

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARING
MAY 1, 2019
6:00 P.M.**

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Kim Bungler, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mr. Mark Hicks
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Don McMillian
Mr. Ed Mentz
Mr. Kim Patton
Mr. Charlie Rolfsen, Chairman
Mr. Brad Shipe
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Bob Schwenke

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Kevin P. Costello, AICP, Executive Director
Mr. Robert A. Jonas, AICP, Director, Planning Services
Mr. Matt Becher, AICP, Rural/Open Space Planner
Mr. Michael D. Schwartz, Planner

Chairman Rolfsen introduced the first item on the Agenda at 6:00 p.m.

OUR BOONE COUNTY - PLAN 2040 - Robert Jonas & Matthew Becher, Staff

1. Request of the Boone County Planning Commission's Long Range Planning/Comprehensive Plan Committee to hear comments and review Our Boone County - Plan 2040, the update to the Boone County Comprehensive Plan. The Goals and Objectives of Our Boone County - Plan 2040 were adopted in January 2018 and formed the basis for the update of the remaining Elements which include the following: Demographics, Environment, Natural & Cultural Resources, Economy, Public Facilities, Transportation, and Land Use (text and maps).

Staff Member, Robert Jonas, presented the Staff Report, which included a PowerPoint presentation. The Plan 2040 process started in late 2016. He defined a Comprehensive Plan as "a guide for actions and decisions to assure the development of property in the most appropriate relationships." This definition is from KRS Chapter 100. It contains Goals and Objectives and Elements or Chapters, which include at a minimum Transportation, Public Facilities and Land Use. The Goals and Objectives are to be adopted first. The Elements carry out the Goals and Objectives. The planning horizon is 2040. The Update is a 5 year process because it not only includes the Comprehensive Plan but also the Zoning Regulations (both text and map) and the Subdivision Regulations. Why update the Comprehensive Plan? Boone County is growing and it is an integral part of the tri-state region. The County has 3 interstates, 2 rail lines, an international airport, 42 miles of Ohio River frontage and major attractions. It also allows for public participation. The benefits of having a Comprehensive Plan are many. It strives to improve the quality of life for residents and business owners. It provides a vision for what people want in Boone County. It also promotes the effectiveness and cooperation of public agencies. It increases the public awareness of the value of planning. It allows for residential and economic development at and the same time it protects existing natural and cultural resources. It adds a big picture to the way the County develops. To accomplish this, the Planning Commission relies on public participation. At the beginning of the process, the Staff sent out 72 letters to organizations and used an aggressive social media campaign. Workshops and Open Houses were held to obtain comments. About 400 people signed up to receive email updates of the project. There are over 1,300 Facebook followers. Mr. Jonas showed a flowchart of the project. The Goals and Objectives of the proposed 2040 Plan were approved or adopted in late 2017 and early 2018 by the four legislative units. There were a few slight differences or variances of the Goals and Objectives approved by the City of Florence. The adopted Goals and Objectives were considered and incorporated into the Element. Mr. Jonas showed a slide of how the previous eleven Elements were combined into seven Elements for Our Boone County Plan 2040. Elements were combined and text was removed as a result of repetitive and old language. It resulted in about a 20% reduction of text in the proposed plan.

In the Demographics Element, population trends, characteristics and estimates are included. The revised U.S. Census estimate of population in Boone County is 131,500 for 2018. Staff believes this may be a low figure but it will be confirmed when the 2020 U.S. Census is completed. There is an increase in the size of the population over the age of 65. The Chapter also considers housing. Housing types to meet population demands must occur. The Environment Element examines the physical characteristics and the potential impacts of development. The Natural and Cultural Resources Element looks at agriculture, recreation and historic sites. Data has been

updated and there is a new section on private family cemeteries. There is a discussion of new recreation facilities such as the new ones outlined in the Florence Bike/Ped Plan.

