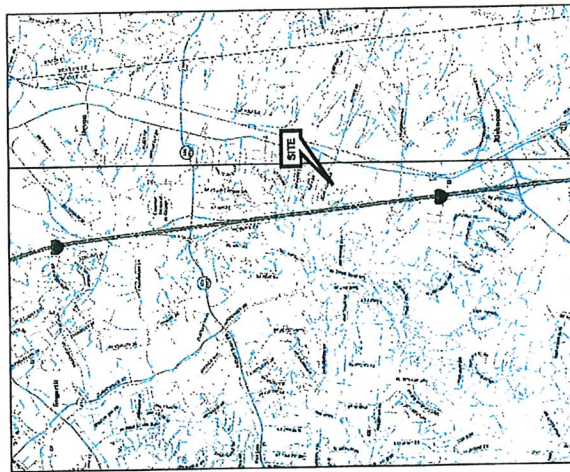
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

I, Diane Bridwell Zimmerman, certify that this Traffic Impact Study has been prepared under my direct supervision, that I am a Professional Engineer registered in the State of Kentucky and have successfully completed the Traffic Impact Study Requirements training course required by KYTC. Furthermore, I certify that this study has been completed in accordance with the KYTC Traffic Impact Study Requirements and in accordance with engineering standards of practice. The results presented have been determined to be accurate representations of existing and anticipated conditions based on the assumptions and methodologies presented in this report.

Diane Bridwell Zimmerman, Professional Engineer License #16462

 <p>College of Engineering <i>Kentucky Transportation Center</i></p>	<p>TECHNOLOGY TRANSFER PROGRAM</p>
<p>TRAFFIC IMPACT STUDY COURSE Certificate of Completion (3.5 PDH)</p>	
<p>Diane Zimmerman KY PE License No. 16462</p>	<p>TIM THARPE _____ Tim Tharpe, KYTC Director of Traffic Operations</p>
<p>Completed: 02/18/2022 Expires: 02/18/2026 Company: University of Kentucky</p>	<p> _____ Adam Kirk, Instructor</p>
<p>The official status of this certificate can be verified with the KYTC Division of Traffic Operations</p>	

CONCEPT PLAN LDG WALTON APARTMENTS 10637 DIXIE HIGHWAY BOONE COUNTY, KENTUCKY



VICINITY MAP
SCALE: 1" = 100'

SITE DATA

1. PHYSICAL SITE LOCATIONS:
10637 DIXIE HWY
BOONE COUNTY, KY 40004
2. CLIENT: LDG WALTON APARTMENTS
LDG WALTON APARTMENTS FOUNDATION INC
10637 DIXIE HWY
BOONE COUNTY, KY 40004
PHONE: 502.338.0000
3. DEVELOPER:
LDG WALTON APARTMENTS
10637 DIXIE HWY
BOONE COUNTY, KY 40004
4. CONTACT: JEFFREY L. WATSON
502.338.0000
5. CONTACT: JEFFREY L. WATSON
502.338.0000
6. PROJECT: LDG WALTON APARTMENTS
7. PROJECT: LDG WALTON APARTMENTS
8. CONTACT: JEFFREY L. WATSON
502.338.0000
9. CONTACT: JEFFREY L. WATSON
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RECEIVED
MAY 02 2014
BOONE COUNTY
PLANNING COMMISSION

SHEET INDEX	DRAWING TITLE
1	TITLE SHEET
2	CONCEPT PLAN
3	ARCHITECTURAL EXAMPLES FOR BUILDINGS


LDG WALTON APARTMENTS
10637 DIXIE HIGHWAY
BOONE COUNTY, KENTUCKY

VIOX & VIOX
Civil Engineers, Surveyors, and Landscape Architects
402 E. Main Street • Lexington, Kentucky 40502
Phone: 606.253.1111 • Fax: 606.253.1112
www.vioxinc.com


TITLE SHEET

DATE	BY	CHKD

LDG WALTON APARTMENTS 10637 DIXIE HIGHWAY BOONE COUNTY, KENTUCKY

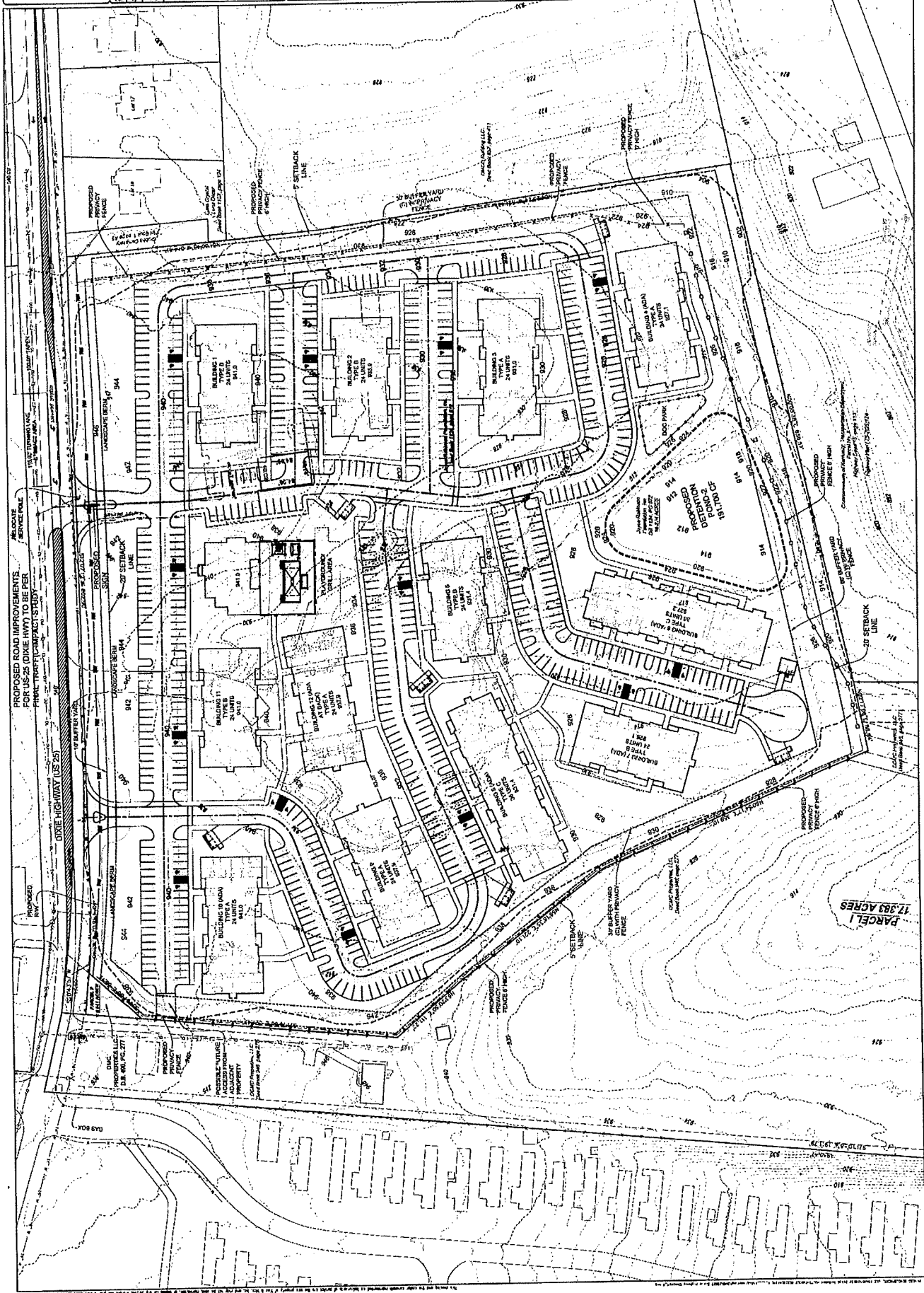


VIOX & VIOX
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10021 Levee Road • Louisville, Kentucky 40213
902.431.1111 • Fax 902.431.1110
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Graphic scale: 0 10 20 30 40 50 Feet

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EXHIBIT

“B”

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Rick Lunnemann, Chair

DATE: October 16, 2024

RE: Request of **LDG Multifamily LLC (applicant)** for **Joyce Robinson Foundation, Inc. (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Urban Residential Two (UR-2) for an approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky. The request is for a zone change to allow for the development of a 312 unit multi-family residential development with on-site amenities and a Variance increasing the height of a fence along the rear property line from six (6) feet to eight (8) feet.

REMARKS:

1. We, the Committee Members were present at the Committee Meeting and voted on the above request or else were absent from voting. Further, based upon the vote, the Committee directs the Staff to draft the finding of fact and conditions, if deemed necessary, to complete the Committee Report.
2. We, the Committee, recommend approval of the above referenced Zoning Map Amendment based on the following findings of fact:

FINDINGS OF FACT (Zoning Map Amendment):

1. The proposed zoning map amendment from SR-1 to UR-2, along with the submitted concept development plan, is generally consistent with the Demographics and Land Use Plan Elements of the comprehensive plan, Our Boone County Plan 2040, which emphasizes the need for additional affordable housing.

The proposed zoning map amendment, along with the submitted concept development plan, will allow for the development of multi-family residential dwellings which are generally more affordable than detached single-family residential dwellings.

2. The proposed zoning map amendment, along with the submitted concept development plan, is consistent with the following Our Boone County Plan 2040 Goals and Objectives:
 - a. Mixing of residential and other land uses shall be encouraged where appropriate (Overall Goal A, Objective 2).

The site is adjacent to an arterial street and is in close proximity to an existing mobile home park. The proposed multi-family residential development can be appropriately buffered from the adjacent industrial developments.
 - b. 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).

The proposed multi-family residential development will provide for a housing type that is both needed in the County and is not found within the vicinity of the site in question.

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

The proposed multi-family residential development will provide for affordable housing within an area that can be easily accommodated.

- d. Residential developments shall be evaluated for impact on infrastructure, environment, health and safety considerations, buffering, and design with secondary consideration given to dwelling unit type and density (Demographics Goal B, Objective 4).

The proposed multi-family residential development will not have a negative impact on the environment or infrastructure within the area.

- e. Mixed use, higher density neighborhoods shall be encouraged near existing or proposed transportation nodes and shall be designed to establish neighborhoods with a mix of retail, public, and recreational uses (Demographics Goal B, Objective 6).

The site is located along an arterial street with easy access to the interstate system.

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

As part of the applicant's proposal, an exclusive northbound left-turn lane will be constructed on Dixie Highway to accommodate the anticipated traffic entering the site.

- 3. The proposed UR-2 district is reasonable and appropriate.

Due to the existing topography of the site, extensive grading will need to occur to accommodate industrial development. The proposed multi-family residential dwellings allowed under the proposed UR-2 zoning can be designed so that grading of the site can be minimized.

The proposed UR-2 district will provide for a transition between the MHP zoning to the north and the I-1 zoning to the south.

4. The following conditions are necessary to achieve consistency with the Our Boone County Plan 2040 and to mitigate any foreseeable community impacts that may be created by the development. The property owner has signed a letter demonstrating agreement with these conditions:

CONDITIONS:

1. Development shall be consistent with the revised Concept Development Plan presented at the September 18, 2024 Zone Change Committee meeting.
2. Development shall meet the minimum requirements of the zoning regulations, except for the height of the fence along the rear property line, as modified by the approved Variance.
3. A construction fence shall be installed a minimum of thirty (30) feet from the boundary of the Grubbs Cemetery to eliminate accidental damage to known gravestones and burials, as well as damage to undiscovered burials which may be located beyond the known internments.
4. If required by KYTC as part of their encroachment permit process, a sidewalk shall be constructed along Dixie Highway, fronting the site in question.
5. The access to the property to the north of the site in question, for residential and non-commercial traffic, may be eliminated only if alternative access is provided to that property.
6. A mix of large deciduous trees and evergreen trees shall be planted along the rear property line.

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 the area located to the west of the site is currently occupied by Interstate 71/75 and a rest stop and that the proposed fence height will not alter the essential character of the area.

2. The Committee concluded that the following condition is necessary in the event that the legislative body denies the companion zoning map amendment application.

CONDITION:

1. The variance shall only be approved if the Boone Fiscal Court takes action to approve the proposed Zoning Map Amendment.

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT
10637 Dixie Highway Apartments
October 16, 2024
Page 4

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

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Rick Lunnemann, Chairman

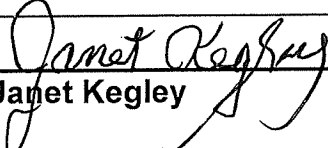
DATE: September 18, 2024


REMARKS:

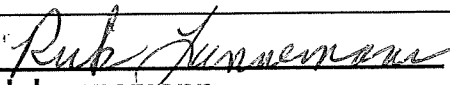
We, the Committee Members were present at the Committee Meeting and voted on the above request or else were absent from voting. Further, based upon the vote, the Committee directs the Staff to draft the findings of fact and conditions if deemed necessary in order to complete the Committee Report.


ZONING MAP AMENDMENT, Rick Lunnemann, Chairman, Michael Schwartz, Staff

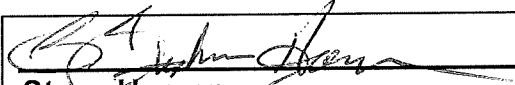
1. Request of **LDG Multifamily LLC (applicant)** for **Joyce Robinson Foundation, Inc. (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Urban Residential Two (UR-2) for an approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky. The request is for a zone change to allow for the development of a 312 unit multi-family residential development with on-site amenities and a Variance increasing the height of a fence along the rear property line from six (6) feet to eight (8) feet.



 Janet Kegley
 For Project Absent
 Against Project
 Abstain Deferred

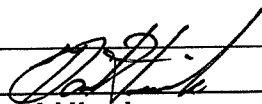

 Corrin Gulick (Chairwoman)
 For Project Absent
 Against Project
 Abstain Deferred



 Rick Lunnemann
 For Project Absent
 Against Project
 Abstain Deferred


 Kathy Clark (Alternate)
 For Project Absent
 Against Project
 Abstain Deferred


 Steve Harper
 For Project Absent
 Against Project
 Abstain Deferred


 Steve Turner (Alternate)
 For Project Absent
 Against Project
 Abstain Deferred


 David Hincks
 For Project Absent
 Against Project
 Abstain Deferred


 Jackie Steele (Alternate)
 For Project Absent
 Against Project
 Abstain

TOTAL: DEFERRED 5 FOR PROJECT ABSENT
 AGAINST PROJECT ABSTAIN

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
SEPTEMBER 4, 2024
7:30 P.M.**

Chairman Rolfsen opened the Public Hearings at 7:52 p.m. and welcomed the audience to the Planning Commission's September 4, 2024 Public Hearings.

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mrs. Kathy Clark
Mrs. Pamela Goetting
Mr. Steve Harper, Temporary Presiding Officer
Mr. David Hincks
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Eric Richardson
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele, Secretary/Treasurer
Mr. Tom Szurlinski
Mr. Steve Turner
Mr. Kenny Vaught

COMMISSION MEMBERS NOT PRESENT:

Ms. Corrin Gulick, Vice Chairwoman

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

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

Chairman Rolfsen introduced the first item on the Agenda:

ZONING MAP AMENDMENT, Michael Schwartz, Staff

1. Request of **LDG Multifamily LLC (applicant)** for **Joyce Robinson Foundation, Inc. (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Urban Residential Two (UR-2) for an approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky. The request is for a zone change to allow for the development of a 312 unit multi-family residential development with on-site amenities and a Variance increasing the height of a fence along the rear property line from six (6) feet to eight (8) feet.

