

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
March 1, 2017
7:30 P.M.**

COMMISSION MEMBERS PRESENT:

Mrs. Lori Heilman
Mr. Mark Hicks
Mrs. Janet Kegley
Mr. Don McMillian
Mr. Kim Patton
Ms. Lisa Reeves
Mr. Charlie Rolfsen, Chairman
Mr. Brad Shipe
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Matt Apke
Mr. Randy Bessler
Mr. Greg Breetz
Mr. Kim Bungler, Secretary/Treasurer
Mr. Charlie Reynolds
Mr. Bob Schwenke

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Kevin T. Wall, AICP, Director, Zoning Services
Mr. Mitchell A. Light, Asst. Zoning Administrator
Mr. Todd K. Morgan, AICP, Senior Planner
Mr. Robert Jonas, Director, Planning Services

Chairman Rolfsen called the Public Hearing to order at 7:30 P.M. and introduced the first item on the Agenda:

ZONING MAP AMENDMENT - Kevin Wall, Staff

1. Request of **Andrew R. Ament (applicant)** for **Weaver Road Properties, LLC (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Suburban Residential Two (SR-2) for an approximate 10.8 acre site located at 919 Weaver Road and along the east side of Evergreen Drive between the properties at 8986 and 9034 Evergreen Drive, Boone County, Kentucky. The request is for a zone change to allow a subdivision for detached single family residences.

Staff Member, Kevin Wall, presented the Staff Report, which included a PowerPoint presentation (see Staff Report). Mr. Wall explained that the application identified the site as 10.8 acres but the Concept Development Plan says 10.441 acres. This difference could affect the project's overall density. It is either just under or just over 4 units per acre. The site has access or frontage off Weaver Road and Evergreen Drive. The Comprehensive Plan's Future Land Use map designates 93% of the site as Suburban Density Residential (SD) - residential uses of up to 4 dwelling units per acre. The remaining 7% is designated as Commercial (C). The Commercial (C) designation is located adjacent to Weaver Road. The Concept Development Plan shows 43 lots for detached single family residences. There will be a street connection between Weaver Road and Evergreen Drive. There is a planned street connection to the south. Mr. Wall showed photographs of the site and adjoining properties including a picture of the Simeon Tanner House - a 19th century log structure.

In terms of Staff Comments, Mr. Wall previously noted the Future Land Use Map and he made reference to the text of the Land Use Element on pages 3-9 of the Staff Report. He noted Housing Objective "0", which states "residential developments shall be encouraged to plan and build in a manner which is compatible not only with the general housing density and design planned for the area but also with the existing conditions of the site, including the suitability of adjoining lands for appropriate access and significant site features." He also referenced the Statutory Findings for reviewing a Zoning Map Amendment request. Mr. Wall also explained that the Staff Report included a comparison between the SR-1 and SR-2 zoning districts. The proposed use and building set backs are permitted or the same in either zone. What really changes is the lot size, lot frontage (width) and maximum density. The SR-1 zone has a minimum lot size of 8,000 square feet and the SR-2 zone has a minimum of 6,500 square feet. The lot frontage in an SR-1 zone is 65 feet versus 50 feet in an SR-2 zone. Finally, the maximum density allowed is 4 units per acre in an SR-1 zone and 8 units per acre in an SR-2 zone. The proposed density is about 4 units per acre. The lot sizes per the Concept Development Plan range from 6,500 square feet to almost 19,000 square feet. He referred to the intent statement of each zoning district. The housing in an SR-1 zone is usually seen as suburban style, where in an SR-2 zone it is single family residential that is more compact. He asked the Board to closely analyze the street connection between Weaver Road and Evergreen Drive. It is designed with traffic calming in mind. Comments from the County Engineer were submitted. The street connection concept is not an issue but rather the geometrics. It is an odd angle. The Florence Fire Department also commented about access. The Kentucky Transportation Cabinet is going to require a mini traffic impact study for the Weaver Road entrance to determine if turn lanes would be required. Mr. Wall referred to the Comprehensive Plan's recommendation to retain existing vegetation. It helps the project blend in with the neighboring properties. It is also important near the entrance along Weaver Road.