The Economy Element includes an update of economic data and includes the previous Business Activity Element. There is a section on where people work and the types of commuting patterns and jobs. There is a discussion of the rapidly growing logistics industry and its impact on other aspects of the economy. The major recommendation in the Chapter is a call for a detailed economic study in order to plan the County's future economy. The Public Facilities Element involves an examination of the services provided to Boone County residents and businesses. It examines the rural water program in terms of overcoming high costs of connecting to water. The Element includes planning for new schools and redistricting as well as private/public funding options for utility extensions. The Transportation Element includes a summary of the 2017 Boone County Transportation Plan prepared by OKI for the Boone County Fiscal Court. CVG Airport is also updating its Master Plan. There is an additional discussion of the logistics industry and autonomous vehicles.

The Land Use Element considers the findings and recommendations of the previously mentioned 6 Elements. A key component of the Land Use Element is the Development Guidelines. They are often used in evaluating zone change requests and to mitigate the effects of development on adjoining properties and infrastructure. Mr. Jonas explained that the Future Land Use Map is the primary tool to achieve responsible growth. The land use projection is for the year 2040. The Land Use Element includes the map and text. Land use classifications have been created for residential uses based upon different densities. Commercial land uses include retail and office uses. There are also Industrial and Business Park uses. The Transportation land use includes highways and interstates as well as aviation related uses in and around the airport. The largest area in Boone County is Developmentally Sensitive. This is land that includes 20% or higher slopes. It covers primarily the western part of the County. This classification often correlates to the Woodland (W) classification. The Future Land Use Map is divided into 24 sections. For the most part, there were not many changes to the Future Land Use Map. There are, however, some areas where there are considerable changes both to the text and map. There are some major changes proposed at the I-275/Petersburg Interchange. Development will more than likely occur by the year 2040. Commercial and Business Park land use classifications are being proposed on the north and south sides of the interchange. However, the proposed text refers to having adequate infrastructure in place to support development. This includes utilities (sanitary sewer) and a good road network. The timing of the infrastructure is important. Mr. Jonas stated that the new map incorporates residential uses around Traditions Golf Course. There is concern about the impact of development on the existing condition of Williams Road. Changes will also occur at the I-275/Graves Road Interchange. This will include Residential, Commercial and some Business Park uses. The new Plan also recommends a I-275/Graves Road Interchange Land Use and Zoning Study. The interchange will be built in the next 5 years. In Petersburg, there is a proposed increase in Industrial due to the presence of surface mining activity and existing zoning. One of the biggest areas of change is the south side of the Airport. The proposed Amazon site will change from Business Park, Industrial and Commercial to Transportation due to the location of the facility as an aviation use on Airport property and located adjacent to a runway. This project will greatly impact Aero Parkway, KY 18, Ted Bushelman Boulevard, Turfway Road, Donaldson Road, and I-75. Turfway Park Racetrack is forecasted to be Business Park and Commercial by the year 2040. This could occur only if the racetrack decides to redevelop. The former Marydale property will also

change to mostly Commercial (retail and office) and Residential. These changes will make it more in line with the Houston-Donaldson Study. The Belleview area will change with a slight increase in Industrial to reflect existing mining activity and operations. The text also refers to the potential for reclamation of these sites like the Conservancy Park. Near the KY 18/KY 237 SPU, there is a proposed change to reflect the approved Concept Development Plan for the former Stephens property. There is some Higher Density Residential proposed on this site. There are no changes to the Future Land Use Map planned for Pleasant Valley Road area. However, the text suggests a mix of residential densities for the Rehkamp Farm along with a good road network from Pleasant Valley Road to Hopeful Church Road. Changes to the text are being proposed to deal with on-line retail shopping and its impact on retail centers such as Florence Mall. Efforts should be made to strengthen the destination based businesses. Text changes were also made for the Weaver Road area in terms of pedestrian safety and the McEvoy property. Such changes include language about higher density residential uses like senior housing and its impact on the existing road network. Another change reflects a change from the High Suburban Density Residential designation to Commercial near the intersection of Mt. Zion Road and Dixie Highway. This change is due to rebuilding the I-75/Mt. Zion Road Interchange. A final recommendation affects the City of Walton. A text change was made to include the Walton Main Street Strategic Plan in order to help revitalize the downtown area and at the same time promote the Town Center area with new businesses. Mr. Jonas showed a comparison table of existing land uses for 2009 and 2017. Key findings in this comparison included less agricultural acres, more residential acres, and an over 700 acre increase in industrial uses. The amount of Woodland acres pretty much remained the same as some of the agricultural uses in the western part of the County diminished as open fields have been replaced with new wooded areas. In terms of the Future Land Use, the Rural Lands (RL) category decreased by 2,600 acres. The Industrial category increased by 1,000 acres mostly to account for existing mining operations in Petersburg and Belleview. Mr. Jonas showed a chart of a breakdown of undeveloped land for 2040. There still is plenty of acres available for development in Boone County. Most of it is residential. There is ample amount of Business Park, Industrial and Commercial acres. There is still plenty of acres available for responsible growth in the future for Boone County. It is what the Plan calls for in the future. The next steps include the Committee Review of public comments. Mr. Jonas officially submitted the written comments received to date (see Exhibit 1). These comments have been received since the draft copy has been posted. The Committee will review all comments including those comments made at the Public Hearing. The Committee will then make a recommendation to the full Planning Commission. Finally, the final adopted document will be posted on the web. Mr. Jonas showed examples of what the web based document will look like once it is posted on the web. The web version will include the adopted text, charts and maps. It will be easier to navigate. It can also be downloaded as a PDF and will be printer and smart phone friendly.

