

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
JANUARY 6, 2016
7:30 P.M.**

COMMISSION MEMBERS PRESENT:

Mr. Matt Apke
Mr. Randy Bessler
Mr. Greg Breetz
Mr. Kim Bunger, Secretary/Treasurer
Mr. Mike Ford, Vice Chairman
Mrs. Lori Heilman
Mr. Mark Hicks
Mrs. Janet Kegley
Mr. Don McMillian
Mr. Kim Patton
Ms. Lisa Reeves
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Charlie Reynolds

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Todd K. Morgan, AICP, Senior Planner
Mr. Mitchell A. Light, Asst. Zoning Administrator

Chairman Rolfsen called the Public Hearing to order at 7:37 P.M. and introduced the first item on the Agenda:

ZONING MAP AMENDMENT - Todd Morgan, Staff

1. Request of **Viox & Viox, Inc., Attn. Adrian Yanes (applicant)** for **Diocese of Covington c/o Don Knochermann (owner)** for a Zoning Map Amendment from Rural Suburban Estates/Union Town Overlay (RSE/UTO) to Public Facilities (PF) for an approximate 29 acre site located at 10262, 10272, and 10300 US 42, Boone County, Kentucky (St. Timothy Church). The request is for a zone change to permit a school and church uses.

Staff Member, Todd Morgan, presented the Staff Report, which included a PowerPoint presentation (see Staff Report). The overall St. Tim's campus is 113 acres in size. The site includes the existing church and a cemetery. The request is for the Zoning Map Amendment for a 29 acre site. The site is located at the corner of U.S. 42 and Frogtown Road. It is located in Unincorporated Boone County. The submitted Concept Development Plan shows an approximate 69,000 square foot Pre-K through 8th grade school with a gymnasium. The school will be constructed in phases. The first phase would allow occupancy of up to 250 students. The final phase would result in a maximum of 600 students. Access to the proposed school is from existing curb cuts off U.S. 42 and Frogtown Road and an upgraded second curb cut off Frogtown Road across from Galileo Boulevard. The existing cemetery driveway will be upgraded. A left turn lane will be installed on eastbound Frogtown Road. Mr. Morgan showed the location of the bus turnaround. The existing detention basins will be upgraded. The existing playground will remain and a sidewalk will be constructed on the north side of Frogtown Road and from the church parking lot. Mr. Morgan showed a set of conceptual architectural drawings. The classroom wing will be 26' 2" tall. The gymnasium will be 36' 3" tall. Construction materials will be brick veneer and asphalt shingles. There is an architectural description of the building in the Staff Report. The proposed school is located on a hill. The existing zoning of the entire site is Rural Suburban Estates/Union Town Overlay (RSE/UTO). The request is to rezone the western 29 acres of the site to Public Facilities (PF) to allow the school and to retain the existing church use. Mr. Morgan noted the location of the proposed Boone Springs facility that is zoned Public Facilities/Planned Development (PF/PD). He showed photographs of the site and adjoining properties in the area where road improvements are planned. The Comprehensive Plan's Future Land Use Map designates the site as Public/Institutional. This classification allows for churches and schools. Mr. Morgan referenced page 5 of the Staff Report that recognized the population of the "Union (OKI Transportation Analysis zone) region" where the subject site is located. The population is estimated to change to 33,568 in 2020 and 41,866 in 2030. In the Public Services and Facilities Element, it recognizes the fact that private schools ease part of the pressure placed on public schools as new residents come into the county. It also refers to the Covington Diocese's facilities plan, which includes a future high school and grade school in Boone County. Mr. Morgan also referred to the Goals and Objectives of the Comprehensive Plan as outlined on pages 6 & 7 of the Staff Report.

In terms of Staff Comments, Mr. Morgan stated that a Zoning Map Amendment to Public Facilities (PF) is needed because a private school is not allowed in a residential zone. The RSE zone allows churches as a Conditional Use but does not allow primary, elementary, or secondary schools. Primary schools, elementary schools, secondary schools, and churches are principally permitted uses in the PF zone.