Landscaping is required and a credit could be gained if the trees in the area are retained. Mr. Wall stated that a significant amount of fill would be required to balance the site. He recommended that the applicant bring a drawing to the Committee meeting in order to address this item. He also suggested reorienting a house to face Evergreen Drive versus the internal street in order to better integrate the subdivision with the adjoining residential neighborhood. Mr. Becher also provided written comments on behalf of the Boone County Historic Preservation Review Board regarding documentation and disposition of the Simeon Tanner House. SD1 and Boone County Schools provided written comment and the Boone County Water District provided verbal comments.

At this time, Chairman Rolfsen asked if the applicant was present and wanted to proceed with its presentation? Mr. Gerry Dusing, attorney for the applicant stated that the property owners, Mr. Andy Ament and Mr. Pat Gregory, will be developing the project. They will be developing lots and selling them to homebuilders. Essentially, the SR-2 request is the same as an SR-1 development. The only difference is that it is more compact. It is the same density as an SR-1 zone. It is the lot size and lot frontage size that makes the development work. The proposed project fits in because there is C-2 and UR-2 to the north and SR-1 on two sides as well as SR-2/PD across the street. It is an excellent transition among the various zones. The proposed street connection is optional should the Planning Commission request it. It could be an emergency connection or not a public street connection. It is shown because it was encouraged. There really are not a lot of mature trees like a first generation hard wood forest. They are willing to work with the Planning Commission regarding landscaping along Weaver Road. The Simeon Tanner House has already been sold to Mr. Butch Wainscott. He intends to restore the log cabin by dismantling it and relocating it to Petersburg. It will be reconstructed. The proposed project will have no significant impact on the school system. They will provide a traffic impact study to the Kentucky Transportation Cabinet and comply with any recommendations. The side yard setbacks will be a minimum of 7.5 feet instead of 5 feet. It is important to note this because the Fire Chief wanted more fire hydrants if the side yard setbacks would be 5 feet and the space between the houses would then be narrower.

At this time Chairman Rolfsen asked if there was anyone in the audience who wanted to speak in favor or against the request? Mr. David Gausepohl, 8930 Evergreen Drive, observed that traffic tried to get through Ridgeview Drive after the storm today. The local traffic had another way out even though the street was blocked with debris. What is the status of SD1 sanitary sewer for the proposed site? There has been talk about putting sewers on Evergreen Drive. Mr. Gausepohl stated that he didn't have the funds to tap into public sanitary sewer. He spends about \$12.00 per month for a private septic system. If new sanitary sewer was available, it would probably cost at least \$30.00 to \$40.00 per month plus a special assessment for a tap. There are over 8,000 new homes planned for Boone County in the future. There will be more multi-family housing behind him on Weaver Road. Residents will cut through the site if the streets connect. People are trying to get around the construction work on Mt. Zion Road and circumvent various traffic signals along U.S. 42. There are no sidewalks on Evergreen Drive. Evergreen Drive is about a lane and a half wide road. It is not a true neighborhood street. Until the added traffic signal face is installed on Weaver Road opposite Saddlebrook Drive, there is no way to get onto Weaver Road during peak times. There was a huge back-up along Weaver Road today due to the storm as traffic signals

were not working. If you add 60 more cars to the area, it will be atrocious. Weaver Road was designed to alleviate traffic in the industrial park. It wasn't meant to be a residential/industrial conglomeration.

At this time, Chairman Rolfsen asked if any Board Members had any comments or questions? Mr. Kevin P. Costello, AICP, asked who is the developer of the project? Mr. Ament replied that the developers would be Mr. Pat Gregory and himself. The project engineer is Mr. Steven Leesman. Mr. Costello asked what are the specific plans for sanitary sewer? Mr. Ament explained that he met with Mr. Jeff Earlywine a couple of weeks ago and the County is currently evaluating a potential sanitary sewer line off Evergreen Drive. If so, it would cut through the subject property. Mr. Costello inquired on whether the applicant's project was dependent on the County sanitary sewer line? Mr. Ament responded that they have 2 options. They can pump sewage to the City of Florence located on the north side of Weaver Road. With this option, they would have to be annexed into the City of Florence. The other option would involve getting a private easement with neighbors. They are not proceeding forward until the County has completed their sewer study.