At this time, Chairman Rolfsen asked if there was anyone in the audience who wanted to speak in favor or against the request? Mr. Brian Miller, Building Industry Association of Northern Kentucky, complimented the staff in preparing the document as he noted that his group has met with Staff several times in the past months. His group is not disagreeing with anything that is being recommended. Mr. Miller suggested looking at more land in the future due to the absorption rate of industrial land located in and around the airport.

Dr. Michael Kirkwood, 1354 Williams Road, referred to a 145 acre parcel of land located near the I-275/Petersburg Road Interchange. He submitted a letter requesting a Business Park designation

instead of a Residential designation. It is by far the best use for the property. It lays great and it is visible from the interstate. The site is landlocked but has access through a 20 acre tract that leads to Williams Road. He suggested that the larger parcel be designated for Business Park purposes and the 20 acres be designated for Residential purposes. It would be consistent with the other parcels in the area. There is a row of tremendous trees separating the site from Traditions Golf Course. Access to the larger parcel could be from the Bergman or Hilltop sites. Sewage in the area will have to be worked out collectively.

Chairman Rolfsen commended the entire Staff in completing the update as it has taken many months to complete.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on May 15, 2019 at 7:00 P.M. in the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on June 5, 2019 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 6:46 P.M.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

Exhibit 1 - Attachment C - Comments received since the Public Hearing draft was published on April 3, 2019 and until the May 1, 2019 Public Hearing

**BOONE COUNTY PLANNING COMMISSION
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BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARING
MAY 1, 2019
7:30 P.M.**

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Kim Bungler, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mr. Mark Hicks
Mr. Rick Lunnemann
Mr. Don McMillian
Mr. Ed Mentz
Mr. Kim Patton
Mr. Charlie Rolfsen, Chairman
Mr. Brad Shipe
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mrs. Janet Kegley
Mr. Bob Schwenke

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Kevin P. Costello, AICP, Executive Director
Mr. Todd K. Morgan, AICP, Senior Planner

Chairman Rolfsen introduced the first item on the Agenda at 7:46 p.m.

ZONING MAP AMENDMENT - Todd Morgan, Staff

1. Request of **Drees Company - Matt Mains (applicant)** for **Aylor Investments Limited Partnership, Raymond O. Godsey, Jr., and Akin & Miller Land Developers (owners)** for a Zoning Map Amendment from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Two/Planned Development (SR-2/PD) for a 41.8424 acre site located on the east side of Old North Bend Road, approximately 220 feet south/southeast of the Britt Drive/Old North Bend Road intersection, to the north and east of the properties at 1820 and 1828 Old North Bend Road, at the terminus of Cardinal Way and Grandview Drive, and including approximately 8.1 acres in the northeast portion of the 10.987 acre tract at 1846 Old North Bend Road, Boone County, Kentucky. The request is for a zone change to allow detached single family residences, attached residential condominiums, and townhouses.