Staff member, Michael Schwartz, referred to his PowerPoint presentation (see Staff Report). The first part of the submitted request is to rezone the site in question from SR-1 to UR-2. The second part of the submitted request is for a Variance to increase the height of a fence along the rear property line from 6 feet to 8 feet. The approximate 19 acre site is located along the west side of Dixie Highway, approximately 250 feet south of Maher Road. The site has approximately 910 feet of frontage along Dixie Highway. The history of the site can be found on page 1 of the Staff Report. The site is currently occupied by an approximate 3,000 square foot church youth center building and a pond. Access is currently provided by a single curb cut onto Dixie Highway. An existing tree line is located along the north, south, and west property lines. The site, as well as areas located to the north and west, are currently zoned SR-1. The area further to the north of the site is currently occupied by a mobile home park which is zoned MHP and vacant land which is zoned C-1. The area to the south of the site is currently occupied by detached single-family residential dwellings which are zoned SR-1 and C-1 and Ohio CAT which is zoned I-1/PD. The area to the east of the site is currently occupied by Purestream and Reading Rock which is zoned I-1. The area to the west of the site is currently occupied by Interstate 71/75 and a rest stop. Pages 2 and 3 of the Staff Report include those portions of the zoning regulations that are relevant to the request including the findings necessary to grant a zoning map amendment and a variance. The high point of the site is along Dixie Highway. From there, the site slopes downward to the west along two ravines. The site is identified as Industrial as part of a larger area extending to the north, south, and east. Dixie Highway is a state maintained arterial street providing for two way traffic within two driving lanes. There are no sidewalks along the roadway. Pages 4 through 9 of the Staff Report include those portions of the Comprehensive Plan that are relevant to this request. The western edge of the site is within the 600 foot buffer of an underground pipeline. The submitted Concept Development Plan shows the construction of 312 multi-family residential dwellings in 12 3-story buildings broken down into 84 1-bedroom units, 108 2-bedroom units, and 120 3-bedroom units. Access is to be provided from a right-turn-in/right-turn-out only curb cut onto Dixie Highway and a full access curb cut onto Dixie Highway. Other features of the plan include: construction of a one-story community building with a pool and playground/grill area; provision for 585 off-street parking spaces; construction of an exclusive left-turn storage lane on northbound Dixie Highway; provision for internal sidewalks; provision for perimeter landscaped buffer yards; provision for possible future access to adjacent property to the north of the site; provision for a six (6) foot high privacy fence along the north and south property lines of the site; provision for an eight (8) foot high privacy fence along the west property line of the site; provision for stormwater detention; and provision for a dog park. The applicant has provided a project narrative and a Traffic Impact Study. Comments from outside agencies can be found on page

10 of the Staff Report. Staff would like to note the following: The Zoning Regulations provide for standards for fences located in the front yard. The submitted plan indicates that the proposed 6 foot high fence extends into the front yard and does not meet the Zoning Regulations. The Zoning Regulations provide standards for fences located in landscape buffer yards. The submitted plan indicates that the proposed fence along the north and south property lines will be located along the property line and not within the center of the buffer yard, contrary to the regulations. Due to the alignment of Maher Road, access to the lot immediately to the north of the site in question is problematic and would create an offset intersection with Maher Road. During the pre-application meeting, staff suggested that access to the property immediately to the north of the site in question be provided through the site in question. While the applicant has provided such access, the plan also shows a six (6) foot high privacy fence that would block such access. The applicant should address how the access is going to be accommodated given the current design of the site.

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

Brian Dunham, Dunham Law, representing the applicant, stated that this is a good project on a good site. The developer is experienced in this type of product who owns and manages these projects.

Brett Budd, LDG Development, stated that LDG Development was founded in 1994 based on the belief that everyone deserves a quality place to live. LDG is headquartered in downtown Louisville. Since 2002, LDG has been focused on developing quality affordable housing. LDG has developed over 25,000 affordable housing units in over 100 communities in eight states. LDG is one of the largest affordable housing developers in the country. LDG utilizes low income tax credits and tax exempt bonds for financing. Affordable housing means between 50% and 70% of the average median income, which equates to a Boone County family of four, making an income of \$62,880. No more than 30% of that income can go towards their housing. LDG not only develops the property, but they continue to own and manage the property for a minimum of fifteen years after development. Using a PowerPoint presentation, Mr. Budd showed other developments and services that LDG offers.

Michelle Bollman, Viox and Viox, referred to her PowerPoint presentation. Deer Trace Pointe Mobile Home Park sits to the north of the site and Ohio CAT Rental Equipment sits to the south of the site. There is over forty feet of topographic fall from Dixie Highway, making it difficult to development industrial buildings. The Concept Plan shows twelve, three-story, garden style walk-up buildings for 312 apartments as well as amenities. The amenities will include a clubhouse, pool, playground and grill area, and a dog park. A temporary access point to the property to the north. This access will be eliminated when KYTC improves Dixie Highway and provides a better alignment with Maher Road. The required Buffer Yards will be provided. Any fencing within the front yard will meet the requirements of the Zoning Regulations. Landscape berms will be provided along Dixie Highway to provide additional screening. One monument sign will be installed at the front entrance. Site lighting will meet the requirements of the Zoning Regulations. The density of the proposed development is just under 17 units per acre. A Traffic Impact Study was conducted and submitted to KYTC. On August 20, 2024, KYTC stated that they have no further comments relative to the submitted Traffic Impact Study. The submitted plan shows a right-turn-in/right-turn-out curb cut and a full access curb cut with a new northbound exclusive left-

turn lane on Dixie Highway. The proposed UR-2 District would provide transitional zoning between the existing mobile home park to the north and the industrial development to the south. The proposed Zoning Map Amendment request is consistent with the Comprehensive Plan which indicates the need for workforce housing.

Brian Dunham stated that the request is consistent with the Comprehensive Plan. While the request is not in agreement with the Land Use Map, if the determination is made that the request is not consistent with the Comprehensive Plan, then the existing SR-1 zone is inappropriate and the proposed UR-2 zone is appropriate for the reasons previously stated. The existing SR-1 zone is not in agreement with the Land Use Map. The site is not surrounded by traditional single-family subdivisions. Given the location of the site, from a marketability standpoint, development of the site for detached single-family residential dwellings will be difficult. The proposed Variance will not adversely affect public health, safety, or welfare. It will not alter the character of the area. The Variance is necessary because it is unique to the site given the grade of the property and its adjacency to the interstate rest stop.

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

Dennis Kelly, 12231 Gaines Way, stated that he sees an out of town company coming in and developing what is commonly called Section 8 housing where the renter pays some of the rent and the taxpayer pays the remainder of the rent.

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

Seeing none, Chairman Rolfsen asked the commission if they had any questions for the applicant.

Chairman Rolfsen asked what the rent is going to be for this development. Michael Gross, LDG Development, replied that the development will not be Section 8 housing. LDG develops using the Low Income Housing Tax Credit Program which is a public/private partnership where the Federal government provides the State of Kentucky an allocation of tax credits. Through the Kentucky Housing Corporation, the tax credits are allocated to affordable housing developments. A developer can then sell those credits to a private corporation who then uses those funds for financing. Renters must meet two criteria. One is that they qualify to live in the housing development based on their income and number of family members. The second criteria is that they have enough income to pay the rent. LDG does not provide a subsidy. Average rents at the development for a one-bedroom unit could go up to \$1,100 per month, a two-bedroom unit would be \$1,300, and a three-bedroom would be \$1,500 per month.

Mr. Lunnemann asked the applicant to bring elevation drawings and building materials to the Zone Change Committee meeting.

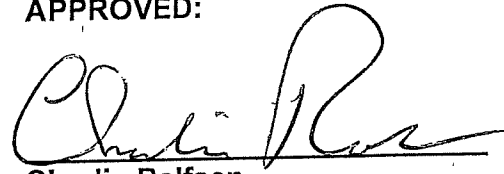
Mr. Lunnemann asked if Boone County Schools were notified of the submitted request. Mr. Schwartz replied that yes, they were sent notification and no response was received.

Mr. Costello asked if the applicant met with the school district. Mr. Gross replied that they called the school district and left a message and no one replied to their call.

Mr. Costello asked if the project development will be phased. Mr. Gross replied that the development will be built in one phase with a construction schedule of 20 to 24 months.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on September 18, 2024 at 5:00 P.M. This item will be on the Agenda for the Business Meeting on October 2, 2024 at 7:00 p.m. in the Fiscal Courtroom. Chairman Rolfsen closed the Public Hearing at 8:50 p.m.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY FISCAL COURTROOM
BURLINGTON, KENTUCKY
BUSINESS MEETING
OCTOBER 16, 2024
7:00 P.M.**

Chairman Rolfsen opened the Business Meeting at 7:02 p.m. and welcomed the audience to the Planning Commission's October 16, 2024 Business Meeting. Chairman Rolfsen then invited everyone to join him in reciting the Pledge of Allegiance.

COMMISSION MEMBERS PRESENT:

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

COMMISSION MEMBERS NOT PRESENT:

Mrs. Kathy Clark
Mr. Kenny Vaught

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

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

APPROVAL OF THE MINUTES:

Chairman Rolfsen stated that the Commissioners received copies of the Minutes from the September 18, 2024 Business Meeting and the October 2, 2024 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 September 5, 2024 and October 2, 2024.

EXPENSES:

Accounting Fees	942.00
Attorney Fees	4,800.00
Consultant/Professional Svcs Fees	11,460.00
Filing Fees	900.00
Legal Ads/Recruitment	469.83
Miscellaneous Expense	155.00
Office & Board Meeting Supplies	1,724.75
Office Equipment / Expense	331.39
Postage Expense	502.25
Printing/Pub/Dues/Subscriptions	100.00
Professional Development	<u>397.32</u>

TOTAL: \$ 21,782.54

SALARIES AND BENEFITS:

FICA-BCPC Portion	\$ 7,023.34
Health/Dental/Life/LTD	17,872.93
Retirement – BCPC Portion	18,726.86
Salaries – Staff Expenses	96,479.09
Salaries – BCPC & BOA	<u>1,540.00</u>

TOTAL: \$ 141,642.22

GRAND TOTAL: \$ 163,424.76

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

ACTION ON PLAN REVIEWS:

ZONING MAP AMENDMENT - Rick Lunnemann, Chairman, Michael Schwartz, Staff

1. Request of **LDG Multifamily LLC (applicant)** for **Joyce Robinson Foundation, Inc. (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Urban Residential Two (UR-2) for an approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky. The request is for a zone change to allow for the development of a 312 unit multi-family residential development with on-site amenities and a Variance increasing the height of a fence along the rear property line from six (6) feet to eight (8) feet.

Staff Member, Michael Schwartz, read the Committee Report, which recommended approval based upon Findings of Facts and Conditions for the Zoning Map Amendment and Variance. The applicant/owner has signed the Condition Letter agreeing to the six conditions. The Committee vote was unanimous by the five Committee Members.

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

Mr. David Johnson, attorney for the applicant, stated that he agreed with the Committee's recommendation. He is available to answer any questions.

Seeing no further comment, **Mr. Lunnemann moved, by Resolution to the Boone County Fiscal Court, to recommend approval of the Zoning Map Amendment and Variance based upon the Committee Report and Findings of Fact and Conditions. Mr. Schwenke seconded the motion.**

Chairman Rolfsen asked the applicant how he was going to tie into the public sanitary sewer? Ms. Michelle Bollman, Viox & Viox, Inc. replied that she has been working with the Kentucky Transportation Cabinet on an easement to connect to the existing public sewer owned by SD1. That is the preferred route. Also, they are working with the adjoiner to the north. If that doesn't work out, they have spoken to SD1 to install a public pump station on the south side.

Mr. Bob Schwenke expressed a concern about lower income housing at that location with children that don't have adequate transportation. There is no public transportation by the site. What about TANK providing service? There are no sidewalks on U.S. 25. There is no lighting along Dixie Highway. He has trouble voting for the request. There are a lot of warehouses and truck traffic along Dixie Highway.

Chairman Rolfsen inquired about amenities like a playground for kids? Mr. Brett Budd from LDG Communities, stated they will have amenities such as a playground and club house/fitness center along with a resident service room. Mr. Budd replied that it is affordable housing and limited to 60% income. Most of their residents have transportation because it is considered a rural area.

Chairman Rolfsen stated that it was shocking that the School Board did not respond or comment on the proposal considering it had 3 bedroom units. Those types of units usually have more than 2.1 kids per unit in lower income housing. There was no opposition to the project and it backs up to a rest area. Mr. Johnson noted that a bus Park & Ride is located at Mt. Zion Road. Mr. Schwenke thought the project needs a sidewalk along Dixie Highway.

Chairman Rolfsen stated that he has been hearing about the widening of Dixie Highway for decades. People will walk towards Mt. Zion Road and Richwood Road and there is no sidewalk.

Seeing no further discussion, Chairman Rolfsen asked for a vote on the original motion made by Mr. Lunnemann and seconded by Mr. Schwenke. The vote found all by Mr. Schwenke voting in favor of the request. The motion passed by a vote of 12 in favor and 1 against (Mr. Schwenke).

ZONING MAP AMENDMENT - Steve Harper, Chairman, Steve Lilly, Staff

2. Request of **Sinkula Investments (applicant)** for **Mt. Zion MHC LP (owner)** for a Zoning Map Amendment from Mobile Home Park (MHP) to Commercial Four (C-4), including the following variances: (1) reducing the Buffer Yard A width from ten (10) feet to two (2) feet along Lakeside Drive; and (2) reducing the Buffer Yard A width from ten (10) feet to two (2) feet along the west property line, for an approximate 1.2 acre area located at the southwest corner of the intersection of Mt Zion Road and Lakeside Drive, including the properties at 10013, 10017, 10021, 10025, 10029, and 10033 Lakeside Drive, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of an eating and drinking establishment with drive-through service.

Mrs. Kegley moved to defer the request until the December 4, 2024 Business Meeting. Mr. Lunnemann seconded the motion and it passed unanimously.

CHANGE OF CONCEPT DEVELOPMENT PLAN - David Hincks, Chairman, Steve Lilly, Staff

3. Request of **Steve Berling (applicant)** for **BS NKY Properties (owner)** for a Change of Concept Development Plan in a Commercial Services (C-3) district, for an approximate 2.06 acre area located at 3005 Verona-Mudlick Road, Boone County, Kentucky. The request is for: (1) a Change of Concept Development Plan to allow for an expanded outdoor storage area for the existing farm equipment business; and (2) Variances reducing the buffer yard width along the rear property line from sixty (60) feet, with a thirty (30) foot option, to ten (10) feet, reducing the buffer yard width along the side property line from sixty (60) feet, with a thirty (30) foot option, to twenty (20) feet, and reducing the buffer yard width along the front property line from ten (10) feet to three (3) feet.

Staff Member, Steve Lilly, read the Committee Report, which recommended approval based upon Findings of Facts and Conditions for the Change in Concept Development Plan and Variances. The owner has signed the Condition Letter. Mr. Lilly reminded the Board that the Planning Commission takes final action on the Variances.

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

Mr. Steve Berling, applicant, stated that he was present to answer any questions.

Seeing no further comment, **Mr. Hincks moved, by Resolution to the Boone County Fiscal Court, to recommend approval of the Change in Concept Development Plan and Variances based upon the Committee Report and Findings of Fact and Conditions.** He noted that the Committee addressed the neighbor's concern about an adequate buffer. Mrs. Kegley seconded the motion and it passed unanimously.

ZONING MAP AMENDMENT - Corrin Gulick, Chairwoman, Michael Schwartz, Staff

4. Request of **Charter Commercial, LLC (applicant) for Delaware Crossing, LLC (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Suburban Residential One/Planned Development (SR-1/PD) for an approximate 44 acre area located at 1841 Holbrook Lane and at the terminus of Lariat Way, including the property having a Parcel Identification Number (PIDN) of 050.00-00-001.05, Boone County, Kentucky. The request is for a zone change to allow for the development of 139 attached single-family residential dwellings and 157 multi-family residential dwellings.

Staff Member, Michael Schwartz, read the Committee Report, which recommended denial based upon Findings of Facts of the Zoning Map Amendment.