Staff would like the applicant or property owner to address the following:

- A. How large will the school be when the first phase is constructed?
- B. What are the anticipated school hours?
- C. Are any athletic fields or recess yards proposed? If so, where will they be located and will they be lit?
- D. Will all the bus drivers be directed to use the driveway which is opposite the Frogtown Road/Galileo Drive intersection.
- E. What will the northern and southern facades of the building look like? The southern facade will be highly visible from Frogtown Road.
- F. The parking summary letter indicates that the existing preschool has 72 students in the morning and 13 to 16 preschool students in the afternoon. What is the maximum enrollment of the preschool?
- G. Is any landscaping being proposed?
- H. Can additional sidewalks be constructed to create a route between the school and US 42?

Other Staff Comments included: A Traffic Impact Study was submitted with the application and the introduction, existing conditions, future conditions, trip generation, analysis, and conclusions sections are attached to the Staff Report. Staff received comments regarding the proposal from Kentucky Transportation Cabinet, Union Fire Protection District, and Sanitation District No. 1. Their comments are attached to the Staff Report. The Kentucky Transportation Cabinet was still waiting for the applicant to update their Traffic Study based upon initial comments. The following projects are currently funded on Frogtown Road: **A.)** Geometric reconstruction of Frogtown Road near Triple Crown Boulevard. Construction is planned in 2018. **B.)** Construction of additional sidewalks on the south side of Frogtown Road between Callie Way and War Admiral Drive. Construction is planned in 2016. The applicant's cover letter indicates that the school and church will not be used simultaneously and the gymnasium could be setup for 200 people for basketball games or 600 people for assemblies. As a result, the proposed parking (332 existing and 32 proposed) will be more than adequate for the proposed use. The Boone County Zoning Regulations require the following parking: Elementary and Junior High Schools - 2 spaces per classroom, plus 1 space per 8 in auditorium or assembly halls. Childcare centers – 2 spaces per each instructor/care giver, plus 1 space per other employee, plus 1 space for each automobile used in the business, but not less than 6 spaces overall. Churches – 1 space per 3 seats. Landscaping will be required for the length of the proposed improvements on Frogtown Road and the northern property if the school is constructed. Existing trees and shrubs that are retained will be credited towards the buffer yard requirements. Lastly, Mr. Morgan noted that the Planning Commission's Engineer reviewed the Concept Development Plan and indicated that he had no preliminary concerns regarding storm water and detention. The applicant will need to demonstrate that the storm water and detention

requirements from the Boone County Subdivision Regulations are being met if a Major Site Plan application is submitted for review.

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

Mr. Justin Verst, Viox & Viox, Inc., introduced Don Knochelmann with the Diocese of Covington, Ehmet Hayes, Project Architect, Diane Zimmerman, Traffic Engineer and Fr. Bolte, St. Tim's parish priest. Mr. Verst stated that the parish opened in 1990. It is located in a growing area. There are over 1,600 households who are members of St. Tim's in the area and about 7,000 Catholics. A preschool and kindergarten opened at St. Tim's in 2009. The area is full of new public schools due to expected growth. Capacity at the school will be for 600 students. Approximate school times will be from 7:45 a.m. to 2:45 p.m. The times may fluctuate since they currently share buses with Boone County Schools. The Comprehensive Plan and the Union Town Plan recommends the site for a Public/Institutional use and a school on the cemetery property. The proposed school will be built in 2 phases. The first phase will include the first wing of classrooms, cafeteria and the gym. The first phase will be in the range of 40,000 square feet. The second phase will include more classrooms to bring the enrollment from 250 to 600 students. The shared parking of the church and school works very well. The parish priest is the Administrator for the church and the school. The Pastor has full control over scheduling of operations. He can assure that there is no overlap of uses. The proposed plan has a lot of loops so they can stack a lot of cars without having traffic backups on the highways. They can stack more than one mile of cars in the parking lot without getting out to the public roads. There will be a connection to the old cemetery site. Buses will use the modified entrance off Frogtown Road. Cars will be distributed from the existing entrances along U.S. 42 and Frogtown Road. There will be a sidewalk installed along the north side of Frogtown Road. They will meet the required landscape buffer requirements. They are not proposing play fields but will use some of the land for festival parking. Storm water improvements will meet SD1 requirements. They have analyzed the traffic flow under the worst case scenario with all traffic coming into the site from one access point either off U.S. 42 or Frogtown Road. The Kentucky Transportation Cabinet has asked them to redistribute the traffic flow to all access points. The busing boundaries will follow the Boone County Schools busing boundary.