Chairman Rolfsen asked if the street connection from Weaver Road to Evergreen Drive is a critical thing? Is it a make or break deal? Mr. Wall replied that it is for the Board to decide. The Comprehensive Plan advocates for street connections. It was discussed at the pre-application meeting. It doesn't have to be designed to have a raceway effect. It can be designed to slow people down. Mr. Wall noted that the more ways in and out in the area, the better it can be to move people without having a heavy concentrated area. Usually intersections are designed at a 90 degree angle. The one closest to Evergreen Drive should be redesigned to make sure it is safe and calms traffic. It should be more of a back door street connection. Chairman Rolfsen asked if a roundabout would be better? Mr. Wall responded that it could only if the dimensions work. It may not be the right place for one. A smaller traffic circle may work at the proposed location as a neighborhood local street. Chairman Rolfsen expressed a concern of not requiring a deceleration lane coming into the development. Mr. Wall explained that the Kentucky Transportation Cabinet is requiring a mini-traffic study. Are the levels of service changing on Weaver Road? There aren't that many lots being proposed that will dramatically change the level of service. Chairman Rolfsen inquired about sidewalks on Weaver Road. Mr. Wall referred to Mr. Scott Pennington's memo. He requested sidewalks to be built along the frontage of Weaver Road. Mr. Ament responded that he doesn't have a problem extending a sidewalk to and along Weaver Road. Chairman Rolfsen asked about a deceleration lane? Mr. Ament replied that the State of Kentucky would make that decision and there is room to widen Weaver Road. Mr. Costello asked about the detention lot being located on one lot and not shared. He advised the developer to contact SD1 or the City of Florence.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on March 15, 2017 at 5:00 P.M. in this room or the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on April 5, 2017 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 8:07 P.M.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

COMMISSION MEMBERS PRESENT:

Mrs. Lori Heilman
Mr. Mark Hicks
Mrs. Janet Kegley
Mr. Don McMillian
Mr. Kim Patton
Ms. Lisa Reeves
Mr. Charlie Rolfsen, Chairman
Mr. Brad Shipe
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Matt Apke
Mr. Randy Bessler
Mr. Greg Breetz
Mr. Kim Bungler, Secretary/Treasurer
Mr. Charlie Reynolds
Mr. Bob Schwenke

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Kevin T. Wall, AICP, Director, Zoning Services
Mr. Mitchell A. Light, Asst. Zoning Administrator
Mr. Todd K. Morgan, AICP, Senior Planner
Mr. Robert Jonas, Director, Planning Services

Chairman Rolfsen called the Public Hearing to order at 8:08 P.M. and introduced the second item on the Agenda:

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

2. Request of **Atlantic Sign Co. (applicant)** for **WFF Investments, LLC (owner)** for a Zoning Map Amendment for a Special Sign District for a 14.71 acre tract located at 11095 Dixie Highway, Kentucky (Freightliner). The request is for a Special Sign District in a Industrial One (I-1) zone to allow alternative signage.

Staff Member, Mitch Light, presented the Staff Report, which included a PowerPoint presentation (see Staff Report). Article 40 of the *Boone County Zoning Regulations* defines a sign as “a device designed to promote and identify an establishment or activity by any means including but not limited to words, letters, figures, designs, symbols, fixtures, colors, illumination, or projected images.” The Industrial One (I-1) zone allows one (1) monument style sign (10' high and 100 square foot max.) and building mounted signage of 2 square foot per lineal foot of the building on the front elevation and 1 square foot per lineal foot of the building on two other elevations.