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

Mr. Pat Manger, applicant, referred to his PowerPoint presentation He showed color renderings of two types of products they planned to build on the site – patio homes (two bedroom ranch type) and a multi-family development. The overall plan is to connect sidewalks to local parks. The Map Amendment complies with the overall Goals and Objectives (Items #1,3,4,5,6 and 7) as well as Goal A of the Demographic Element. It is also consistent with the Environmental Section, Natural and Cultural Resources Element, Economy, Public Facilities and Transportation. The major changes in the area are the Airhub, DHL and Mazak. In regard to the social side, there is the recent NKADD Housing Study and discussion about a housing shortage. The traffic study has been completed. The conclusion was that there could be a sight impact on the existing road network. No improvements are required at the intersection of Cannondale and Camp Ernst Road. The connection to Lariat Way, etc. were previously approved as well as with Holbrook and Trevino. It is nothing new. It can happen today.

Mr. Jeff Schafer, 6501 Cannondale Drive, stated that concerns over this development are numerous. It doesn't meet the criteria in evaluating the Zoning Change request to putting 300 rental units with an established single family community. They applicant has completely disregarded the residents. There will be 2,100 trips daily plus delivery trucks, etc. and will cause major safety concerns. Instead of 25 single family homes, the applicant wanted to put in 157 one bedroom apartments. There is no traffic light at Camp Ernst Road. There can't be one because it will result in a useless roundabout. What about the additional strain on schools? Baby Boomers are not looking at one bedroom apartments. The project would result in 700 people in an area that is approved only for SR-1. The residential streets were built for only 200 people. What is the environmental impact of the increased density? The proposed project will impact their property values. In March, 2017, he paid a lot premium to Brookstone. If he would have known about future apartments, he would not have purchased his lot. He would not be here tonight if it wasn't for the neglect of the community by the developer. The community should have been finished. For the past 4 years, they has been no salesman or model home even though other homes were

being built in the area. There has not been a finished street or sidewalks in the past 7 years. There has not been an HOA meeting in the last 3 years. There is a pattern of mismanagement - Brookstone Homes, Madeira Place, LLC, Delaware Crossing, LLC and Charter Companies. In 2022, there was a conveyance plat done and it is stamped that the southern 24 acres of this lot in and of itself is non-buildable. Is that true? Mr. Schwartz replied yes, unless it is attached to another parcel that has road frontage or a public street is built on the property.

Seeing no further comment, **Ms. Gulick moved, by Resolution to the Boone County Fiscal Court, to recommend denial of the Zoning Map Amendment based upon the Committee Report and Findings of Fact. Mrs. Kegley seconded the motion.**

Ms. Gulick stated that she voted no on the request because she has a serious concern about the connection to KY 237. If this was approved previously and she voted for it, she was wrong because the proposal takes streets that were local and makes them operate as a collector. That can create driver expectations and safety concerns. The Traffic Impact Study does take into consideration traffic that uses the route as a cut through. Additional traffic from KY 237 and Oakbrook will use these streets in the subdivision. Only 3 years out, there is a significant decrease in the level of service turning left. It is already a "D" level service. A driver will accept a small gap to turn into traffic. It creates a safety concern. A traffic signal will cause more problems for the roundabout traffic. Because of this, she will vote no.

Chairman Rolfsen stated that the only thing that has changed in Boone County is the phase "affordable housing." What does it mean? Developers continue to use it to save Boone County. Why aren't Campbell and Kenton counties doing anything about it?

Chairman Rolfsen asked for a vote on the original motion made by Ms. Gulick to deny the request and seconded by Mrs. Kegley. The motion to deny the request passed unanimously.

ZONING TEXT AMENDMENTS - Rick Lunnemann, Chairman, Michael Schwartz, Staff

5. Request of the **Boone County Planning Commission Technical/Design Review Committee** to consider a Zoning Text Amendment modifying the definitions of "Electric Vehicle Charging Station, Public" and "Gasoline Filling Station".

Staff Member, Michael Schwartz, read the Committee Report, which recommended approval based upon Findings of Facts for the Zoning Text Amendment.

Seeing no further comment, **Mrs. Goetting moved, by Resolution to the Boone County Fiscal Court, City of Florence, City of Union and City of Walton to recommend approval of the Zoning Text Amendment based upon the Committee Report and Findings of Fact. Mr. Turner seconded the motion and it passed unanimously.**

TECHNICAL/DESIGN REVIEW – Rick Lunnemann, Chairman, Steve Lilly, Staff

6. Microtel Inn & Suites – 7490 Woodspoint Drive

Mr. Steve Lilly presented the request. The applicant wants to repaint the building. He showed what the building looks like now and with the paint work completed. The Committee met prior to

the Business Meeting and recommended approval with one condition – the yellow stripe will be removed. It is LED lighting that is related to signage.

Mr. Lunnemann moved to approve the request with one condition. Mr. Hincks seconded the motion and it passed unanimously.

G. EXECUTIVE DIRECTOR'S REPORT:

Mr. Kevin P. Costello, AICP, explained that it was time to renew the subscription for aerial photography. He referred to his September 30, 2024 memo to the Board. The total cost for 2 flights, etc., is \$32,591 for FY 2024-2025. This amount is in the current Planning Commission budget and a map shows the flight area. Mr. Steve Gay explained the coverage area. **Mrs. Steele moved to authorize Mr. Costello to sign a contract with NearMap not to exceed \$32,591 according to the terms outlined in the memo. Mrs. Goetting seconded the motion and it passed unanimously.**

H. 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

I. CHAIRMAN'S REPORT: (Charlie Rolfsen)

Chairman Rolfsen announced the birth of this third grandchild.

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

K. ADJOURNMENT:

There being no further business to come before the Planning Commission, **Mr. Bessler moved to adjourn the meeting. Mr. Harper seconded the motion and it passed unanimously. The meeting was adjourned at 8:00 P.M.**

APPROVED



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

SUPPORTING INFORMATION



VIOX & VIOX

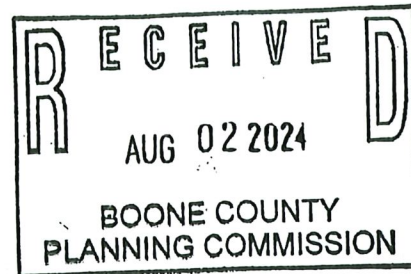
Civil Engineers, Surveyors, and Landscape Architects

466 Erlanger Road | 602 Lila Avenue
Erlanger, Kentucky 41018 | Milford, Ohio 45150

Tel: 859.727.3293 | Tel: 513.576.1000

Fax: 859.727.8452

www.vioxinc.com



February 29, 2024

DESCRIPTION OF 18.874 ACRES

Located in Boone County, Kentucky, lying on the west side of Dixie Highway (US Highway 25), 150 feet south of Maher Road, and being all of the remaining property conveyed to Joyce Robinson Foundation, Inc. by deed recorded in Deed Book 1124, page 572, also being a part of Tract 1 of Marion Grubbs Homestead Subdivision as shown on Plat Book 1, page 85, in the office of the Boone County Clerk at Burlington, Kentucky and is more particularly described as follows:

Unless otherwise stated, any monument referred to herein as an iron pin (set) is a 1/2-inch diameter rebar eighteen inches in length with a plastic cap stamped "LARISON PLS 3357". All bearings referred to herein are based upon the Kentucky State Plane Coordinate System, North Zone, NAD83 (2011).

BEGINNING at an existing 5/8" iron pin & plastic cap stamped "L&M 3407 3737" in the west right-of-way line of Dixie Highway, 30.00 feet as measured perpendicular to the centerline, at the most southeasterly common corner of Joyce Robinson Foundation, Inc. and DCMC Properties, LLC (Deed Book 946, page 277);

THENCE with said right-of-way line for the following three (3) courses:

1. S20°43'57"W a distance of 17.65 feet to a point;
2. S14°48'02"W a distance of 65.40 feet to a point;
3. S12°07'12"W a distance of 802.90 feet to an iron pin (set) at the most easterly common corner of Joyce Robinson Foundation, Inc. and Grubbs Cemetery;

THENCE leaving said right-of-way line and with the common lines of Joyce Robinson Foundation, Inc., Grubbs Cemetery, Lot 18 of the Re-Subdivision of Tracts 3, 4, & 5 of Marion Grubbs Homestead Subdivision (Plat Book 1, page 114), And Lot 1 of Holt Place Subdivision (Plat Book 4, page 112) N81°30'48"W a distance of 314.01 feet to an iron pin (set) in the common line of Joyce Robinson Foundation, Inc. and Lot 1;

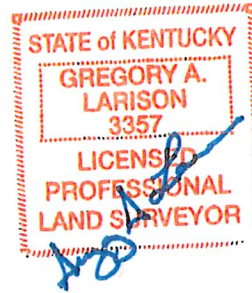
THENCE with the common line of Joyce Robinson Foundation, Inc. and Lot 1 N84°25'04"W a distance of 521.13 feet to an existing 1/2" iron pin at the most westerly common corner of Joyce Robinson Foundation, Inc. and Lot 1, in the east line of Commonwealth of Kentucky, Transportation Department (Highway Deed 15, page 113);

THENCE with the common line of Joyce Robinson Foundation, Inc. and Commonwealth of Kentucky, Transportation Department N00°38'38"E a distance of 659.57 feet to an existing right-of-way post;

THENCE with the common line of Joyce Robinson Foundation, Inc. and DCMC Properties, LLC for the following six (6) courses:

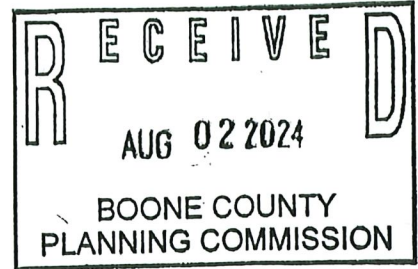
1. N02°17'06"E a distance of 86.84 feet to an existing right-of-way post;
2. N80°54'17"E a distance of 359.10 feet to an existing 1/2" iron pin & plastic cap stamped "LARISON PLS 3357";
3. N66°18'35"E a distance of 221.10 feet to an existing 1/2" iron pin & plastic cap stamped "LARISON PLS 3357";
4. N63°20'50"E a distance of 111.22 feet to an existing 1/2" iron pin & plastic cap stamped "LARISON PLS 3357";
5. S71°16'00"E a distance of 321.42 feet to an existing 1/2" iron pin & plastic cap stamped "LARISON PLS 3357";
6. S34°41'05"E a distance of 86.17 feet to the **POINT OF BEGINNING**, containing 18.874 acres, more or less.

This description was prepared from a new survey made by Gregory A. Larison, PLS 3357, for Viox & Viox, Inc., February 29, 2024.



final report

July 29, 2024



Traffic Impact Study

Apartments
10637 Dixie Highway (US 25)
Walton, KY

Prepared for

Boone County Planning Commission
Kentucky Transportation Cabinet



DIANE B. ZIMMERMAN
Traffic Engineering, LLC

12803 High Meadows Pike
Prospect, KY 40059
502.648.1858
dianezim@att.net

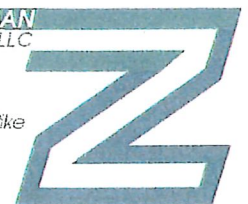


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INTRODUCTION

The site plan for the proposed apartment community shows 312 apartments on Dixie Highway (US 25) near Maher Road in Walton, KY. **Figure 1** displays a map of the site. Access to the site will be from two entrances on Dixie Highway, south of Maher Road, with the northern entrance being a right-in/right-out only. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Dixie Highway with Maher Road and the proposed entrance.

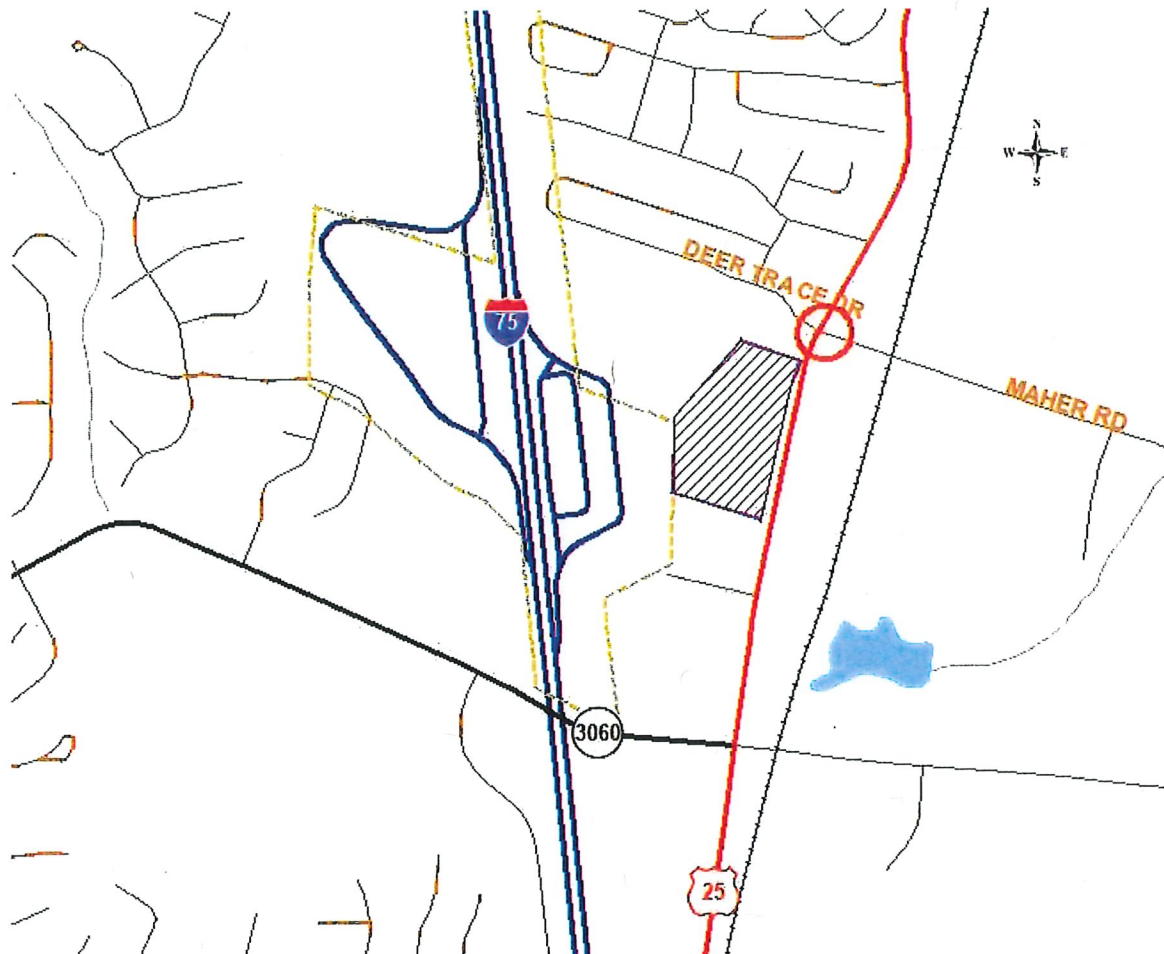


Figure 1. Site Map

EXISTING CONDITIONS

Dixie Highway, US 25, is a state-maintained road with an estimated 2023 ADT of 14,600 vehicles per day between East Frogtown Road (KY 3060) and Mt. Zion Road (KY 536) as estimated from the Kentucky Transportation Cabinet 2021 count at station L73. The road is a two-lane highway with eleven-foot lanes with five-foot shoulders through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 45 mph. There are no sidewalks. The intersection at Maher Road/Deer Trace Drive is controlled with a stop sign. There are no turn lanes. Maher Road and Deer Trace Drive are off-set from each other. The intersection has advanced warning lights on US 25.