Mr. Ehmet Hayes, Project Architect, stated that they tried to match the architecture of the school with the existing campus buildings. The school will have a buff brick color in lieu of the church's split-face block material. Building elevations have been created. The ends are pediments with little wings on them. The building is designed in a looped system so it can be built in phases.

Mr. Verst concluded that the Comprehensive Plan fits the Public Facilities (PF) zoning being requested.

Mr. Morgan stated that he received a letter from Mr. Howard Russell dated December 18, 2015. He submitted it as part of the record (see Exhibit A).

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

Mr. Gerald Cummings, 1827 Whispering Trails Drive, stated that the only concern he has is traffic. He said he does a lot of walking to U.S. 42 and back. There are a lot of school buses that come into this area. There is a large amount of traffic at the U.S. 42 and Frogtown Road intersection. He expressed a concern on how people drive. The speed limit on U.S. 42 is 55 mph. They should take a better look at traffic patterns in the area. He has observed several wrecks in the area including school buses. It could be a major issue especially with more students in the area.

Mr. Jeff Wallace, 10573 Sedco Drive, asked how many buses will be going to and from the proposed school? Are they coming from Ryle High School to the proposed school? If they are, they may back up to U.S. 42 depending on the number of buses. Where is the parent pick-up and drop-off point located? Would it be intermixed onto the bus loop? If so, it may make things worse on Frogtown Road. Does the bus access loop off of Frogtown Road have to be a part of the zone change application? Does it only apply to buildings? The buses will be using this road. How far does the center left turn lane extend towards U.S. 42? Depending on the length, it may conflict with the existing left turn lane on Frogtown Road.

Chairman Rolfsen asked if any of the Planning Commission Members had any questions or comments?

Mr. Ford noticed letters from a variety of public entities. He asked if there was a letter from the Boone County School District? Has anyone had a conversation about the plan with the school district in terms of busing? Mr. Morgan replied that he had not contacted the Boone County School District.

Mr. Hayes responded that the school size is about 600 students. In a worst case scenario, there will be about 12 buses. Most of the kids in a parochial school do not take a bus. That is why they created so much stack-up space. Stacking doesn't occur at the beginning of the day as drop-off is a trickle in process. However, the dismissal time is usually a problem because parents want to get there early and leave on time. He noted that they have not discussed the project with the Boone County School District. They will do so as they get further along in the design and operation of the project. The bus loop is separated from the parent drop-off area. Mr. Ford recommended that Mr. Hayes contact the representatives from the Boone County School District in regard to utilizing school services prior to the Committee Meeting. He is aware that the school district does transport students to parochial schools like St. Paul. The proposed project will affect the redistribution and rerouting of buses for the school district. He recommended contacting Mr. Eric McArtor from the Boone County School District. Mr. Ford expressed a concern about the 7:45 a.m. start time for the school since Ryle High School and Gray Middle School start at the same time. Shouldn't the applicant perform a study to determine if this makes sense based upon traffic capacity and distribution? Should there be a study to see if turning lanes are required? Mr. Morgan replied that the applicant already submitted a Traffic Study and comments have been made by the Kentucky Transportation Cabinet. The applicant must address these comments. No revisions have been submitted yet. The proposed revisions should be resubmitted to both entities for review and discussion. Mr. Verst explained that they could address these items at the Committee Meeting. The Traffic Engineer performed traffic counts in September, 2015. The school start time is yet to be determined. It is dependent on bus availability. Chairman Rolfsen suggested looking into changing the school start time to 8:30 a.m.