The applicant is requesting a Zoning Map Amendment for a Special Sign District to allow a 10' high, 50 square foot monument sign along their Dixie Highway frontage and a 50' high, 336 square foot interstate pole sign along their I 71/75 frontage. Prior to the applicant's 2015 Zoning Map Amendment request from C-3 to I-1, the C-3 zone would have allowed a maximum 30' high and 200 square foot Architectural Freestanding sign. Article 40 defines an Architectural Freestanding sign as “A freestanding sign which does not have a bare, exposed, and unadorned pole structure(s), but rather uses; a cover or skirting around the pole structure(s), or; a structure constructed of materials, color, and design details which match or correlate to the principal building on the site, or; the pole structure(s) is designed to have sculptural or artistic characteristics. A monument sign may be substituted as the permitted freestanding sign on parcels where a architectural freestanding sign is permitted.” The Freightliner building measures 120' x 369' with signs shown on the East and West (369') elevations. The West elevation (I-71/75) shows a 176.60 square foot sign within one (1) sign area and the East elevation shows 269.13 square feet within four (4) sign areas. Mr. Light stated that the Future Land Use Map designates the site as Commercial (C). He showed photographs of the subject site and adjoining properties. The proposed monument sign will be 50 square feet and 8.3 feet high. The proposed interstate sign will be located in the northwest corner of the property. It will be 55 feet in height and 336 total square feet in size. There will be 3 awnings and 2 sets of letters on the building that is under construction. Photographs of the proposed signs were shown to the Board members. The 3 awning signs will be 37.63 square feet each in size. The two letter sets on the building will be 156.24 square feet on the east elevation and 176.60 square feet on the west elevation. Mr. Light also showed photographs of other interstate free-standing signs in the area as well as associated map. These signs range from 75 feet to 123 feet in height.

In regard to site history, a Zoning Map Amendment was approved with conditions in 2015 from C-3 to I-1 to allow the sale and service of trucks and trailers. In 2016, a Change in an Approved Concept Development Plan was approved to reorient the building and increase the paved area for parking. The Land Use Element of the Comprehensive Plan refers to signage by stating: “Developments in Boone County should give consideration to the overall design of the area. Site, landscape, and building design should be a primary concern at the early stages of the

development, with an emphasis on the aesthetic impact of the proposed use. The minimal use of signs is encouraged; signage should be adequate to identify a specific development, but should not be used as a means to compete for motorist attention. The objective is to avoid the confusion and/or distraction of motorists, and to avoid the potential negative impacts of signs on the visual appearance of a development or corridor.”

In terms of Staff Concerns, Mr. Light repeated what the applicant is requesting and what would have been allowed if the C-3 zoning would have remained in place - a 30 foot high, 200 square foot free standing sign. He also provided photos of signs in the area for comparison purposes. In conclusion, the request needs to be evaluated by the Boone County Planning Commission and the Boone County Fiscal Court in terms of the three criteria necessary for approving a Zoning Map Amendment and Sections 3440 (Special Sign Districts) of the zoning regulations. The Future Land Use Map will not need to be amended if the request is approved. Mr. Light then explained that the Kentucky Transportation Cabinet noted there are utilities located along Dixie Highway.

At this time, Chairman Rolfsen asked if the applicant was present and wanted to make a presentation? Mr. Mike Cassedy from Atlantic Sign Company (Applicant) noted that Tim Fyda was present along with Dan Huey to answer any questions. Mr. Cassedy referred to his cover letter that was submitted as part of the application. Fyda Freightliner's Richwood facility will be the company's 7th location. The other 6 are located on the interstate. All have interstate signage for exposure. Interstate signage is important in advertising along the interstate. Approximately 130,000 cars per day travel on I-75 and go past the Richwood facility. That is over 600,000 exposures in a week. The I-1 zoning district only allows one 100 square foot, ten foot high monument sign. He explained that they could have 1,200 square foot of building mounted signage based upon the 369 feet of frontage on both sides of the building and 120 feet of building frontage on the side. They are only asking for 445 square feet of building mounted signage. In terms of restrictions, the proposed signage is not even close to what exists in the area. Their signage is minimal in terms of aesthetic impact. Mr. Cassedy stated that his company did a field survey of signs in the area. It includes over 200 photographs. They also did an analysis of I-75 traffic patterns and topography. Freightliner needs a transition of signage that is more than is allowed in the I-1 zone. They are in limbo between commercial and industrial activities. They are in need of location and access much like industrial use and commercial in order to promote name, product and services. The proposed signage is consistent with the surrounding signage. It is not consistent with the industrial zoning classification. It would be extremely difficult to live within the I-1 zoning requirements. Building mounted signage only allows 2-3 seconds exposure. The interstate sign provides 13-16 second exposure.