Peak hour traffic count for the intersections were obtained on Tuesday, April 25, 2023. The a.m. peak hour occurred between 7:15 and 8:15 and the p.m. peak hour occurred between 4:30 and 5:30 p.m. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

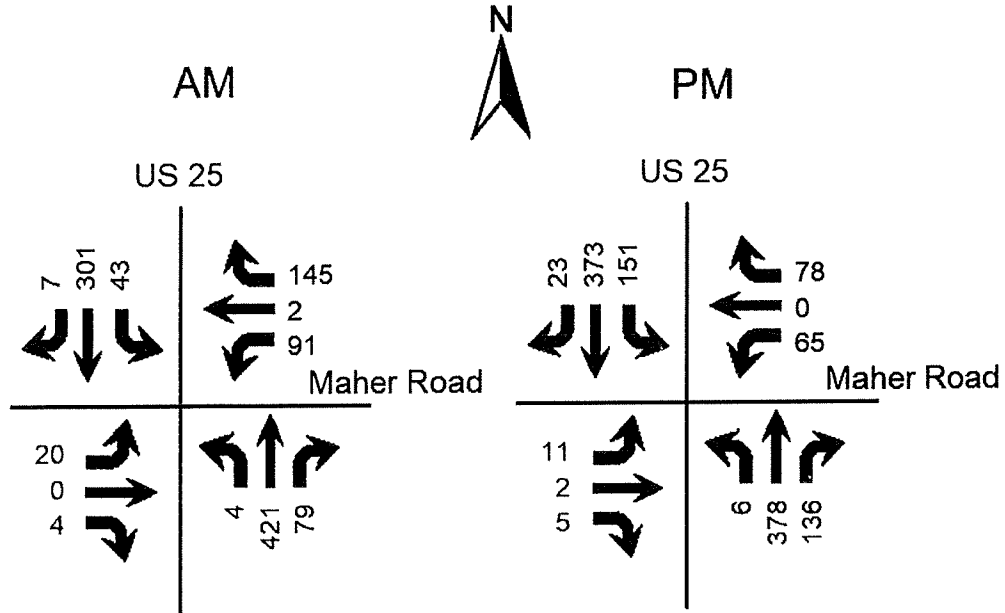


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2027. An annual growth rate of 1.0 percent was applied to the 2023 volumes. **Figure 3** displays the 2027 No Build peak hour volumes.

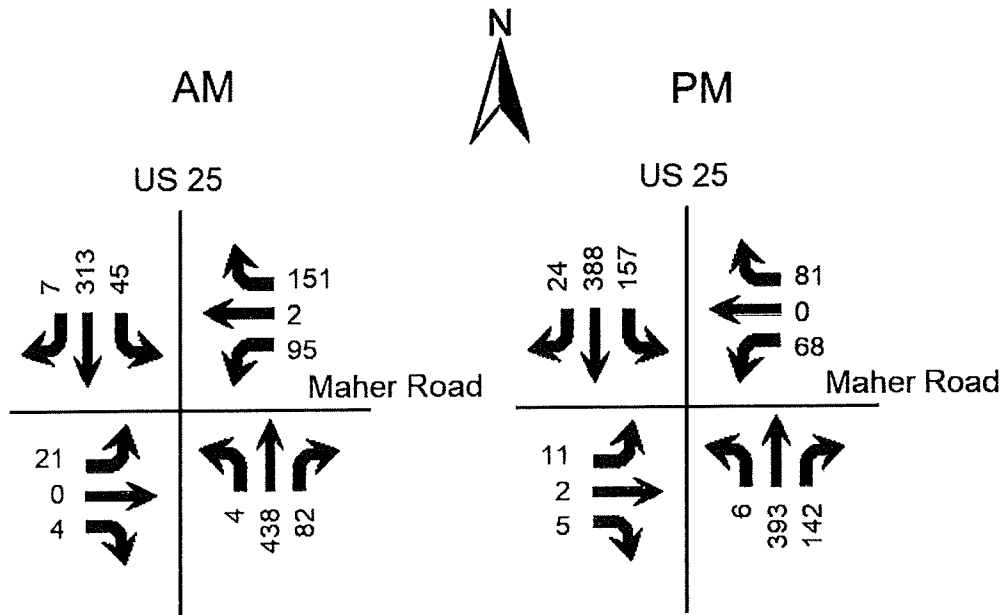


Figure 3. 2027 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers Trip Generation Manual, 11th Edition contains trip generation rates for a wide range of developments. The land uses of “Multifamily Housing (Low-Rise) (220)” was reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. The study assumes 144 units will utilize the right-in entrance and 96 units will use the right out exit. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Trips	In	Out	Trips	In	Out
Multifamily (312 units)	120	29	91	155	98	57

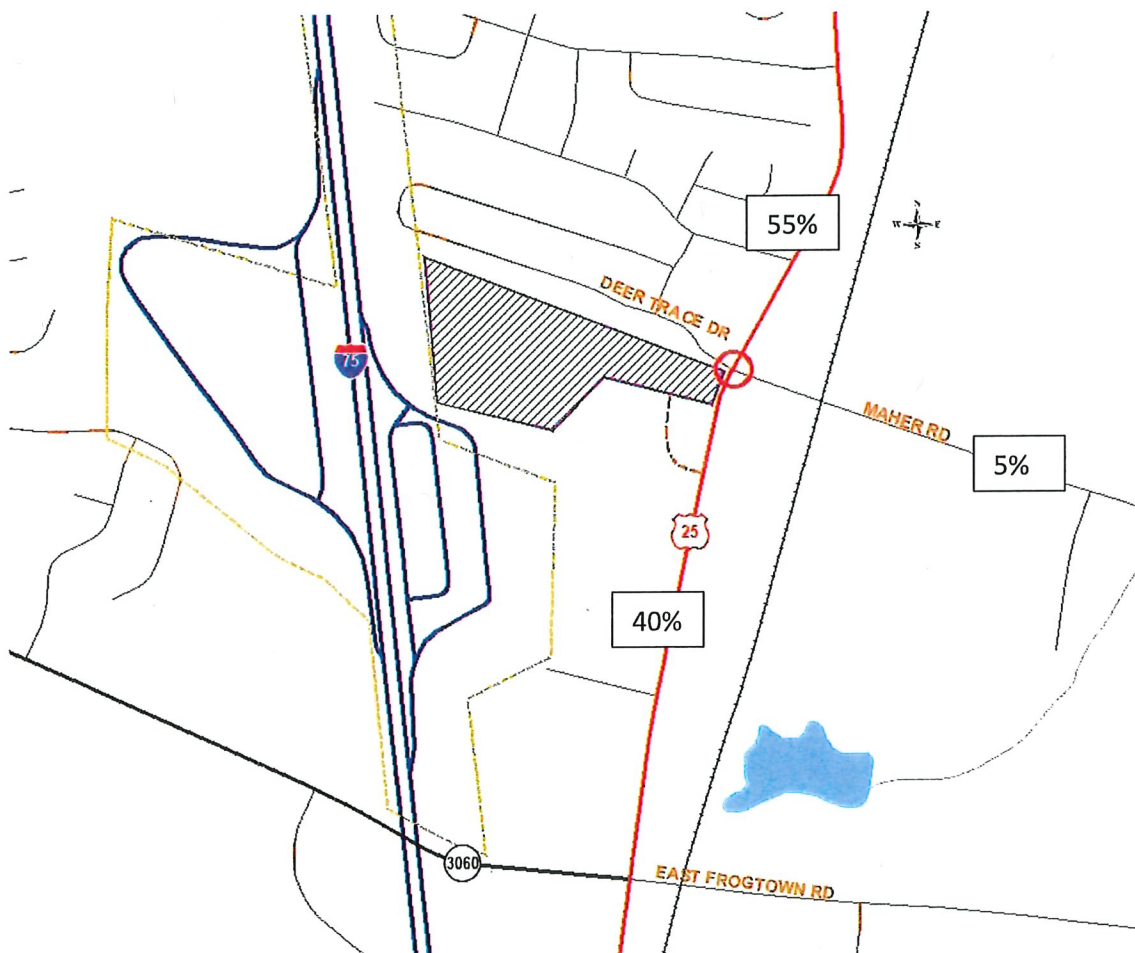


Figure 4. Trip Distribution Percentages

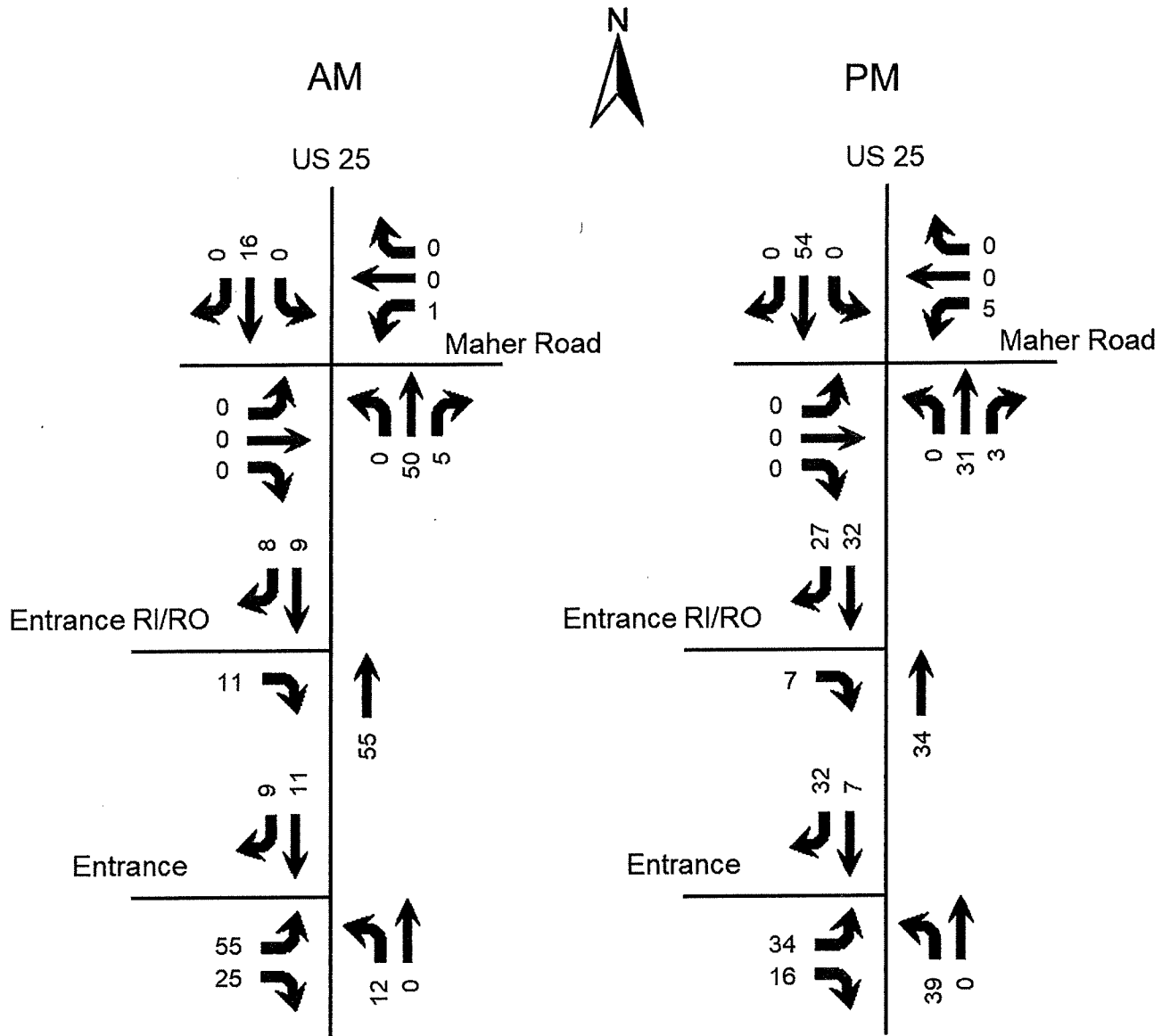


Figure 5. Peak Hour Trips Generated by Site

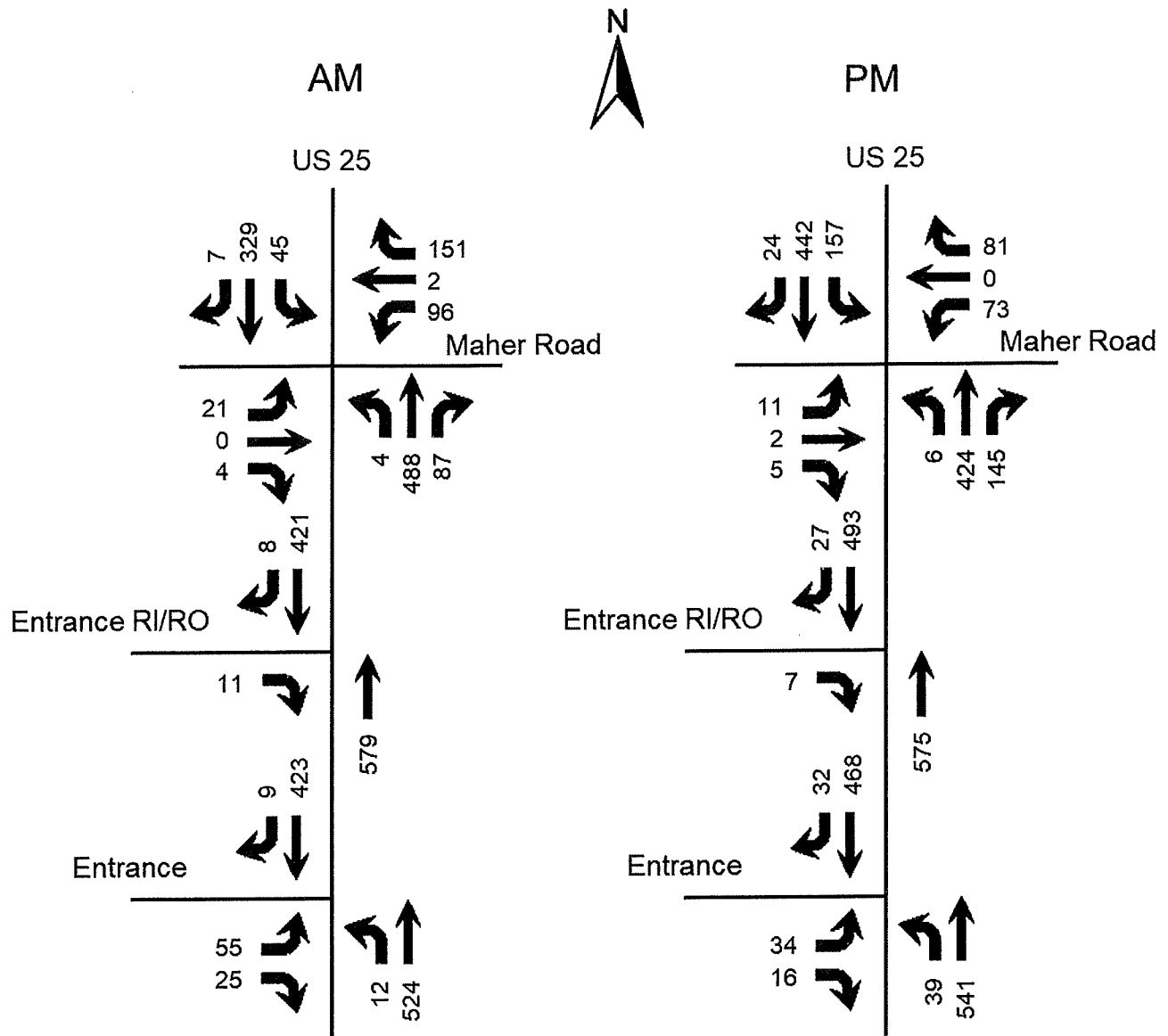


Figure 6. 2027 Build Peak Hour Volumes

ANALYSIS

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a "Level of Service". Level of Service is a ranking scale from A through F, "A" is the best operating condition and "F" is the worst. Level of Service results depend upon the facility that is analyzed. In this case, the Level of Service is based upon the total delay experienced for lanes at stop-controlled intersections.