In response to Mr. Wallace's questions, Mr. Verst stated that the school will utilize 6 - 8 buses. All buses will be using the Resurrection Cemetery drive to enter and exit the site. He pointed out the location of the front door of the school. Up to 150 cars could stack in the parking lot loop. The cemetery is currently owned by the Diocese of Covington. There are no future plans for the property at this time. The property could be developed for residential purposes based on the current zoning or it could be changed for a non-residential use. Mr. Verst stated that the new Frogtown Road entrance will not be exclusively used for buses. Cars may also use it. The length of the proposed eastbound left turn on Frogtown can accommodate at least 2 buses. There is approximately 600 - 800 feet from the existing left turn lane to the new one. Mr. Verst stated that Frogtown Road will have 3 lanes then 2 lanes just beyond the existing entrance off Frogtown Road and then 3 lanes just before the proposed new entrance. He was not aware of any plans to widen Frogtown Road to 4 lanes.

Chairman Rolfsen asked if St. Paul's is a mere image of the proposed St. Tim's School? Mr. Verst replied that it would be somewhat similar but St. Paul's is more urbanized and there is a lot more traffic distribution on Dixie Highway and U.S. 42. The St. Tim's site is more suburban and traffic is split on U.S. 42 and Frogtown Road. There may be more bus ridership at St. Paul's School. There will be more car utilization at St. Tim's School. Mr. Hayes mentioned that the biggest problem at St. Paul's School is stacking. Most cars stack-up on Dixie Highway in the middle lane. That is not the case with the St. Tim's site. They would like to separate the buses and cars as much as possible. The buses will be separately released at one time. Cars will use all 3 access points. Mr. Ford recommended that the applicant come up with an overall game plan to direct traffic on the site. Chairman Rolfsen stated that if the traffic backs up, it will back up on the blind curve. He suggested that the applicant put together a plan that gets as many parents to use the U.S. 42 entrance because of the existing traffic on Frogtown Road. He wasn't familiar with the parish boundaries. Fr. Bolte stated that the southern parish boundary was Richwood Road and the northern boundary is Weaver Road.

Mr. Patton also asked the applicant to evaluate the traffic pattern without bus service. If drivers primarily used the U.S. 42 entrance, there would be a lot of stacking opportunities. Mr. Verst acknowledged that they have analyzed the traffic without bus service and traffic going to one entrance. The Kentucky Transportation Cabinet thought it was unrealistic.

Mr. Bunger suggested that the applicant look at left turning movements leaving the site onto Frogtown Road. How can it be handled safely if there is heavy traffic going westbound? Mr. Verst responded that they evaluated left turning movements from the site to U.S. 42 and it will not work at peak times so they have to allow left turning movements from the site to Frogtown Road. All three entrances will have to be used to allow people to turn left or go south on U.S. 42 and east on Frogtown Road. Most people will use the 2 church entrances but they may have to force people to use the new Frogtown Road entrance. There is no plan to widen Frogtown Road to 4 lanes. Mr. Verst stated that is the reason why they are not building anything close to Frogtown Road.

Mrs. Heilman suggested that the applicant restrict left turns from the site onto U.S. 42. The driving population is young and it is a congested area. One has to cross at least 2 lanes of heavy traffic when making a left turn onto U.S. 42. Perhaps, left turning movements can be restricted from the site from 7:30 - 8:00a.m. and from 2:30 p.m. - 3:00 p.m. It is a dangerous condition to force people

to make a left turn during peak times. She asked if they would you consider staggered times for the car and bus lines? Car drop-off could occur at 7:30 a.m. and bus drop-off could be 7:45 or 8:00 a.m. It could alleviate some congestion on Frogtown Road. Will the detention ponds be fenced? Mr. Verst responded that it will depend on the final design of both basins. The one located in the back near the proposed school will definitely be fenced.

Mr. Patton inquired about ball fields. Will there be any practice fields? Mr. Verst replied there will be no ball fields. Mr. Hayes also noted there is plenty area to build play fields in the future. It could be graded for outdoor recess or recreation.