Chairman Rolfsen asked if any of the other Fyda locations were converted to digital messaging? Mr. Tim Fyda replied that none of them are digital at this time. They did have 2 that were previously digital but eliminated them because of equipment failure. They are not interested in digital signage. Mr. Cassedy noted that he had a CD of various signs in the area. The sign immediately to the north is 200 square feet and under 30 feet in height. They used that sign to determine what could work for them. Originally, Freightliner proposed an 80 foot high sign. He analyzed and recommended a 50 foot high sign instead. It will probably be the shortest interstate sign in the area.

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

Seeing no one, Chairman Rolfsen asked if any Board Members had any comments or questions?

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on March 15, 2017 at 5:00 P.M. in this room or the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on April 5, 2017 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 8:31 P.M.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

COMMISSION MEMBERS PRESENT:

Mrs. Lori Heilman
Mr. Mark Hicks
Mrs. Janet Kegley
Mr. Don McMillian
Mr. Kim Patton
Ms. Lisa Reeves
Mr. Charlie Rolfsen, Chairman
Mr. Brad Shipe
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Matt Apke
Mr. Randy Bessler
Mr. Greg Breetz
Mr. Kim Bungler, Secretary/Treasurer
Mr. Kim Patton
Mr. Charlie Reynolds
Mr. Bob Schwenke

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

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

Chairman Rolfsen called the Public Hearing to order at 8:32 P.M. and introduced the third item on the Agenda:

ZONING MAP AMENDMENT AND CHANGE IN CONCEPT DEVELOPMENT PLAN - Todd Morgan, Staff

3. Request of **Episcopal Retirement Services Affordable Living LLC (applicant)** for **James L. Morgan and Sherry A. Morgan (owners)** for a Zoning Map Amendment from Commercial Two/Planned Development (C-2/PD) to Urban Residential Two/Commercial Two/Planned Development (UR-2/C-2/PD) for a 0.518 acre tract located on the northeast corner of the Gunpowder Road/Bill Wentz Drive intersection and a 3.635 acre tract located on the southeast corner of the Gunpowder Road/Bill Wentz Drive intersection, Florence, Kentucky. The request is for a zone change to allow a residential apartment development in addition to previously approved commercial uses; and the request of **Viox & Viox, Inc. (applicant)** for **Covington Shopping Center, LLC (owner)** for a Change in an Approved Concept Development Plan in a Commercial Two/Planned Development (C-2/PD) zone for an approximate 3.46 acre site located at 8537 US 42 (south side of Bill Wentz Drive), Florence, Kentucky. The request is for a Change in an Approved Concept Development Plan to allow an outdoor restaurant seating area and parking/vehicular area changes.

Mr. Costello stated for the record that Staff Member Todd Morgan is not related nor has a relationship with the property owners. He then presented the Staff Report, which included a PowerPoint presentation (see Staff Report). The site is located on the southeast corner of the Gunpowder Road/Bill Wentz Drive intersection. The application involves the review of 4 different lots in Gunpowder Centre Subdivision. All 4 lots have frontage on Bill Wentz Drive. Mr. Morgan showed a map of the 2 requests - a Zoning Map Amendment and a Change in an Approved Concept Development Plan. The Zoning Map Amendment request involves Lot 7 and 9 of the subdivision. The request is to rezone the two parcels from Commercial Two/Planned Development (C-2/PD) to Urban Residential Two/Commercial Two/Planned Development (UR-2/C-2/PD). The UR-2 zone would allow the senior apartment use. The property owners would also like to retain the commercial zoning in the event that the senior housing project does not occur. It would allow the property owner to fall back to their 2014 approval for commercial uses.

The proposed senior housing use involves a 3 story building on a 3.499 acre tract with 69 parking spaces. The applicant's first waiver under Planned Development (PD) involves parking as the proposed senior housing project does not meet the current parking standards. The applicant feels they don't need the required amount of parking due to the type of unit and age restrictions. The building is 49,800 square feet in size and contains 48 units (28 one bedroom units and 20 two bedroom units). The proposed building intensity is 13.72 dwelling units per acre. The UR-2 zone allows up to 20 dwelling units per acre. A shared driveway would be built to provide access to the senior housing building and would also serve the existing retail center. A grass paver area has been added to the Concept Development Plan in order to provide better access or coverage for fire protection services. Included in the proposal is a sidewalk from the senior building to Bill Wentz Drive. Another waiver request is sharing landscape buffers - 30 and 20 feet. Mr. Morgan showed the part of the lot that would be sold to the existing retail strip center for additional parking. Lot 7