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the Highway Capacity Manual, 7th edition. Future delays and Level of Service were determined for the intersections using the HCS Two-Way Stop Controlled (version 2024) software. The delays and Level of Service are summarized in **Table 2**.

Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2023 Existing	2027 No Build	2027 Build	2023 Existing	2027 No Build	2027 Build
Dixie Highway at Maher Road						
Deer Trace Drive Eastbound	D 26.7	D 29.3	D 33.6	E 35.7	E 39.6	E 47.3
Maher Road Westbound	C 17.3	C 19.0	C 22.5	E 37.5	E 47.9	F 83.4
Dixie Highway Northbound (left)	A 8.2	A 8.3	A 8.3	A 8.2	A 8.2	A 8.4
Dixie Highway Southbound (left)	A 8.6	A 8.7	A 8.8	A 9.2	A 9.3	A 9.4
Dixie Highway at Entrance						
Entrance Eastbound			B 14.8			B 15.7
Dixie Highway Northbound (left)			A 8.2			A 8.6

Key: Level of Service, Delay in seconds per vehicle

The entrance was evaluated for turn lanes using the Kentucky Transportation Cabinet [Highway Design Guidance Manual](#) dated July, 2020. The traffic impact policy requires using volumes for ten years beyond opening date, or 2037. The 2037 volumes were determined by using 1.0% annual growth from the 2027 volumes. **Figure 7** is the 2037 No Build and **Figure 8** is the Build. The volumes in Figure 8 were utilized to determine turn lane requirements. The entrance meets the volume warrants for installing a left turn lane. At the posted speed limit of 45 mph the design dimension for an uncontrolled left turn lane is 115' of full width pavement with a 100' taper for a total of 215'. **Table 3** displays the level of service results for 2037.

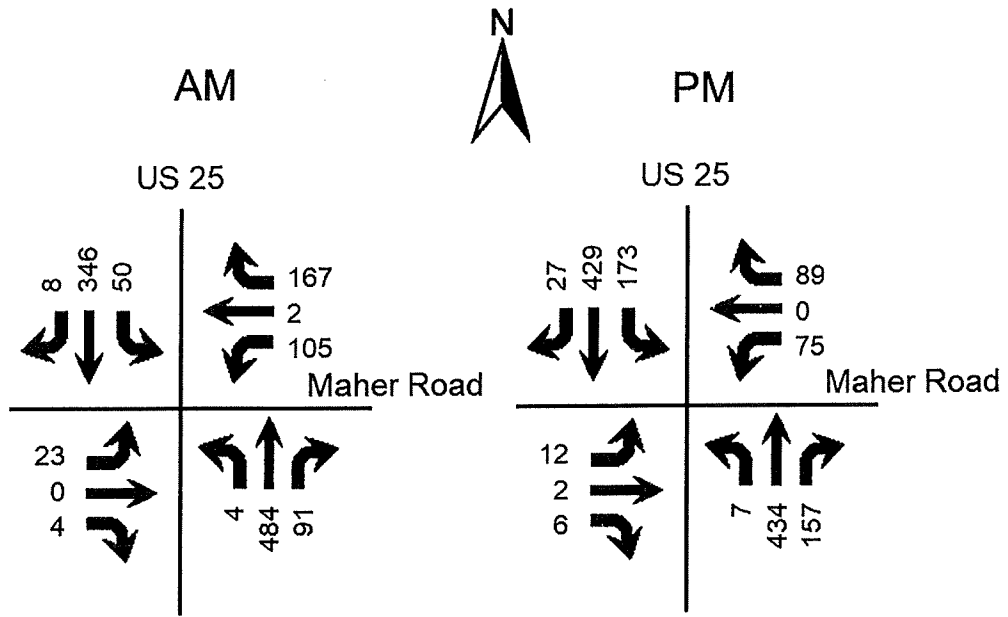


Figure 7. 2037 No Build Peak Hour Volumes

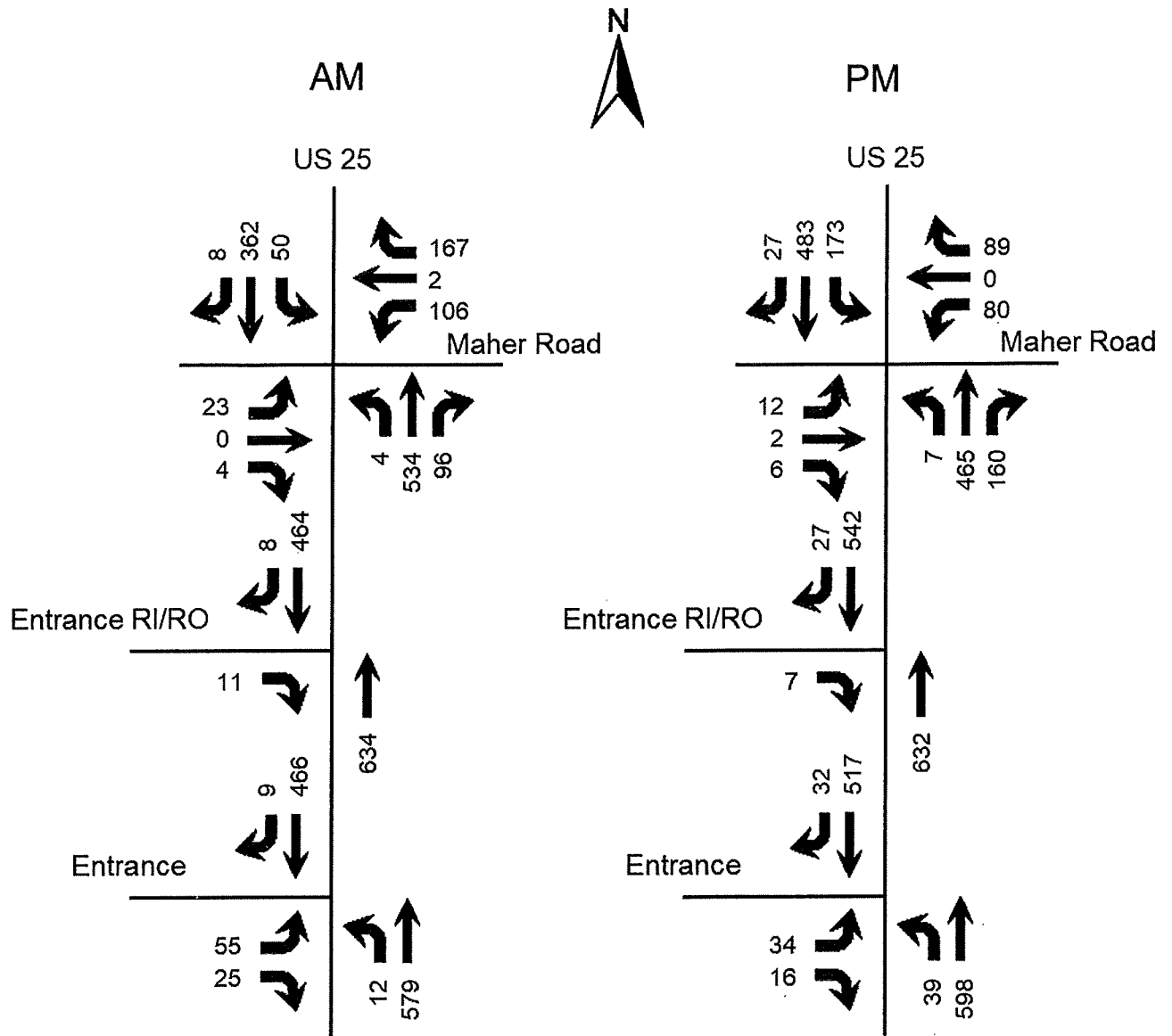


Figure 8. 2037 Build Peak Hour Volumes

Table 3. Peak Hour Level of Service 2037

Approach	A.M.			P.M.		
	2023 Existing	2037 No Build	2037 Build	2023 Existing	2037 No Build	2037 Build
Dixie Highway at Maher Road						
Deer Trace Drive Eastbound	D 26.7	E 38.4	E 45.3	E 35.7	F 54.2	F 67.1
Maher Road Westbound	C 17.3	D 26.3	D 33.5	E 37.5	F 116.0	F 216.9
Dixie Highway Northbound (left)	A 8.2	A 8.4	A 8.4	A 8.2	A 8.3	A 8.5
Dixie Highway Southbound (left)	A 8.6	A 8.9	A 9.1	A 9.2	A 9.6	A 9.8
Dixie Highway at Entrance						
Entrance Eastbound			C 15.8			C 16.7
Dixie Highway Northbound (left)			A 8.4			A 8.8

Key: Level of Service, Delay in seconds per vehicle

The Kentucky Transportation has an active project (6-447.0) on US 25 from Winning Colors Drive to the Norfolk Southern Railroad crossing south of KY 1829 (Industrial Road), which is described as major widening. It is scheduled for construction in fiscal year 2029. The details of the improvement are not yet known. At the intersection of Maher Road, the installation of left turn lanes on US 25 will improve the level of service of Maher Road to level of service C. See page 25.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027 and 2037, there will be a slight impact to the existing highway network. A left turn lane will be installed at the entrance on Dixie Highway. At the posted speed limit of 45 mph the design dimension for an uncontrolled left turn lane is 115' of full width pavement with a 100' taper for a total of 215'.

APPENDIX



Traffic Counts

Classified Turn Movement Count | All vehicles



www.marrtraffic.com

Florence, KY

Site 1 of 1
US-25 Dixie Hwy (South)
US-25 Dixie Hwy (North)
Deer Trace Dr
Maher Rd

Date
Tuesday, April 25, 2023

Weather
Cloudy
48°F

Lat/Long
38.939254°, -84.624702°

0700 - 0900 (Weekday 2h Session) (04-25-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-25 Dixie Hwy (South)					US-25 Dixie Hwy (North)					Deer Trace Dr					Maher Rd					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	2	72	10	0	84	15	76	3	0	94	3	0	2	0	5	19	0	41	0	60	243
0715 - 0730	0	99	22	0	121	10	74	3	0	87	7	0	1	0	8	28	1	42	0	71	287
0730 - 0745	1	99	27	0	127	12	82	1	0	95	3	0	0	0	3	15	0	29	0	44	269
0745 - 0800	1	114	14	0	129	12	62	0	0	74	3	0	1	0	4	26	0	46	0	72	279
Hourly Total	4	384	73	0	461	49	294	7	0	350	16	0	4	0	20	88	1	158	0	247	1078
0800 - 0815	2	109	16	0	127	9	83	3	0	95	7	0	2	0	9	22	1	28	0	51	282
0815 - 0830	2	73	19	0	94	6	83	3	0	92	7	2	6	0	15	31	0	26	0	57	258
0830 - 0845	0	98	9	0	107	10	99	2	0	111	6	0	2	0	8	15	0	19	0	34	260
0845 - 0900	1	101	15	0	117	9	67	3	0	79	1	0	1	0	2	18	0	15	0	33	231
Hourly Total	5	381	59	0	445	34	332	11	0	377	21	2	11	0	34	86	1	88	0	175	1031
Grand Total	9	765	132	0	906	83	626	18	0	727	37	2	15	0	54	174	2	246	0	422	2109
Approach %	0.99	84.44	14.57	0.00	-	11.42	86.11	2.48	0.00	-	68.52	3.70	27.78	0.00	-	41.23	0.47	58.29	0.00	-	-
Intersection %	0.43	36.27	6.26	0.00	42.96	3.94	29.68	0.85	0.00	34.47	1.75	0.09	0.71	0.00	2.56	8.25	0.09	11.66	0.00	20.01	-
PHF	0.50	0.92	0.73	0.00	0.98	0.90	0.91	0.58	0.00	0.92	0.71	0.00	0.50	0.00	0.67	0.81	0.50	0.79	0.00	0.83	0.97

1600 - 1800 (Weekday 2h Session) (04-25-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	US-25 Dixie Hwy (South)					US-25 Dixie Hwy (North)					Deer Trace Dr					Maher Rd					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	1	104	33	0	138	40	112	6	0	158	2	0	5	0	7	13	1	20	0	34	337
1615 - 1630	1	73	28	0	102	32	95	3	0	130	4	0	3	0	7	24	0	19	0	43	282
1630 - 1645	0	105	39	0	144	28	83	7	0	118	3	1	0	0	4	19	0	17	0	36	302
1645 - 1700	4	84	23	0	111	46	98	4	0	148	4	0	1	0	5	13	0	21	0	34	298
Hourly Total	6	366	123	0	495	146	388	20	0	554	13	1	9	0	23	69	1	77	0	147	1219
1700 - 1715	0	100	36	0	136	42	105	5	0	152	3	0	2	0	5	15	0	19	0	34	327
1715 - 1730	2	89	38	0	129	35	87	7	0	129	1	1	2	0	4	18	0	21	0	39	301
1730 - 1745	4	95	23	0	122	38	78	6	0	122	1	0	1	0	2	12	0	21	0	33	279
1745 - 1800	1	68	22	0	91	17	79	10	0	106	3	0	0	0	3	22	0	18	0	40	240
Hourly Total	7	352	119	0	478	132	349	28	0	509	8	1	5	0	14	67	0	79	0	146	1147
Grand Total	13	718	242	0	973	278	737	48	0	1063	21	2	14	0	37	136	1	156	0	293	2366
Approach %	1.34	73.79	24.87	0.00	-	26.15	69.33	4.52	0.00	-	56.76	5.41	37.84	0.00	-	46.42	0.34	53.24	0.00	-	-
Intersection %	0.55	30.35	10.23	0.00	41.12	11.75	31.15	2.03	0.00	44.93	0.89	0.08	0.59	0.00	1.56	5.75	0.04	6.59	0.00	12.38	-
PHF	0.38	0.90	0.87	0.00	0.90	0.82	0.89	0.82	0.00	0.90	0.69	0.50	0.63	0.00	0.90	0.86	0.00	0.93	0.00	0.92	0.94

 **TIS Simplified Traffic Forecast**

Count Year	2023	Number of Counts	14
Opening Year	2027	Growth Rate	0.53%
Design Year	2037		
Years Back	15		

KYTC Traffic Count Station #1

STA ID	L73
Paste Count Data Here	
2023	
2022	
2021	14341
2020	
2019	
2018	13650
2017	
2016	
2015	14880
2014	
2013	
2012	14009
2011	
2010	
2009	13700
2008	
2007	
2006	14000
2005	
2004	12400
2003	
2002	
2001	16400
2000	

KYTC Traffic Count Station #2

STA ID	279
Paste Count Data Here	
2023	
2022	
2021	
2020	
2019	9013
2018	
2017	
2016	8570
2015	
2014	
2013	
2012	
2011	
2010	8570
2009	
2008	
2007	8300
2006	
2005	
2004	7520
2003	
2002	
2001	10400
2000	