There being no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on January 20, 2016 at 5:00 P.M. in this room. This item will be on the Agenda for the Business Meeting on February 3, 2016 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 8:29 P.M.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

Exhibit: A - Letters from Mr. Howard and Mr. Russell dated December 18, 2015.

COMMISSION MEMBERS PRESENT:

Mr. Matt Apke
Mr. Randy Bessler
Mr. Kim Bungler, Secretary/Treasurer
Mr. Greg Breetz
Mr. Mike Ford, Vice Chairman
Mrs. Lori Heilman
Mr. Mark Hicks
Mrs. Janet Kegley
Mr. Don McMillian
Mr. Kim Patton
Ms. Lisa Reeves
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Charlie Reynolds

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Mitchell A. Light, Asst. Zoning Administrator

Chairman Rolfsen called the Public Hearing to order at 8:30 P.M. and introduced the second item on the Agenda:

ZONING MAP AMENDMENT FOR A SPECIAL SIGN DISTRICT - Mitch Light, Staff

2. Request of **C&B Sign Services Inc. (applicant)** for **Alex Othman (owner)** for a Zoning Map Amendment for a Special Sign District for an approximate 4.3 acre site located at 571 and 591 Hunter Drive, Boone County, Kentucky (Airport Shell/Xpress Park and Ride). The request is for a Special Sign District in a Commercial Services (C-3) zone to allow alternative signage.

Staff Member, Mitch Light, presented the Staff Report, which included a PowerPoint presentation (see Staff Report). The applicant is requesting a Special Sign District to allow four 100 square foot free standing signs at 35 feet in height, three 288 square foot signs at 22 feet in height and two 16 square foot directional signs at 8 feet in height. The applicant is also requesting roof mounted signage on all four elevations of the park-n-ride building and three 16 square foot building mounted sign areas on the front elevation of the convenient store and to allow signage on the fourth gas canopy elevation. The Zoning Regulations allow building mounted signage up to three building elevations at a ratio of 2 square foot of sign area per lineal foot of building on the front elevation and 1 square foot of sign area per lineal foot of building on two other elevations. A free standing sign has been approved at 26' high and 120.25 square feet. The maximum size allowed by code is 30' high and 200 square foot. Gas canopy signage is permitted on a maximum of three elevations of the canopy at a ratio of 25% of the fascia area.

Mr. Light gave an overview of the history of the site, which included approval of a Major Site Plan (January 17, 2014), a Sign Permit for the gas canopy and a free standing sign (April 8, 2015) and a dimensional Variance to allow an increase in the permitted square footage on the three fascias of the gas canopy. He showed slides of the adjacent land uses and zoning. The site is surrounded by Commercial Services (C-3) zoning with the exception of the east side, which is zoned Suburban Residential (SR-1). He also showed an aerial photograph and the Future Land Use Map indicated that the site is designated as Commercial. Mr Light also displayed a proposed sign location map and photographs of where the black and yellow signs would be located. He referred to the text of the Land Use Element on pages 2 & 3 of the Staff Report. It suggests redeveloping the existing commercial parking lot facilities and relocating them to Airport property. The text also recommends a minimal use of signs and avoiding confusion and potential negative impacts. There should be an emphasis on the aesthetic impact of the proposed use. He noted that the Type A sign is a three sided triangular sign. The existing park and ride building was not designed for building mounted signage. Mr. Light showed a photo of the existing Shell sign located in the front of the ValAir billboard sign. He also showed a photograph of the existing gasoline canopy and the approved signage by the Boone County Board of Adjustments. He noted that a lot of the Chavez and ValAir signage is grandfathered since it was originally approved years ago.