would remain as green space, access to the CVS store and the location for the existing sign. He also showed the Alternative #2 in the event that the senior housing project is not built. The only difference in Alternative #2 and the 2014 Plan is 13 additional parking spaces. They will be provided other parking if the senior requirement for the housing goes away. The applicant submitted floor plans for the building. A dinner hall is included along with a fitness room. All units have a kitchen. He showed elevations of the building. It will be 44 feet in height and constructed of brick and fiber cement lap siding.

The second request involves the Change in an Approved Concept Development Plan. The eastern part of the existing retail center has never been leased due to the lack of parking. The owner would like to put a restaurant in the vacant space and add 39 parking spaces. The applicant would also like to install a 1,400 square foot patio seating area. The proposed access drive will be aligned with Mel's Lane. The shared buffer will be reduced from 30 feet (Buffer Yard C) to 10 feet (Buffer Yard A) if both properties are commercially developed. Mr. Morgan reviewed the site history dating back to 2001 (see page 3 of the Staff Report). He showed photographs of the site and adjoining properties. The Comprehensive Plan's Future Land Use Map designates the site as mostly Suburban Density Residential (SR) and a small part Commercial (C) and Rural Lands (RL). Mr. Morgan referenced the text of the Land Use Element. "The U.S. 42 corridor between the Weaver Road/Hopewell Church intersection and the newly rebuilt Pleasant Valley/Gunpowder intersection has developed commercially over the last decade. Vehicle stacking problems during rush hours and conflicting left turn movements have become significant problems on this section of roadway. Frontage roads and interconnecting parking lots are necessary here to allow vehicles to access existing and future traffic signals. Through redevelopment of the former Boone-Kenton Warehouse site and adjacent parcels, access to Weaver Road should be implemented, as well as well-planned access to U.S. 42. If improvements are made to Gunpowder Road from U.S. 42 to Mt. Zion Road, more intense land uses could be examined for the property behind Wentz Drive as well as the possibility of having access to Gunpowder Road. If commercial development occurs in this area, it should primarily be accessed from U.S. 42".

On page 11 of the Staff Report, there are a couple of references to the Housing Element. "Multi-family housing developments should have convenient access to commercial districts or should provide their own supporting commercial uses. The developments should be designed to offer the shortest trips to the most people." "High density residential areas should be located sufficiently near and with convenient access to major streets, highways, and shopping and public facilities. 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." Mr. Morgan also referenced the Planned Development (PD) standards. The proposed project will need to be evaluated based upon these standards.

In terms of Staff Comments, Mr. Morgan indicated that he sent an agency memo to various organizations and departments that may want to comment on the project. Florence Fire Marshall Vogelpohl commented on the project and the applicant addressed these comments on the Concept Development Plan. Mr. Morgan stated that he had not received revised drawings of the shopping center project. Staff was looking for a better alignment of the driveway with Mel's Lane. A trip generation comparison was submitted with the application. It concludes by noting that the previously approved sites A.M. and P.M. peak is 172 trips and 220 trips, respectively. The

proposed senior apartments has an A.M. peak hour trip generation of 9 trips and a P.M. peak hour of 13 trips. The applicant is applying for low income housing tax credits from the Kentucky Housing Corporation. The applicant has provided a description of this program with their application submittal. There is also a brief summary of the Gunpowder Centre project in the Staff Report. The project needs to be evaluated based upon Planned Development (PD) standards - mixed use and pedestrian orientation. In 2014, Mr. Morgan recommended a multi-family use versus a commercial use on the subject property because of limited visibility. It is also important to assure pedestrian access to Bill Wentz Drive. In terms of compatibility of uses, is the proposed use a good transition with the existing uses? He expressed a concern for the 3 story height, 44 foot high senior housing building. Is it appropriate in the area? Another standard is landscaping. Typically, landscaping cannot be shared between commercial and residential uses. Is the developer committing to a 20 foot street buffer? Are there any other landscape buffer waivers for the retail center? One of the sidewalks should be reoriented because of landscaping. In terms of architecture, the applicant has provided more brick on the apartment building. The Planning Commission and City of Florence should verify it meets the standards. The developer is required to use the existing signage off Gunpowder Road and U.S. 42. Will there be building mounted signage? He also mentioned the alignment of driveways and the intersection of Mel's Lane and Wentz Drive. Finally, Mr. Morgan explained the possibility of a future connection from Bill Wentz Drive to the new road (Project 6 - 367.00) built between U.S. 42 and Weaver Road.