KYTC Traffic Count Station #3

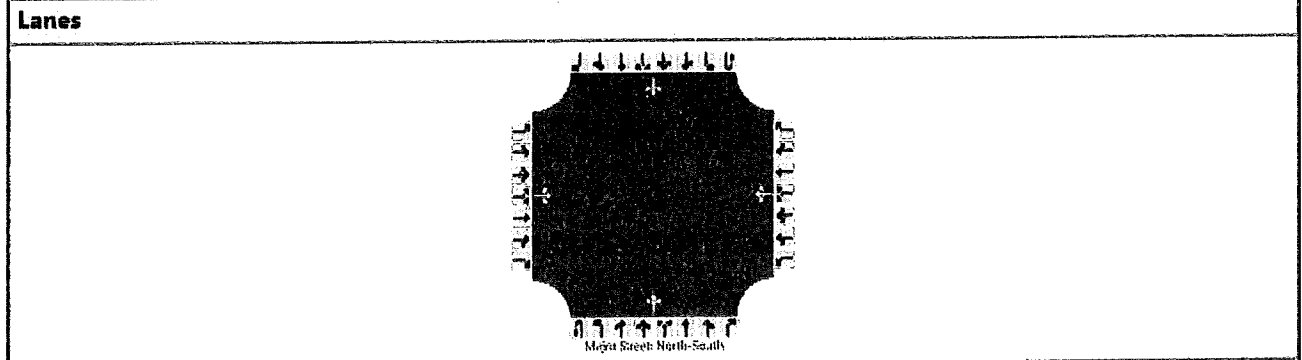
STA ID	278
Paste Count Data Here	
2023	
2022	3612
2021	
2020	
2019	3594
2018	
2017	
2016	3425
2015	
2014	3548
2013	3387
2012	3187
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	

HCS Reports

HCS Two-Way Stop-Control Report																		
General Information								Site Information										
Analyst	DBZ							Intersection	US 25 at Maher Rd									
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction										
Date Performed	6/29/2023							East/West Street	Maher Road									
Analysis Year	2023							North/South Street	US 25									
Time Analyzed	AM Peak							Peak Hour Factor	0.97									
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25									
Project Description	10579 Dixie																	
Lanes																		
<p>Major Street: North-South</p>																		
Vehicle Volumes and Adjustments																		
Approach	Eastbound				Westbound				Northbound				Southbound					
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
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)		20	0	4		91	2	145		4	421	79		43	301	7		
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2				
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)		7.10	6.50	6.20		7.10	6.50	6.20		4.35				4.12				
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)		3.50	4.00	3.30		3.50	4.00	3.30		2.43				2.22				
Delay, Queue Length, and Level of Service																		
Flow Rate, v (veh/h)		25				245				4				44				
Capacity, c (veh/h)		191				534				1124				1050				
v/c Ratio		0.13				0.46				0.00				0.04				
95% Queue Length, Q ₉₅ (veh)		0.4				2.4				0.0				0.1				
Control Delay (s/veh)		26.7				17.3				8.2				0.0	0.0	8.6	0.4	0.4
Level of Service (LOS)		D				C				A				A	A	A	A	
Approach Delay (s/veh)		26.7				17.3				0.1				1.4				
Approach LOS		D				C				A				A				

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DBZ	Intersection	US 25 at Maher Rd
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction	
Date Performed	7/26//24	East/West Street	MaheR Road
Analysis Year	2027	North/South Street	US 25
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10637 Dixie		



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	10	1	2	3	4	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)		21	0	4		95	2	151		4	438	82		45	313	7	
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2			
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)		7.10	6.50	6.20		7.10	6.50	6.23		4.35				4.12		
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)		3.50	4.00	3.30		3.50	4.00	3.33		2.43				2.22		

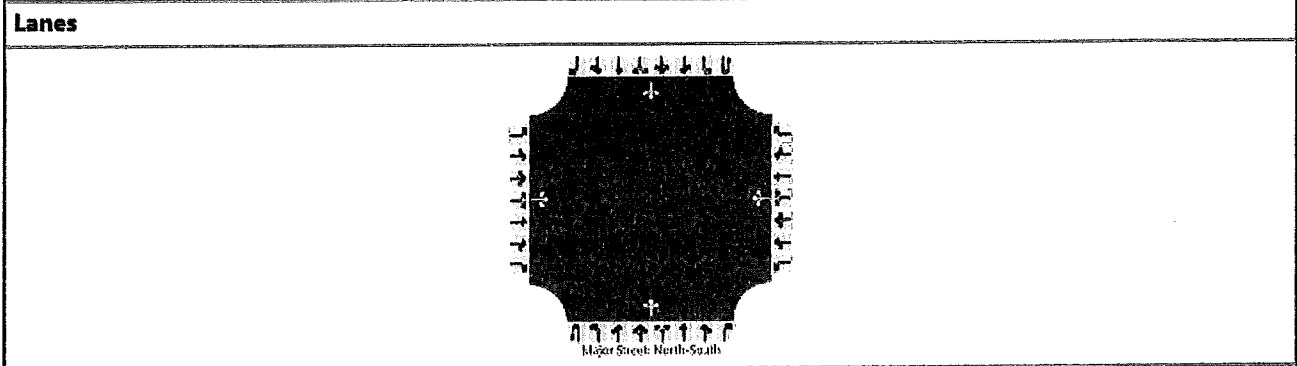
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26				256			4				46			
Capacity, c (veh/h)			174				508			1111				1032			
v/c Ratio			0.15				0.50			0.00				0.04			
95% Queue Length, Q ₉₅ (veh)			0.5				2.8			0.0				0.1			
95% Queue Length, Q ₉₅ (ft)			12.5				71.0										
Control Delay (s/veh)			29.3				19.0			8.3	0.0	0.0		3.7	0.5	0.5	
Level of Service (LOS)			D				C			A	A	A		A	A	A	
Approach Delay (s/veh)		29.3				19.0				0.1				1.5			
Approach LOS		D				C				A				A			

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	JS 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26//24							East/West Street	Maher Road								
Analysis Year	2027							North/South Street	US 25								
Time Analyzed	AM Peak Build							Peak Hour Factor	0.97								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
<p>Major Street: North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
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)		21	0	4		96	2	151		4	488	87		45	329	7	
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2			
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)		7.10	6.50	6.20		7.10	6.50	6.23		4.35				4.12			
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)		3.50	4.00	3.30		3.50	4.00	3.33		2.43				2.22			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			26				257			4				46			
Capacity, c (veh/h)			152				457			1095				983			
v/c Ratio			0.17				0.56			0.00				0.05			
95% Queue Length, Q ₉₅ (veh)			0.6				3.4			0.0				0.1			
95% Queue Length, Q ₉₅ (ft)			15.0				86.2										
Control Delay (s/veh)			33.6				22.5			8.3	0.0	0.0		9.8	0.5	0.5	
Level of Service (LOS)			D				C			A	A	A		A	A	A	
Approach Delay (s/veh)		33.6				22.5				0.1				1.5			
Approach LOS		D				C				A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DBZ			Intersection	US 25 at Maher Rd		
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC			Jurisdiction			
Date Performed	7/26/24			East/West Street	Maher Road		
Analysis Year	2037			North/South Street	US 25		
Time Analyzed	AM Peak No Build			Peak Hour Factor	0.97		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	10637 Dixie						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	L	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)		23	0	4		105	2	167		4	484	91		50	346	8	
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2			
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)		7.10	6.50	6.20		7.10	6.50	6.20		4.35				4.12		
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)		3.50	4.00	3.30		3.50	4.00	3.30		2.43				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			28				282				4				52		
Capacity, c (veh/h)			135				443				1077				983		
v/c Ratio			0.21				0.64				0.00				0.05		
95% Queue Length, Q ₉₅ (veh)			0.7				4.3				0.0				0.2		
95% Queue Length, Q ₉₅ (ft)			17.5				109.1										
Control Delay (s/veh)			38.4				26.3				8.4	6.0	0.0		8.9	0.5	0.6
Level of Service (LOS)			E				D				A	A	A		A	A	A
Approach Delay (s/veh)		38.4				26.3				0.1				1.6			
Approach LOS		E				D				A				A			

HCS Two-Way Stop-Control Report																		
General Information								Site Information										
Analyst	DBZ							Intersection	US 25 at Maher Rd									
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction										
Date Performed	7/26//24							East/West Street	Maher Road									
Analysis Year	2037							North/South Street	US 25									
Time Analyzed	AM Peak Build							Peak Hour Factor	0.97									
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25									
Project Description	10637 Dixie																	
Lanes																		
Vehicle Volumes and Adjustments																		
Approach	Eastbound				Westbound				Northbound				Southbound					
Movement	U	L	T	R	L	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	10	1	2	3	40	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)		23	0	4		105	2	167		4	534	96		50	362	8		
Percent Heavy Vehicles (%)		0	0	0		0	0	3		25				2				
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)		7.10	6.50	6.20		7.10	6.50	6.20		4.35				4.12				
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)		3.50	4.00	3.30		3.50	4.00	3.30		2.43				2.22				
Delay, Queue Length, and Level of Service																		
Flow Rate, v (veh/h)			28				284			4				52				
Capacity, c (veh/h)			116				398			1062				937				
v/c Ratio			0.24				0.71			0.00				0.06				
95% Queue Length, Q ₉₅ (veh)			0.9				5.4			0.0				0.2				
95% Queue Length, Q ₉₅ (ft)			22.5				137.0											
Control Delay (s/veh)			45.3				33.5			8.4	0.1	0.1		9.1	0.6	0.5		
Level of Service (LOS)			E				D			A	A	A		A	A	A		
Approach Delay (s/veh)		45.3				33.5					0.1				1.6			
Approach LOS		E				D					A				A			

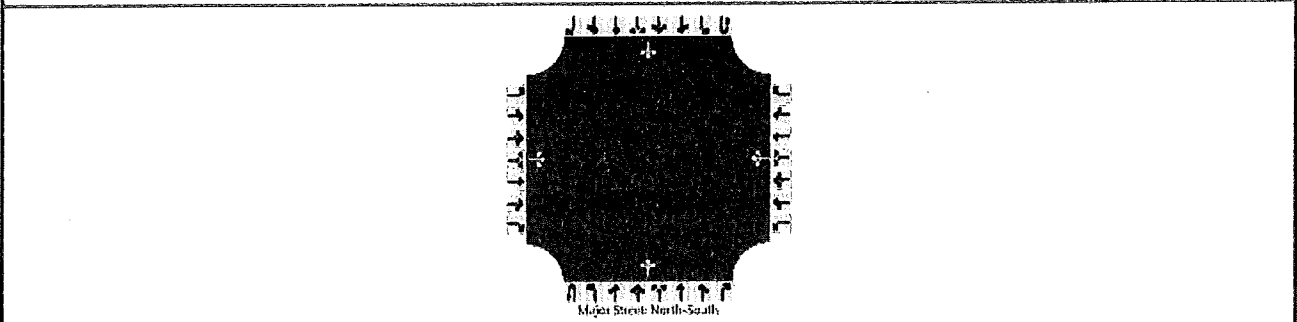
HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	6/29/2023							East/West Street	Maher Road								
Analysis Year	2023							North/South Street	US 25								
Time Analyzed	PM Peak							Peak Hour Factor	0.94								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10579 Dixie																
Lanes																	
<p>Major Street: North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	10	1	2	3	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)		11	2	5		65	0	78		6	378	136		151	373	23	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11			
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			19				152			6				161			
Capacity, c (veh/h)			136				257			1149				1028			
v/c Ratio			0.14				0.59			0.01				0.16			
95% Queue Length, Q ₉₅ (veh)			0.5				3.4			0.0				0.6			
Control Delay (s/veh)			35.7				37.5			8.2	0.1	0.1		9.2	1.9	1.9	
Level of Service (LOS)			E				E			A	A	A		A	A	A	
Approach Delay (s/veh)		35.7				37.5				0.2				3.9			
Approach LOS		E				E				A				A			

HCS Two-Way Stop-Control Report																				
General Information								Site Information												
Analyst	DBZ							Intersection	US 25 at Maher Rd											
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction												
Date Performed	7/26/24							East/West Street	Maher Road											
Analysis Year	2027							North/South Street	US 25											
Time Analyzed	PM Peak No Build							Peak Hour Factor	0.94											
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25											
Project Description	10637 Dixie																			
Lanes																				
Vehicle Volumes and Adjustments																				
Approach	Eastbound				Westbound				Northbound				Southbound							
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R				
Priority		10	11	12		7	8	9	10	1	2	3	4	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)		11	2	5		69	0	81		6	393	142		157	388	24				
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1						
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11						
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21						
Delay, Queue Length, and Level of Service																				
Flow Rate, v (veh/h)			19				159			6					167					
Capacity, c (veh/h)			123				233			1132					1008					
v/c Ratio			0.16				0.68			0.01					0.17					
95% Queue Length, Q ₉₅ (veh)			0.5				4.3			0.0					0.6					
95% Queue Length, Q ₉₅ (ft)			12.5				110.1													
Control Delay (s/veh)			39.6				47.9			8.2	0.1	0.1		9.3	2.0	2.0				
Level of Service (LOS)			E				E			A	A	A		A	A	A				
Approach Delay (s/veh)		39.6					47.9					0.2					4.0			
Approach LOS		E					E					A					A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DBZ	Intersection	US 25 at Maher Rd
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction	
Date Performed	7/26/24	East/West Street	MaHer Road
Analysis Year	2027	North/South Street	US 25
Time Analyzed	PM Peak Build	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10637 Dixie		

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	
Priority		10	11	12		7	8	9	10	1	2	3	4	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)		11	2	5		73	0	81		6	424	145		157	442	24	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11		
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19			164				6					167	
Capacity, c (veh/h)			104			191				1078					978	
v/c Ratio			0.18			0.86				0.01					0.17	
95% Queue Length, Q ₉₅ (veh)			0.6			6.3				0.0					0.6	
95% Queue Length, Q ₉₅ (ft)			15.0			161.3										
Control Delay (s/veh)			47.3			83.4				8.4	0.1	0.1		9.4	2.2	2.2
Level of Service (LOS)			E			F				A	A	A		A	A	A
Approach Delay (s/veh)			47.3			83.4				0.2				4.1		
Approach LOS			E			F				A				A		

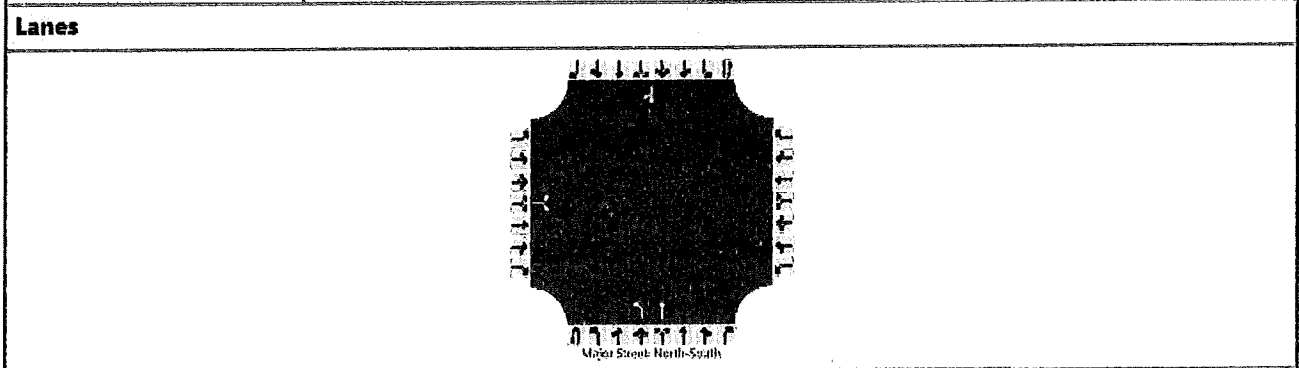
HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2037							North/South Street	US 25								
Time Analyzed	PM Peak No Build							Peak Hour Factor	0.94								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
<p>Major Street: North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	L	L	T	R	U	L	T	R	U	L	T	R	
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)		12	2	6		75	0	89		7	434	157		173	429	27	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11			
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			21				174			7					184		
Capacity, c (veh/h)			94				178			1088					958		
v/c Ratio			0.23				0.98			0.01					0.19		
95% Queue Length, Q ₉₅ (veh)			0.8				7.9			0.0					0.7		
95% Queue Length, Q ₉₅ (ft)			20.0				202.2										
Control Delay (s/veh)			54.2				116.0			8.3	0.1	0.1		9.6	2.5	2.5	
Level of Service (LOS)			F				F			A	A	A		A	A	A	
Approach Delay (s/veh)		54.2				116.0				0.2				4.5			
Approach LOS		F				F				A				A			