In terms of Staff Concerns, the old Hunter Road right-of-way between the subject property and the ValAir property to the north was vacated by a Fiscal Court Order on August 27, 1996. While the subject property has the rights to half of the vacated right-of-way, a deed needs to be prepared and recorded with the Boone County Clerk to transfer the property. Neither party has changed ownership of their half of the right-of-way. The maximum size allowed by code for a free standing sign in the C-3 zone is 30' high and 200 square feet. A free standing sign has been approved at

26 feet high and 120.25 square feet. The applicant is requesting an additional four 100 square foot free standing signs 35 feet high each and three 288 square foot free standing signs 22 feet high each. "One directional sign shall be permitted near each entrance of a commercial, industrial, or office zoned property with a maximum sign area of six square feet and maximum height of five feet" as outlined in Article 34 of the zoning regulations. The applicant is requesting two 8 foot high 16 square foot directional signs within the Hunter Road right-of-way. Building mounted signage is permitted within three sign areas on a maximum of three elevations. The primary elevation is permitted building mounted signage at a ratio of 2 square foot of sign area per lineal foot of building and 1 square foot of sign area per lineal foot of building on two other (secondary) elevations. The applicant is requesting three 16 square foot building mounted sign areas on the front elevation of the convenient store. Based on the way Staff calculates sign area, the applicant is proposing 600 square feet of "roof mounted" signage on all four elevations of the park and ride building. Gasoline canopy signage is permitted on a maximum of three elevations of the canopy at a ratio of 25% of the fascia area. The applicant is requesting to allow signage on the fourth gas canopy elevation. Staff recognizes that this is excessive and would like the applicant to address their reasonable expectations.

In conclusion, the Boone County Planning Commission and the Boone County Fiscal Court must review this request on the basis of its relationship to the Comprehensive Plan and in terms of the three criteria necessary for a Zoning Map Amendment as outlined in the Staff Report. Mr. Light noted that the Kentucky Transportation Cabinet emailed comments about the request. Their comments relate to the potential removal of vegetation by the applicant to improve visibility.

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

Mr. Steve Cupito, with C & B Sign Services, Inc., 805 U.S. 50, Milford, Ohio, stated that Mr. Alex Othman owns the property. He is interested in obtaining more signage for their park-n-ride facility. Currently, the park-n-ride has no signage and is in desperate need of signage. The reason why there is only one sign is that Shell requires them to be "Top Dog" on their sign. The park-n-ride needs ramp access to signage. Some trees have been cleared from the site allowing it to be seen from the interstate. It has good visibility. The main problem is once traffic leaves the ramp, it turns right on KY 20 and then can't figure out how to get the site from Hunter Road. They usually go into the first entrance for ValAir Parking. There is no differentiation between the properties other than the fence. People try to drop off rental cars and they don't rent cars. They need signage throughout the parking lot and on the kiosk.

Mr. Alex Othman, owner, stated that he opened the park-n-ride for 2 months and they have no customers because he has no signage. The other businesses in the area - Chavez and ValAir have signs and do good business. He noted that Mr. Chavez received a permit for new signage a month ago. He is a new business and needs signage. He has a right to ask for additional signage. How is it there is a ton of signage next door and he has none? How many square feet is the Chavez sign?

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

Ms. Cathy Matchinga, owner of ValAir Parking and Econo Park, stated that her businesses occupy about 6 acres. The Econo Park site is also used by Enterprise Car Rental. Enterprise has grown in recent years. There is no confusion for Enterprise customers. There may be some confusion with other rental car companies coming back to the Shell station to refuel. They also sell fuel. Ms. Matchinga respectfully disagreed with the Business Activity Element. There really is not a decrease with on-airport and off-airport traffic. O & D (Origination and Destination) traffic is up 16%. Fast Park has condensed their 2 operations into one location. They have spent over a million dollars to consolidate operations. Enterprise has entered into their 16th year of their lease operation. They have chosen to be off-airport because it is a benefit. The existing Shell fuel sign is directly in front of her billboard. It is a huge traffic hazard and has caused confusion. People run through her parking lot and then realize there is a fence and they cannot get to the Shell fuel center through her property. It is a hazard since there are people walking around in her lot at all hours since they never close. She is the only insured parking lot at CVG. Shell customers travel fast down Hunter Road. It would be great to have speed bumps. The clustering of flights has created a high volume of customers exiting I-275 from 5:00 - 8:00 a.m. during the week. People are stopped on I-275. There were plans to create a new ramp between the airport exit and the Hebron exit. It hasn't happened. The placement, design and sheer number of signs is outrageous and punitive to her business. The proposed signs will be located close to her billboard. Most of the people are from out of town because they are returning vehicles. They don't have knowledge of the area. There is existing signage for the new parking lot. There are signs on the fence advertising a \$5.00 rate. She referenced several temporary signs currently located in the parking lot. Everyone should be able to advertise. However, the placement of the proposed signs and the planting of evergreens in front of her billboard is very purposeful and will affect her business. The request produces a degrading aesthetic impact as it relates to the design and number of signs. It actually waters down the impact of the business. More repetitive signage dilutes the impact. She doesn't want blockage of her billboard. The current billboard replaced an old billboard. Her site is laid out well. Her sign doesn't interfere with their business. She only has 2 signs on the property. She asked Mr. Othman to move his sign closer to the highway so the sign would not compete with each other. Both signs would have a greater impact.