At this time, Chairman Rolfsen asked if the applicant was present and wanted to proceed with his presentation? Mr. Brock MacKay, Viox & Viox, Inc., stated that he was representing Matt Rumpke, the owner of the existing retail center. Gunpowder Centre is owned by Covington Shopping Center, LLC. He purchased it in the Fall, 2016. He owns shopping centers in Erlanger, Florence, Ludlow, Independence and Louisville. One of the goals of the project is to increase the parking for a potential restaurant in the existing retail center. The requirement for restaurant parking is one space for two seats. They also need more parking closer to the entrance of any restaurant. Due to the shape of the parcel, currently there is not a lot of parking near the vacant tenant space. They would also like to add an outdoor patio as an amenity for a restaurant. The centerline of Mel's Lane meets the centerline of the access driveway leading to the proposed senior housing building. Mr. MacKay showed photos of the shopping center. He presented a breakdown on the number of parking spaces for the project. He thought the landscaping requirement was Buffer Yard B but they are providing a shared Buffer Yard C. The work related to the shopping center would begin immediately and the senior housing project would take longer because of Kentucky Housing Corporation financing. They still would like a back-up commercial plan if the senior housing portion doesn't occur due to funding. The Morgans would be responsible for the future retail project if the senior housing is not built.

Mr. Tim Westrich, the Model Group, introduced Mr. Jay Kittenbrick from the Episcopal Retirement Services (ERS) and stated that both companies have been working together for about 8 years. They have done about 15 projects together similar to the one presented tonight. It is housing for seniors. ERS has been around since the 1960s. The proposed building will have a health clinic for health check-ups in the proposed building. Residents are then referred to physicians. The mission is to keep seniors in the building as long as possible. The deadline to submit an application for low income housing tax credits is October 6, 2017. They will be notified by March, 2018. He feels that they have a competitive application. They have submitted applications in Ohio, Indiana and in Kentucky. The building is designed for market rate housing even though it will serve

low income residents. It will be indistinguishable. Mr. Westrich stated they submitted a three story building plan because the Kentucky Housing Corporation has very tight cost caps. A three story building saves a lot of roof space, less foundations and less earth work. Overall, it saves money without sacrificing true quality of the finishes, appliances, etc.. A two story building has long hallways and a big footprint. They like to have one main entrance so they see everyone coming and going to and from the building. They will utilize the existing signs and will not have signage on the building.

Mr. Jay Kittenbrink noted that ERS develops these types of facilities to run for a long time. They don't sell them off. They are a non-profit and have been in business for over 65 years. A senior is defined as 55 years plus according to state law. If they obtain the tax credits, there is a 30 year restriction on the 55 plus age category. Mr. Westrich stated that the units are specifically designed for seniors - about 600 square feet for a one bedroom unit and 800 square feet for a two bedroom unit. These sizes are small for young professionals or empty nesters. Rooms have roll in and stand up showers.

Mr. Matt Rumpke, 15405 Crystal Springs Way, Louisville, Kentucky noted that the patio area for the restaurant use will be used for outdoor seating and dining. Mr. Rumpke stated that one potential restaurant owner was not interested in the space because of a lack of parking. Gunpowder Centre is approximately one half leased. Pet Wow wants to expand from 2,400 square feet to 4,000 square feet. About 14,000 square feet is left to lease. One restaurant owner is looking at the space and could lease about 5,200 square feet.

At this time Chairman Rolfsen asked if there was anyone in the audience who wanted to speak in favor or against the request? Seeing no one, Chairman Rolfsen asked if any Board Members had any comments or questions?

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on March 15 at 5:00 P.M. in this room or the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on April 5, 2017 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 9:14 P.M.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