Staff Member, Todd Morgan, presented the Staff Report, which included a PowerPoint presentation. The site is 41.8424 acres in size. The request is to rezone the site from Rural Suburban (RS) and Suburban Residential One (SR-1) to Suburban Residential Two/Planned Development (SR-2/PD). He identified the adjoining residential subdivisions. He reviewed the submitted Concept Development Plan. Thirty-one single family residential lots and 130 townhouse/condominium dwelling units in 21 different buildings are proposed. The proposed building intensity is 3.85 dwelling units per acre. The 31 single family lots are located on the north and west sides of the site. The remaining townhouse/condominium dwelling units will be located in the middle of the development and next to Cardinal Cove Subdivision. The 31 homes will be two bedroom units with an owner option for a third bedroom. The 36 townhouses will be 2 bedrooms with an owner option for a third bedroom. 47 condominium units will be 2 bedrooms with an owner option for a third bedroom. Forty-seven condominium units will be 3 bedroom units. All the streets will be private but built to public specifications. Street pavement will be 26 feet wide. All streets will have sidewalks on one side. Sidewalks will also be installed on the Old North Bend frontage. There is a planned gated access to Cardinal Way. It will be used for emergency access only. The applicant is providing 587 parking stalls located on the driveways and streets. Mr. Morgan delineated the grading limits of the project. Approximately 43% of the site will be green space. Thirty foot buffers are also planned. A pocket park and a trail system have been incorporated into the Concept Development Plan. Mr. Morgan showed photographs of the proposed housing units and reviewed the site history. In 2005, a zone change to RS and SR-1 was approved to allow a total of 115 single family detached lots. It was about 2.45 dwelling units per acre and was conditioned on when the widening of North Bend Road was completed. In 2018, a zone change to SR-3 was denied. Other references to the site history are made in the Staff Report. Mr. Morgan reviewed the topography of the site which included a blue line stream. He showed photographs of the site and adjoining properties.

The Comprehensive Plan designates the proposed site as Suburban Density Residential (SR), which allows single family housing for up to 4 dwelling units per acre. Some of the site is designated as Developmentally Sensitive (DS) on the east side of the site. Other references to the Comprehensive Plan are noted on pages 4-11 of the Staff Report. He also referenced the findings necessary for a Zoning Map Amendment outlined on pages 11-12 of the Staff Report. The applicant is requesting a Planned Development (PD) designation, which usually allows for more flexibility of the zoning code based upon the standards (Section 1514 of the Zoning Regulations).

In terms of Staff Comments, Mr. Morgan provided a chart comparing the 2018 Plan with the 2019 Plan. The second comment refers to the SR-2 definition. Comments have been received by the Hebron Fire Department, the Boone County Public Works Department, Sanitation District No. 1 and the Boone County School District. The comments are attached to the Staff Report.

The following road projects are currently under construction or being planned in the North Hebron area: A) Adding lanes to Worldwide Boulevard and KY 237 - Construction has started and is expected to be complete by June 2019; B) Adding Lanes to KY 237 between Cardinal Way and Graves Road - The road design is expected to be complete in 2019; and C) I-275/Graves Road Interchange is underway and the open date is projected is for 2022. Further, Staff recommends the following Planned Development Standards should be analyzed in more detail:

- A. Mixed Use Development and Pedestrian Orientation
 - The proposed project is a mixed use residential development with single-family residential dwellings, condominiums, and townhouses. Staff recommends that sidewalks should be installed on one side of the street that connects to Cardinal Way.
- B. Compatibility of Uses
 - Will the proposed buffers make the development compatible with adjoining properties?
- C. Open Space
 - The submitted plan shows the development will have substantial open space and with a pocket park and trail.
- D. Preservation of Existing Site Features
 - The plan shows that 43% of the site will be left undisturbed and significant tree lines in "Developmentally Sensitive" areas will be preserved.
- E. Landscaping - The following landscaping will need to be retained or installed if the application is approved:

Old North Bend Road Street frontage - Street frontage landscaping is required per Section 3620 of the Boone County Zoning Regulations. If the project is approved, Staff recommends a condition which would require the street frontage landscaping buffer to be upgraded and comply with Section 308 B. of the Boone County Subdivision Regulations. This would require the street frontage buffer to include earthen berming, consistent decorative fencing, hedging, evergreen or deciduous plant materials or combination thereof which are high enough at maturity to screen the adjoining lot areas at a height of at least six (6) feet. Buffer Yard C is required when multi-family buildings and/or parking align with adjoining residentially zoned

property. Single-Family Residential Lots - One street tree is required per lot per Section 3619 of the Boone County Zoning Regulations. Multi-Family Buildings - Street Frontage Landscaping per Section 3620 of the Boone County Zoning Regulations. Finally, trees shown in the undisturbed limits will need to be preserved.