Chairman Rolfsen asked if any of the Planning Commission Members had any questions or comments?

Chairman Rolfsen asked the applicant if they were adamant about the yellow and black colors? Mr. Othman responded that the color doesn't matter. Mr. Costello inquired about advertising on the existing Shell sign and why is there a need to have so many signs? What is the sign material? Mr. Cupito responded that Shell doesn't want any advertising on their sign. The only panels left on the existing Shell sign are for 2 future tenants (18" x 6' in size). That isn't a whole lot of signage driving down the ramp at 55 mph. Mr. Costello asked if the applicant could produce a letter from Shell stating the limitations? He noted there are other Shell signs in the community that allow other advertising. Mr. Cupito replied that Shell won't necessarily allow or prohibit joint advertising but they don't want it. The signs will be made of steel poles with aluminum fascia. The only lit signs will be the ones on the kiosk building. The lot lights will illuminate the other signs.

Mr. Schwenke asked what was the purpose of the triangular signs? Mr. Cupito responded that most people don't know how to get to the Shell station and the park-n-ride. They need to get to KY 20,

Hunter Road and then to the driveway. They can't put directional signage at the intersection of Hunter Road and KY 20 and the driveway. People see the business but they don't know how to get there. Mr. Schwenke asked if the applicant thought about the issue of signage before they built the store and park-n-ride? Mr. Light replied that he had a pre-application meeting with the Engineer and he asked how will people get to the place? There is no signage allowed on KY 20 since they don't own property. People will be stopping at ValAir because they are confused. It was brought to the applicant/owner's attention at the time.

Mr. Turner asked how are the 3 sided signs calculated? Is it 100 square foot times 3? Mr. Light noted that typically, the office deals with a 2 panel sign back to back. The applicant is requesting a Special Sign District to allow 3 panels. The proposed sign will only see part of it. It will not spin or revolve.

Mrs. Heilman asked the applicant to really think about the number of signs he really needs. It is really excessive. Can the design element of the signs be improved? She stated that Val Air has a bigger sign but it is more attractive. The applicant has asked for a large number of signs and they are not attractive. Currently, they are not permitted. In order to obtain more signage, the applicant should consider better design for the signs. Mr. Cupito agreed to look into other options. He stated that they went with vertical signs because they thought they were less obtrusive rather than a standard 12' x 24' sign. Mrs. Heilman stated that the applicant shouldn't reconsider those signs but all signs. All the signs are not visually appealing.

Mr. Patton further explained that the applicant/owner has very attractive building architecture and the proposed signage heavily takes away from it. He understands that the applicant is concerned about being seen but there are so many proposed signs. One can't be seen from the clutter. Think about being seen off the interstate ramp and from KY 20. Putting a sign every 20 feet on the site in all directions is overkill. If one can't see one of the signs from the road, one won't see the canopy sign. He stated that he likes the height of the vertical signs but graphics need some attention. Visually, it is a more attractive sign versus a big blank rectangle. The "A" signs may work with a sign on KY 212. The canopy may not be much of a benefit versus low-rise directional signage once you get into the site.

There being no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on January 20, 2016 at 5:00 P.M. in this room. This item will be on the Agenda for the Business Meeting on February 3, 2016 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 9:12 P.M.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director