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Maher Rd								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Maher Road								
Analysis Year	2037							North/South Street	US 25								
Time Analyzed	PM Peak Build							Peak Hour Factor	0.94								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10637 Dixie																
Lanes																	
<p style="text-align: center;">Major Street: North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	10	1	2	3	4	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)		12	2	6		80	0	89		7	465	160		173	483	27	
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1			
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11			
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21			
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			21				180			7				184			
Capacity, c (veh/h)			79				144			1036				929			
v/c Ratio			0.27				1.25			0.01				0.20			
95% Queue Length, C_{95} (veh)			1.0				10.7			0.0				0.7			
95% Queue Length, C_{95} (ft)			25.0				273.9										
Control Delay (s/veh)			67.1				216.9			8.5	0.1	0.1		9.8	2.8	2.8	
Level of Service (LOS)			F				F			A	A	A		A	A	A	
Approach Delay (s/veh)		67.1				216.9				0.2				4.6			
Approach LOS		F				F				A				A			

HCS Two-Way Stop-Control Report																		
General Information								Site Information										
Analyst	DBZ							Intersection	JS 25 at Maher Rd									
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction										
Date Performed	7/26/24							East/West Street	Maher Road									
Analysis Year	2037							North/South Street	US 25									
Time Analyzed	PM Peak Build							Peak Hour Factor	0.94									
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25									
Project Description	10637 Dixie																	
Lanes																		
<p>Major Street: North-South</p>																		
Vehicle Volumes and Adjustments																		
Approach	Eastbound				Westbound				Northbound				Southbound					
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes	0	1	0	0	0	1	0	0	0	1	1	0	0	1	1	0		
Configuration			LTR				LTR			L		TR		L		TR		
Volume (veh/h)		12	2	6		80	0	89		7	465	160		173	483	27		
Percent Heavy Vehicles (%)		0	0	0		3	0	3		0				1				
Proportion Time Blocked																		
Percent Grade (%)		0				0												
Right Turn Channelized																		
Median Type Storage		Left Only									1							
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)		7.10	6.50	6.20		7.13	6.50	6.23		4.10				4.11				
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)		3.50	4.00	3.30		3.53	4.00	3.33		2.20				2.21				
Delay, Queue Length, and Level of Service																		
Flow Rate, v (veh/h)			21				180			7					184			
Capacity, c (veh/h)			159				356			1036					929			
v/c Ratio			0.13				0.51			0.01					0.20			
95% Queue Length, Q ₉₅ (veh)			0.5				2.7			0.0					0.7			
95% Queue Length, Q ₉₅ (ft)			12.5				69.1			0.0					17.6			
Control Delay (s/veh)			31.1				25.0			8.5					9.8			
Level of Service (LOS)			D				C			A					A			
Approach Delay (s/veh)		31.1				25.0					0.1				2.5			
Approach LOS		D				C					A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DBZ	Intersection	US 25 at Entrance
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction	
Date Performed	7/26/24	East/West Street	Entrance
Analysis Year	2027	North/South Street	US 25
Time Analyzed	AM Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10637 Dixie		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	L	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	10	1	2	3	4	4	5	6		
Number of Lanes		0	1	0		0	0	0		1	1	0		0	1	0		
Configuration			LR							L	T					TR		
Volume (veh/h)		55		25						12	524				423	9		
Percent Heavy Vehicles (%)		0		0						0								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right-Turn Channelized																		
Median Type Storage		Left Only									1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

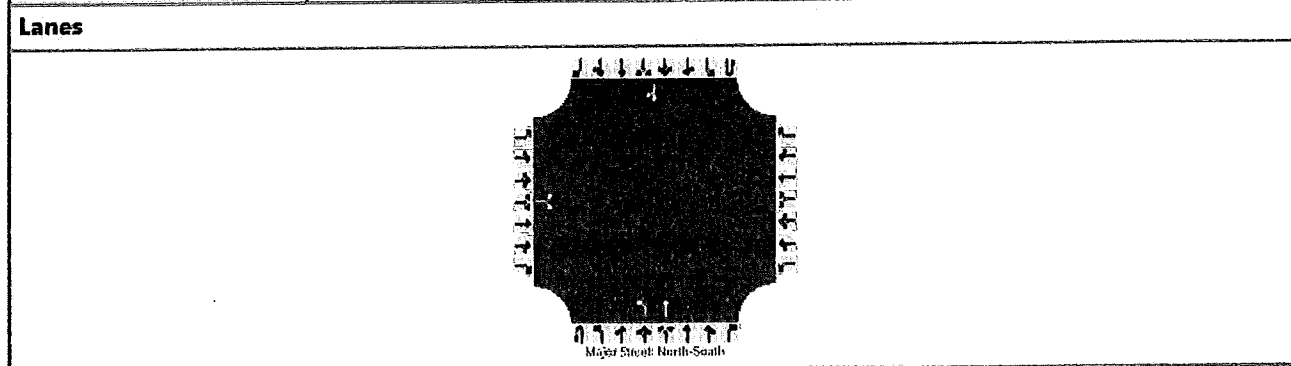
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			82							12							
Capacity, c (veh/h)			448							1126							
v/c Ratio			0.18							0.01							
95% Queue Length, Q ₉₅ (veh)			0.7							0.0							
95% Queue Length, Q ₉₅ (ft)			17.5							0.0							
Control Delay (s/veh)			14.8							8.2							
Level of Service (LOS)			B							A							
Approach Delay (s/veh)		14.8								0.2							
Approach LOS		B								A							

HCS Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	US 25 at Entrance								
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction									
Date Performed	7/26/24							East/West Street	Entrance								
Analysis Year	2037							North/South Street	US 25								
Time Analyzed	AM Peak							Peak Hour Factor	0.97								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	10537 Dixie																
Lanes																	
<p>Miger Street North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	L	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	10	1	2	3	4	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0	
Configuration			LR							L T						TR	
Volume (veh/h)		55		25						12	579				456	9	
Percent Heavy Vehicles (%)		0		0						0							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage					Left Only								1				
Critical and Follow-up Headways																	
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.40		6.20						4.10							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.50		3.30						2.20							
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			82							12							
Capacity, c (veh/h)			416							1084							
v/c Ratio			0.20							0.01							
95% Queue Length, Q ₉₅ (veh)			0.7							0.0							
95% Queue Length, Q ₉₅ (ft)			17.5							0.0							
Control Delay (s/veh)			15.8							8.4							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		15.8								0.2							
Approach LOS		C								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DBZ	Intersection	US 25 at Entrance
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC	Jurisdiction	
Date Performed	7/26/24	East/West Street	Entrance
Analysis Year	2027	North/South Street	US 25
Time Analyzed	PM Peak	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	10579 Dixie		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	L	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	0	0		0	1	1	0	0	0	1	0		
Configuration			LR							L	T					TR		
Volume (veh/h)		34		16						39	541				468	32		
Percent Heavy Vehicles (%)		0		0						0								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																		
Median Type Storage		Left Only									1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			53							41							
Capacity, c (veh/h)			391							1046							
v/c Ratio			0.14							0.04							
95% Queue Length, Q ₉₅ (veh)			0.5							0.1							
95% Queue Length, Q ₉₅ (ft)			12.5							2.5							
Control Delay (s/veh)			15.7							8.6							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		15.7								0.5							
Approach LOS		C								A							

HCS Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	DBZ							Intersection	US 25 at Entrance							
Agency/Co.	Diane B. Zimmerman Traffic Engineering LLC							Jurisdiction								
Date Performed	7/26/24							East/West Street	Entrance							
Analysis Year	2037							North/South Street	US 25							
Time Analyzed	PM Peak							Peak Hour Factor	0.94							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	10579 Dixie															
Lanes																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		34		16						39	598				517	32
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage					Left Only								1			
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			53							41						
Capacity, c (veh/h)			360							1000						
v/c Ratio			0.15							0.04						
95% Queue Length, Q ₉₅ (veh)			0.5							0.1						
95% Queue Length, Q ₉₅ (ft)			12.5							2.5						
Control Delay (s/veh)			16.7							6.6						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		16.7								0.5						
Approach LOS		C								A						

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	39	Speed Limit (mph)	45
Advancing Volume (vph)	637	No. of through lanes	1
Opposing Volume (vph)	549	Percent Heavy Vehicles (decimal percent)	0.01

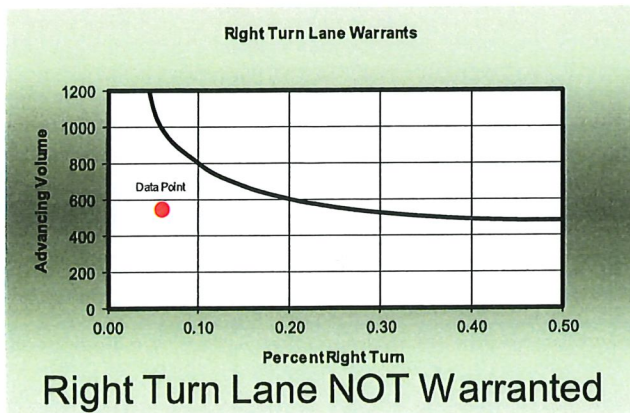


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	32	Speed Limit (mph)	45
Advancing Volume (vph)	549		



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.

I, Diane Bridwell Zimmerman, certify that this Traffic Impact Study has been prepared under my direct supervision, that I am a Professional Engineer registered in the State of Kentucky and have successfully completed the Traffic Impact Study Requirements training course required by KYTC. Furthermore, I certify that this study has been completed in accordance with the KYTC Traffic Impact Study Requirements and in accordance with engineering standards of practice. The results presented have been determined to be accurate representations of existing and anticipated conditions based on the assumptions and methodologies presented in this report.

Diane Bridwell Zimmerman, Professional Engineer License #16462



**TRAFFIC IMPACT STUDY COURSE
Certificate of Completion (3.5 PDH)**

Diane Zimmerman
KY PE License No. 16462

Completed: 02/18/2022
Expires: 02/18/2026
Company: University of Kentucky

TIM THARPE

Tim Tharpe, KYTC
Director of Traffic Operations



Adam Kirk, Instructor

**The official status of this certificate can be verified with the
KYTC Division of Traffic Operations**



BOONE COUNTY PLANNING COMMISSION

www.boonecountyky.org/pr
www.boonecountygis.com

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

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

September 19, 2024

LDG Multifamily LLC
545 South 3rd Street
Louisville, Kentucky 40202

RE: Request of **LDG Multifamily LLC (applicant)** for **Joyce Robinson Foundation, Inc. (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Urban Residential Two (UR-2) for an approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky. The request is for a zone change to allow for the development of a 312 unit multi-family residential development with on-site amenities and a Variance increasing the height of a fence along the rear property line from six (6) feet to eight (8) feet.

Dear Mr. Budd:

The following represents the recommended conditions of approval for the above referenced application as discussed by the Planning Commission at their September 18, 2024 meeting. As you verbally agreed to these conditions at that meeting, please so indicate by signing in the space provided at the end of this letter and return the original letter to the Planning Commission's office no later than September 27, 2024.

CONDITIONS

1. Development shall be consistent with the revised Concept Development Plan presented at the September 18, 2024 Zone Change Committee meeting.
2. Development shall meet the minimum requirements of the zoning regulations, except for the height of the fence along the rear property line, as modified by the approved Variance.
3. A construction fence shall be installed a minimum of thirty (30) feet from the boundary of the Grubbs Cemetery to eliminate accidental damage to known gravestones and burials, as well as damage to undiscovered burials which may be located beyond the known internments.
4. If required by KYTC as part of their encroachment permit process, a sidewalk shall be constructed along Dixie Highway, fronting the site in question.
5. The access to the property to the north of the site in question, for residential and non-commercial traffic, may be eliminated only if alternative access is provided to that property.

6. A mix of large deciduous trees and evergreen trees shall be planted along the rear property line.

Sincerely,



Michael D. Schwartz
Director, Zoning Services

MDS/ss

AGREEMENT

We, the property owners/developers of the approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment.



Joyce Robinson Foundation, Inc. (Owner)

9-19-24

Date

LDG Multifamily, LLC (Developer)

Date

6. A mix of large deciduous trees and evergreen trees shall be planted along the rear property line.

Sincerely,



Michael D. Schwartz
Director, Zoning Services

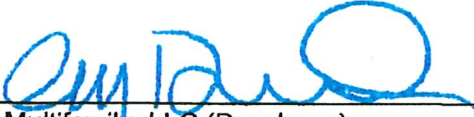
MDS/ss

AGREEMENT

We, the property owners/developers of the approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment.

Joyce Robinson Foundation, Inc. (Owner)

Date



LDG Multifamily, LLC (Developer)

09/29/2024

Date

3/5

ORDINANCE 2024-34

AN ORDINANCE OF THE BOONE COUNTY FISCAL COURT, KENTUCKY APPROVING A REQUEST, WITH CONDITIONS, OF LDG MULTIFAMILY LLC (APPLICANT) FOR JOYCE ROBINSON FOUNDATION, INC. (OWNER) FOR A ZONING MAP AMENDMENT FROM SUBURBAN RESIDENTIAL ONE (SR-1) TO URBAN RESIDENTIAL TWO (UR-2) FOR AN APPROXIMATE 19 ACRE AREA LOCATED AT 10637 DIXIE HIGHWAY, BOONE COUNTY, KENTUCKY.

WHEREAS, the Boone County Planning Commission received a request for a Zoning Map Amendment to the Boone County Zoning Map and such Zoning Map Amendment being a zone change from Suburban Residential One (SR-1) to Urban Residential Two (UR-2) for an approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky, which is more particularly described below; and

WHEREAS, the Boone County Planning Commission as the planning unit for the unincorporated areas of Boone County, Kentucky, was requested to and has conducted a Public Hearing serving as a due process trial-type hearing and made Findings of Fact recommending approval, with Conditions, for the Zoning Map Amendment.

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

Section One

That the request for a Zoning Map Amendment for the real estate which is more particularly described below shall be and is hereby approved, with conditions, this Zoning Map Amendment being a zone change from Suburban Residential One (SR-1) to Urban Residential Two (UR-2) for an approximate 19 acre area located at 10637 Dixie Highway, Boone County, Kentucky. The real estate which is the subject of this request for a Zoning Map Amendment in a Suburban Residential One (SR-1) zone is more particularly described in DEED BOOK: 1124, PAGE NO: 572 (as supplied by the applicant) as recorded in the Boone County Clerk's office.

Section Two

That as a basis for approval, with conditions, for a Zoning Map Amendment request are the Findings of Fact and Conditions of the Boone County Planning Commission as set forth in its minutes and official records for this request shall be and are hereby incorporated by reference as if fully set out in this Ordinance and marked as "Exhibit 1."