- F. Architecture - This standard states the predominant building materials for attached or multi-family residential developments shall have a solid appearance, such as could be achieved with brick, stone, and architectural grade cast concrete. Staff would like the applicant to address the following:

The submitted building renderings show there are different variations of each building type.

- Will each building have a minimum masonry percentage?
- Could entire facades be finished with vinyl or composite siding?

- G. Transportation Connections and Entry Points - The street connection that is shown to Cardinal Way is proposed to be gated for emergency access only. This standard calls out that full access street connections should be provided unless they are physically unfeasible or unsafe.

- H. Conformance with the Comprehensive Plan - See pages 4-11 of the Staff Report.

Staff would like the applicant to address the zone change criteria as well as the following: Is an updated Traffic Study or Memo going to be submitted? Mr. Morgan noted that a study was submitted after the Staff Report was finalized and is part of the record (see Exhibit 1). The plans indicate the houses, townhouses, and condos could all be three bedroom units and the plan shows less parking than the previous proposal. Can the number of three bedroom units be reduced or capped?; and what is the anticipated construction start time and proposed phasing of the project if the application is approved?

Finally, the Planning Commission and Boone County Fiscal Court need to analyze the three criteria outlined in KRS 100 before acting on the Zoning Map Amendment request.

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

Mr. Matt Mains, the Drees Company, submitted a PowerPoint presentation. The request is different than the previous application. They are requesting a Suburban Residential Two/Planned Development (SR-2/PD) zone and not a Suburban Residential Three (SR-3) zone like previously. The Planned Development will allow them flexibility to work with the land and have a more efficient design. The proposed development is the right fit for the community. It will provide a variety of homes needed for the area. It will focus on empty nesters who are not looking at traditional single family lots. They are looking for maintenance free lifestyles. For some people, any development on the site is unacceptable. However, they did listen to the previous comments in planning the community. They did make some changes to the Plan and conducted some additional research.

By the year 2040, over 3,000 jobs are expected in the Hebron area. In the area, condo/townhomes/patio type homes show a 3.4 month supply. A healthy market is usually a 6 month supply. Nearly 15% of Hebron's population is over the age of 55. A high percentage of people over 55 years along with those currently 35 - 54 years old are planning to purchase to downsize or transition into maintenance free lifestyle homes. In 2018, 47% of Drees home sales in the Northern Kentucky market were ranch or condo homes.

Mr. Mains stated that the existing zoning is inappropriate because the rolling topography would require extensive grading and clear cutting. It would leave minimal open space. There is no control over the type of development unlike the use of a PD Zone. The existing Plan goes against the Goals and Objectives of the Comprehensive Plan. The Planned Development zoning would allow flexibility and would allow protection of the site features. The proposed housing types can be concentrated on the ridges. It results in 25% less roadway and 43% of undisturbed open space to be provided. They are not making the site more dense than what it is zoned for based upon the submitted plan. It is a more efficient use of land compared with a typical or traditional single family residential subdivision. They are proposing 31 patio homes, 36 townhomes and 94 condominiums. The patio homes are detached single family homes on 50 foot wide lots with 1,800 - 2,200 square feet. Patio homes provide a better transition from the larger single family lots to the attached housing. The townhomes will be one story with a walk out basement (1,800 - 2,000 square feet). They will be 2 bedroom units with finished basements. The condominium homes will each have their own entrance and garage (1,700 - 1,900 square feet). The first floor home has 2 bedrooms and a finished basement. The second floor home is a 3 bedroom unit. All the mowing and landscaping is managed by the H.O.A. as well as the exteriors of the condominiums and townhomes. The sidewalk will be installed on the side where the unit faces the street. The sidewalk can also connect to North Bend Road if they can work with the library or someone across the street. There will be some pocket parks and trails. They will maintain the existing buffers on the northeastern side of the site as well as the center of the site. On the south and west side, the buffer will be enhanced. All will meet or exceed the buffer regulations. The project will generate \$480,000 in property taxes but will not be used towards the upkeep of the streets. The price range for the patio homes is \$350,000 - \$400,000; townhomes - \$300,000 and condominiums - \$215,000 - \$250,000. The development will be manicured which sometimes is not the case for single family residential subdivisions.

The largest concern with the project is traffic and safety. Because Boone County is pro-growth, traffic comes with it. As a result, the Drees Company hired an independent traffic consultant to evaluate the project. Mr. Mains explained the methodology used in preparing the Traffic Impact Study. The impact of the project is minimal when comparing it with the previously approved project. It would not adversely impact the level of service or safe travel on the public road system. KYTC officials also confirmed when they designed the KY 237 project, they factored in the approved Concept Development Plan. It could handle the development. The applicant noted they are proposing an emergency locked gate on the south side of the site next to Cardinal Cove Subdivision. The Drees Company has no issue on whether to leave the street open or partially closed. The police and fire departments would have keys to the lock and the H.O.A. would be responsible to make sure it is locked each day. It will be paved all the way through and have a sidewalk connection. Mr. Mains reviewed the road improvements to KY 237 which included widening Worldwide Boulevard, KY 237, modifying traffic signals, etc. A project currently underway is scheduled to be completed this summer. It will help improve the flow through the intersection

and roundabouts. Some people have expressed a concern about traffic safety. Mr. Mains stated there has only been 1 traffic incident on KY 237 at the first roundabout. The proposed I-275/Graves Road Interchange is coming. The project is scheduled to be released with substantial completion by 2022. The project includes widening the existing roundabout at KY 237 and Graves Road. Traffic will be diverted to the new interchange. The phasing of the residential project will be grading commencing in the Spring of 2020. The houses would begin later in the Summer with completion of the houses later in the year. He presented a chart of estimated completion dates for each type of home. The construction of 161 units will not occur at once. It will occur between years 2020 - 2026. The maximum per year will be 42 units. The proposed project is needed and provides an efficient use of the land. It fits in well with the surrounding neighborhoods.

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

Mr. JJ Miller, owner, stated that he and his partner developed Parlor Grove Subdivision. Aesthetically, the proposed project or plan is much nicer than what is currently approved. There is so much opposition to the project because people think they are going to keep the 40 acre site as a pristine field. The approved Plan has 116 lots on 65 foot wide lots. Those houses will not be the same price point as Parlor Grove. The site will eventually be developed. He wondered why people in Cardinal Cove Subdivision do not prefer this Plan since the approved plan requires the street connection. Most of the traffic will be dumped through Cardinal Cove Subdivision. It will be an open access that will provide the quickest way to the interstate. At least this plan will allow another way in and out for emergency access. Again, 43% of the natural vegetation will be retained and undisturbed.

Ms. Barbara Jacobson, 2346 Grandin Court, stated that Mr. Miller thinks people are against the project because of aesthetics. She expressed a concern about traffic and safety. She witnessed someone who was counting traffic at the second roundabout but packed up at the beginning of the peak time. We are concerned about getting out of the rotary at peak times. It was difficult to pull out on North Bend Road tonight. People don't always yield at the rotary. People don't slow down or yield. It is not minimal traffic impact. Currently, they can't get out of Britt Drive onto Old North Bend Road. The additional cars will impact the ability to get out. The empty nestors have 2-3 cars. There has to be a stop sign on Old North Bend Road. She invited anyone to visit the area during peak time. It is difficult to pullout. How will this situation be mitigated? She stated that she read a report that the first rotary is more than likely 60% more dangerous than others of similar construction. Where will the kids play in the proposed development? In a pocket park? They need a bigger area to play. Fewer homes on the site might mitigate the safety aspect of the proposed project.