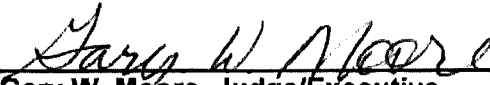
Section Three

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


First Reading the 19th day of November 2024

Second Reading the 3rd day of December 2024

Adopted this 3rd day of December 2024 Yes 4 No 0

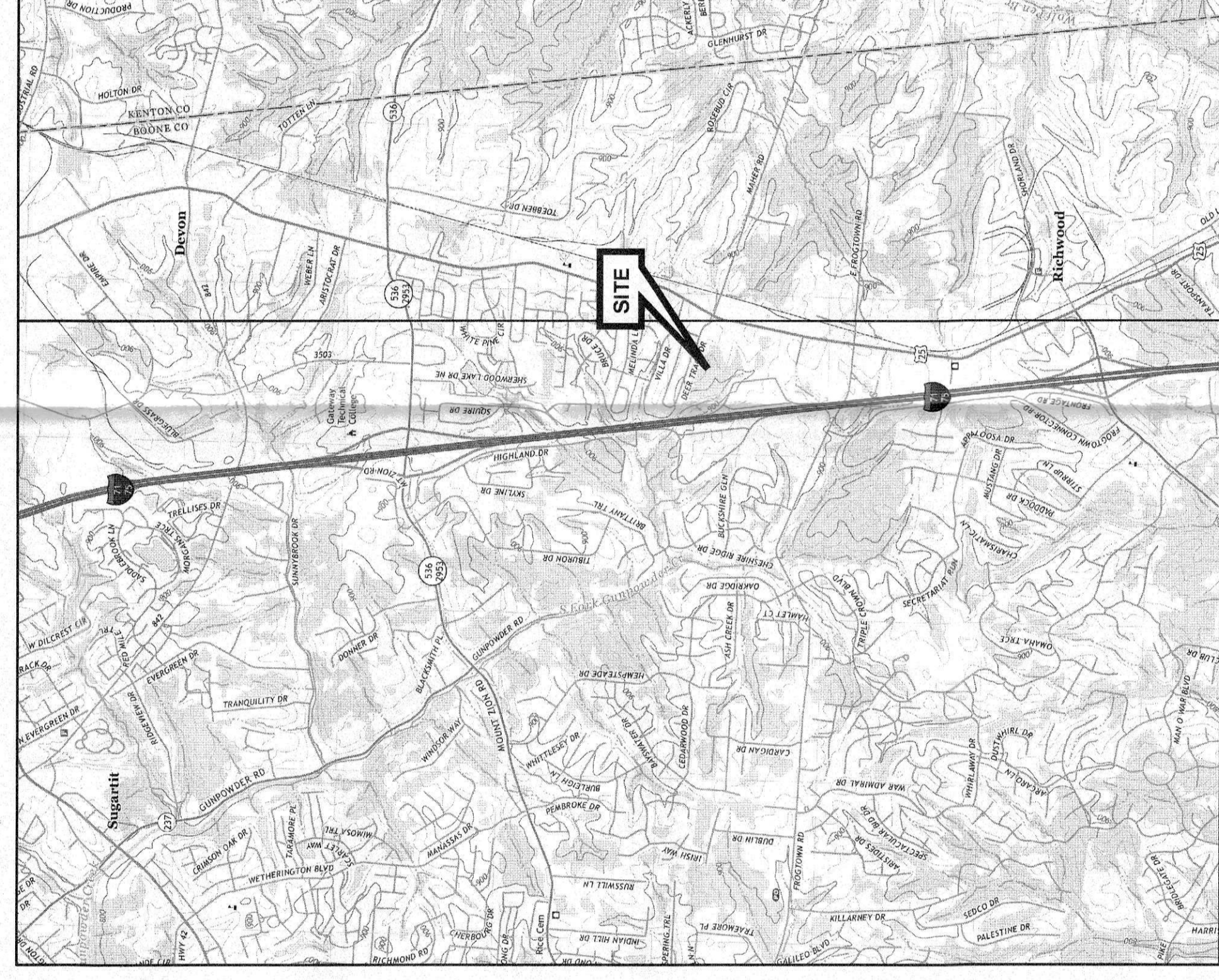

Gary W. Moore, Judge/Executive
Boone County Fiscal Court

ATTEST:


Shona Schulkers,
Fiscal Court Clerk

CONCEPT PLAN LDG WALTON APARTMENTS 10637 DIXIE HIGHWAY BOONE COUNTY, KENTUCKY

Zoning Map
Amendment &
Variance
APPROVED with Conditions
Staff M. Schaubitz
Date 10/14/2024
Boone County
Planning Commission



VICINITY MAP
SCALE: N.T.S.

SITE DATA

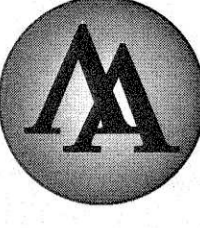
- PHYSICAL SITE ADDRESS:
10637 DIXIE HWY
BOONE COUNTY, KY 41091
- OWNER:
JOYCE ROBINSON FOUNDATION INC
10310 DIXIE HWY
FLORENCE, KY 41042
PIDN: 025.00-00-028.00
- DEVELOPERS:
LDG MULTIFAMILY LLC
545 SOUTH 3 ST
LOUISVILLE, KY 40202
- EXISTING ACREAGE - 18.874 ACRES
- CURRENT ZONING - SR-1
- PROPOSED ZONING - UR-2
- PROPOSED USE - MULTIFAMILY
- EXISTING CONDITIONS (PROPERTY LINE INFORMATION & UTILITIES) ARE SHOWN FROM ALTA & GIS
- UTILITY PROVIDERS:
STORM WATER - SD-1
WATER MAIN - BOONE COUNTY WATER DISTRICT
ELECTRIC - DUKE ENERGY
COMMUNICATIONS/CABLE - ALTA FIBER & SPECTRUM
- FLOOD PLAIN - THIS SITE DOES NOT LIE WITHIN THE FEMA 100 YEAR FLOOD PLAIN
- SOILS:
Jed, R2c & R2b
- PROPOSED UNITS - 312
- PROPOSED INTENSITY - 16.80 UNITS PER ACRE
312 UNITS / 18.874 ACRES = 0.30 ACRES (FUTURE R/W)
- MAXIMUM BUILDING HEIGHT (UR-2) - 60'
REAR - 20'
SIDE - MINIMUM 5', TOTAL 10'
- LANDSCAPE BUFFER YARDS SHOWN PER PLAN.
- PROPOSED PARKING
84 - 1 BEDROOM UNITS
120 - 3 BEDROOM UNITS
582 - PARKING SPACES REQUIRED (84 UNITS X 1.5 SPACES + 228 UNITS X 2 SPACES)
PROPOSED PARKING SPACES - 588 SPACES, INCLUDING 26 ADA SPACES
- SITE LIGHTING TO MEET ZONE REQUIREMENTS
- THIS APPLICATION ALSO INCLUDES A REQUEST FOR A VARIANCE TO ALLOW FOR AN 8' HIGH PRIVACY FENCE ALONG THE REAR PROPERTY LINE (INTERSTATE 71-75 SIDE).

SHEET INDEX	
SHEET NO.	DRAWING TITLE
1	TITLE SHEET
2	CONCEPT PLAN

Item	Revision	Date	By	CHK.
1	PER BCPC	9-18-24	NMD	MAB

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VIOX & VIOX
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466 Erlanger Road • Erlanger, Kentucky 41018
602 Lia Avenue • Milford, Ohio 45150
Ph Erlanger (859) 727-3293 • Ph Milford (513) 576-1000
www.vioxinc.com



LDG WALTON APARTMENTS
10637 DIXIE HIGHWAY
BOONE COUNTY, KENTUCKY

TITLE SHEET

Project No: 155823001
Date: 8/27/2024
Sheet: 1

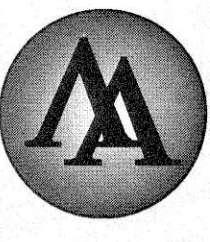
Checked: MAB
Ref: NMD

1

Project No.	155823001
Date	3/27/2024
Sheet	2
Check	MB
Drawn	MB
Scale	AS SHOWN

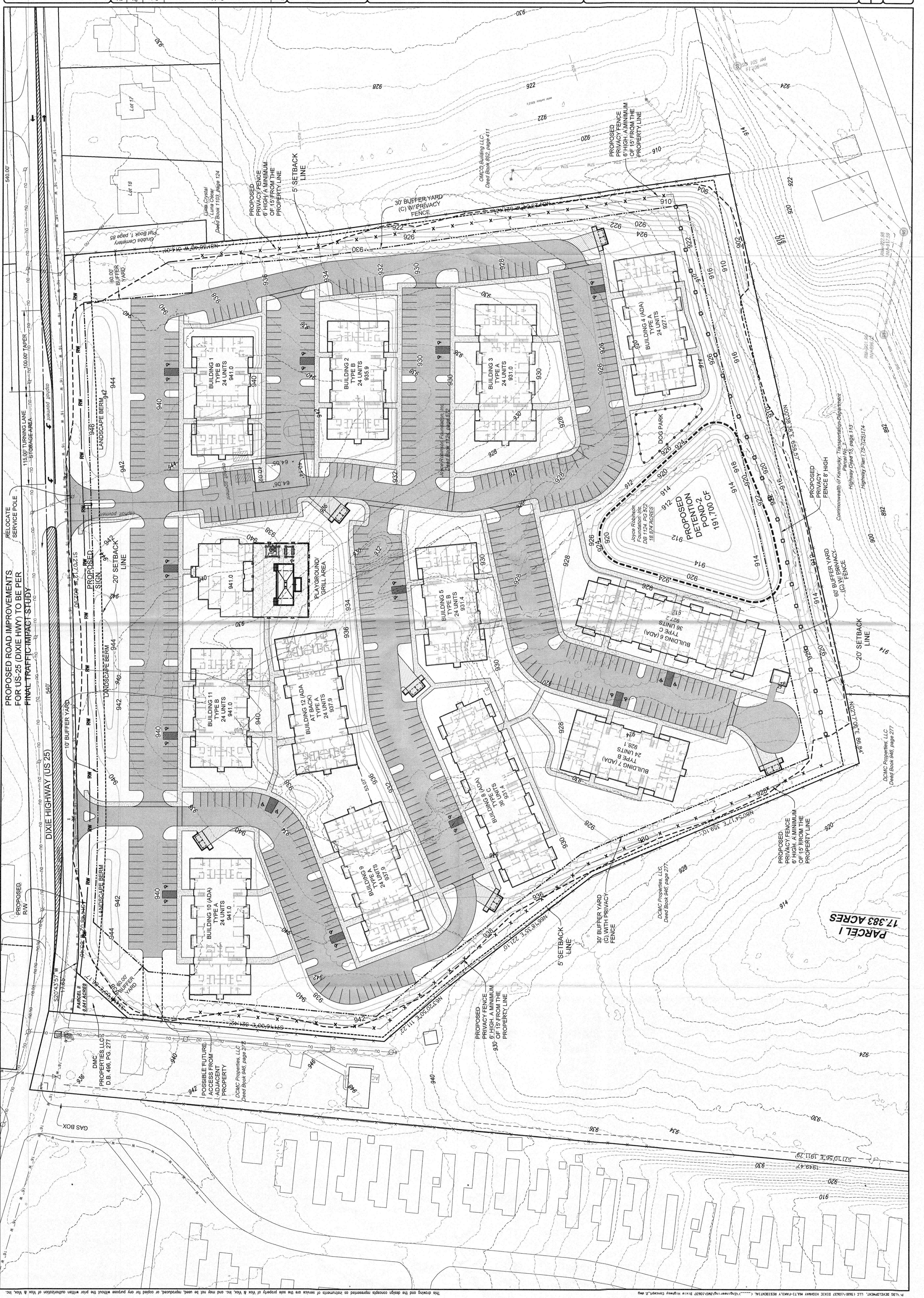
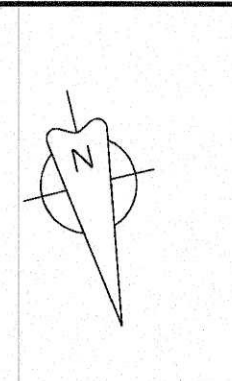
LDG WALTON APARTMENTS
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CONCEPT PLAN



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Item	Rev	By	Date	Reason
1	PER BRC		9-18-24	MB



PROPOSED ROAD IMPROVEMENTS FOR US-25 (DIXIE HWY) TO BE PER FINAL TRAFFIC IMPACT STUDY

RELOCATE SERVICE POLE

115.00' TURNING LANE STORAGE AREA

100.00' TAPER

60.00' BUFFER YARD

LANDSCAPE BERM

20' SETBACK LINE

5' SETBACK LINE

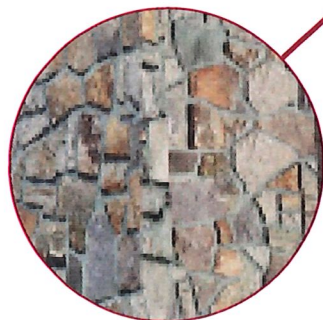
30' BUFFER YARD (C) W/ PRIVACY FENCE

PROPOSED PRIVACY FENCE 6' HIGH, A MINIMUM OF 15' FROM THE PROPERTY LINE

This drawing and the design concepts represented as instruments of service on the site property of Viox & Viox, Inc. and may not be used, reproduced, or copied for any purpose without the prior written authorization of Viox & Viox, Inc.

REPRESENTATIONAL WORK

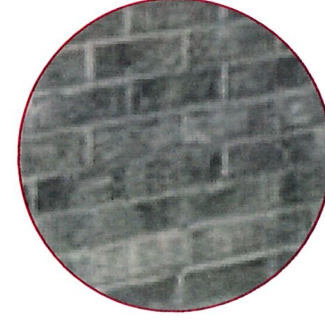
Prototypical Building



Cultured Stone Veneer



Hardie Board Siding



Brick Skirt

ALTERNATIVE BUILDING



1 Schematic Elevation- Type A - Front
100-10 1/8" = 1'-0"



PROTOTYPICAL CLUBHOUSE



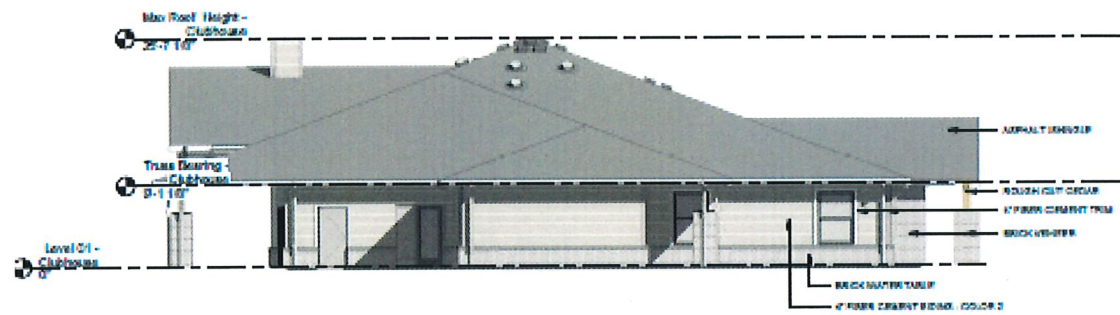
PROTOTYPICAL CLUBHOUSE ELEVATIONS



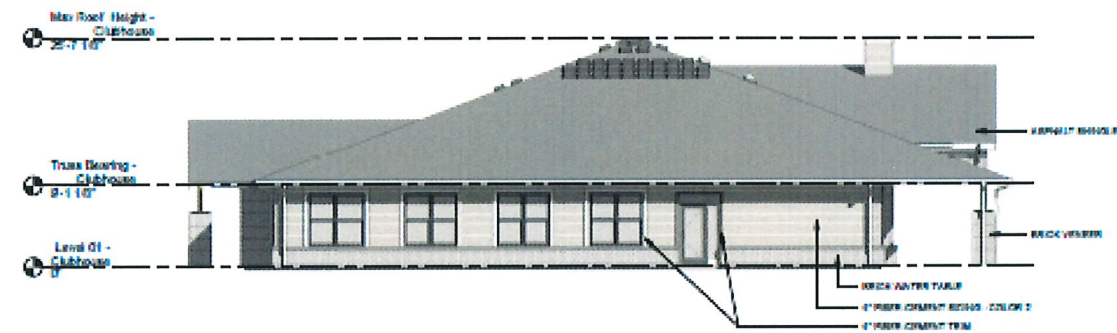
1 Schematic Elevation- Clubhouse - Front
 100-10 1/8" = 1'-0"



3 Schematic Elevation- Clubhouse - Rear
 100-13 1/8" = 1'-0"



2 Schematic Elevation- Clubhouse - Left
 100-10 1/8" = 1'-0"



4 Schematic Elevation- Clubhouse - Right
 100-13 1/8" = 1'-0"