Mr. Mark Nichols, 1529 Jolee Drive, referred to a PowerPoint presentation. He distributed a copy of his presentation (see Exhibit 2). The request is not in agreement with the Comprehensive Plan. Single-family residential is recommended with 4 dwelling units per acre. It doesn't allow for townhomes or condominiums. The current zoning is appropriate as it is consistent with Cardinal Cove Subdivision as there is a single-family detached homes located in the area. The proposed zoning of SR-2/PD is not appropriate because the density increases to 6.37 dwelling units per acre for the developable area on the site. The basic character of the area is single-family detached

residential homes. It surrounds the site. The basic character of the area has not changed. There really isn't a reason to recommend a Zone Change for this site to Fiscal Court. None of the pathways for a Zoning Map Amendment has been met. The proposed project would allow multi-family units next to single-family homes. Mr. Nichols also requested that the Planning Commission recommend denial of the project and to prohibit reconsideration of rezoning of the property to anything more dense than single-family lots with a minimum of quarter acre lots. Further, sidewalks are needed on Old North Bend Road. Maybe the homes should be more expensive in order to cover the cost of the expensive site work?

Mr. Dave Thomas, 1911 Cardinal Way, asked how construction equipment will be handled? Will Cardinal Cove streets be used? They are narrower. There are a lot of kids that use the street to play that currently dead ends in the subject site. How will they close it? Why are sidewalks needed from the site to Cardinal Way especially when the road is only used for emergency access? Was traffic from the library factored in to the Study? There are currently some blind curves in Cardinal Cove Subdivision so additional traffic in the subdivision may be a problem.

Mr. Steve Herkner, 2295 Britt Drive, stated that his major concern is Old North Bend Road. It is a 2 lane road with no lighting and no stop signs except for one at Britt Drive. It is tough to get out of the subdivision with all of the school buses. He estimated that the project will generate 321 cars on a 2 lane road that only has one way in and one way out. With only one way in and one way out, it creates a major problem. Old North Bend Road will not be able to handle 321 cars. It is a 2 lane farm road.

Mr. Justin Steinhart, 2283 Britt Drive, expressed a concern about the vegetation buffer. The existing trees are deciduous. Perhaps pine or oak trees could be placed to be a better screen or buffer. From Britt Drive, one is looking up at everything. If the project is approved, require the rear of the buildings to match the front with brick or stone at an 85% level. Nobody cares about the sides since he doesn't have to look at them. In addition, he preferred to not allow residential dumpsters. Perhaps, the density of the project could be reduced by one half by making it more traditional single-family units. He is not aware of a Drees patio home selling for \$350,000-\$400,000. He doubts the price range for the proposed units. It might be closer to \$230,000-\$300,000. This is significantly less than the neighborhoods on the two sides. Finally, the proposed units should be 100% owner-occupied. Previously, it was negotiated up from 10 to 30%. Rentals bring in more families and transients. There are other rental properties near the industrial area.

Mr. Mike Jeffries, 2633 Lynda Court, stated that currently the property is zoned for 112 single family homes. It was done 10 years ago. Would the Planning Commission approve it again today? Would the developer wait to start the development until the new interchange is completed in the year 2022?

Ms. Jean VanHorne, 2312 Pinnacle Court, explained that she built her house in 1995. She drove her child to school at 6:00 a.m. It took her 5 minutes to get to the school and in the winter time, it took 15 minutes. North Bend Road had no sidewalks and open drainage ditches on both sides. The roundabouts now are poorly built. It took her 6 minutes to get on the roundabout tonight in the rain. There is so much traffic on North Bend Road. She recommended a double lane roundabout. That is what Campbell County is doing and why is it Boone County doesn't have the same type? Trucks have a hard time turning around on the roundabout because it is so narrow. Traffic from

the development will impact both roundabouts. It will not help them. We want to live happily. North Bend Road has water drainage and ice issues.

Mr. James Boggs, 1828 & 1820 Old North Bend Road, stated that one side of the proposed development facing him is wide open and has no buffer zone. Mr. Morgan responded that the developer is required to have a buffer. It is just not shown. He has almost been hit by residents from Parlor Grove Subdivision because there is no stop sign on Old North Bend Road. Slowing down on Old North Bend road would help. There will be more traffic flying down Old North Bend Road if the project is approved. There needs to be more stringent traffic control on Old North Bend Road to make traffic safer.

Mr. Charlie Jacobson, 2346 Grandview Court, stated that he would like to address the project on a macro level. Please look at what has previously been approved in the area. Take a step back and look at the ramifications. What has been approved and what is yet to come? The standard of living and lifestyle is in your hands. One must look at the larger picture. Drive along Aero Parkway and now one can see the terminal. Trees are being torn down. Amazon is not sparing any trees. What is being saved from the proposed project really doesn't matter. Don't approve for now, approve for the future.

Dr. Kathy Noyes, 1503 Jolee Drive, asked if emergency access is only accessed off North Bend Road? What about the impact of the development on the school system? The schools cannot absorb all of the children from the proposed development. Mr. Morgan explained that the current proposal indicates a locked gate adjacent to Cardinal Cove Subdivision. It would only be used by emergency vehicles. Emergency vehicles could use both access points into the development. Mr. Miller also noted that access would not occur by opening Old North Bend Road to the existing North Bend Road. Old North Bend Road would still be a dead end street.

Mr. Frank Dichiara said he was President of the Cardinal Cove H.O.A. and lives at 1960 Robins Run. Over three-fourths of the subdivision has young children. Residents are concerned about kids playing in and near the streets with all the traffic in the area. They definitely want the street connection closed at all times. He noted that he sees accidents at the circle every week.

Ms. Lynn Eldred, 1736 Teakwood Lane, stated that she lives north of the development. If she would have known what the traffic would be on North Bend Road, she would have thought twice about living in Hebron. It took her 35 minutes to get from Petersburg Road to Tree Tops Subdivision. It is a heavy volume of traffic on a 2 lane road. How can you add more traffic and make it livable? She has seen Sheriff's Deputies drive along the sidewalk when traffic is backed up. She recommended driving the area during rush hour in both directions. In Texas, builders cannot start to build until road improvements are completed.

Ms. Joanne Ellena, 1718 Grandview Drive, mentioned that there are 7 development projects coming - the Toebben sites, the library site, the Thornwilde site, the former Remke site and the former dentist site.

Mr. Timothy O'Keefe, 1888 Falcon Crest Circle, stated that he is happy about the buffer but is against the project. The project changes his community. He thinks the roundabout is great. It takes a village. It affects his family. He isn't against change. Is the proposed development well

thought out? He doesn't believe that the gated access will stay gated. Address the concerns. Drees also gets their way. He bought his house with a green zone behind it. He was told it would remain that way. It is a steep area.

Mr. Rick Nullmeier, 2277 Britt Drive, is opposed to the rezoning and proposed development. The opposition is solely due to the volume in traffic that the development will create. He referred to the submitted traffic study. What objective research based evidence has been offered to support the conclusion that the proposed development will have a "modest impact" and not adversely impact the level of service for safe travel? First, there are 161 proposed units and parking for 587 cars. It also assumed that 3 demographic groups will buy the units. No research has been provided. The trip rates will be lower than a traditional subdivision. That may be true but no evidence was provided. The applicant also notes that the 10th edition of the ITE Manual cannot be used because it cannot capture the specific characteristics of the potential buyers. The characteristics are not described in the report. Instead, the consultant wants to use 2 land use classifications from the 9th Edition of the ITE Manual. Further, Category 231 is not considered an identical match but a reasonable fit. No explanation is offered why it is not a match. It is presumed that there will be 70 cars in the morning and 116 cars in the evening from the 161 units and 587 parking spaces. Less than one-third of the cars parked will go in and out each day? That is difficult to believe based upon the objective based evidence. This also applies to the consultant's conclusion of very little impact.

Mr. Leo Dolan, 2304 Pinnacle Court, referred to a letter from Mike Ford with the Boone County School District. He notes that the infrastructure of Connor Middle School and Conner High School cannot handle the influx of students. His neighborhood is in transition. Younger families are moving into his subdivision. There are now 30 new youngsters on Grandview Drive. More students could result in more mobile classrooms.

Mr. Bill Sanders, 2252 Britt Drive, stated that he bought in Parlor Grove because of space. He is not going to move. He suggested to extend Parlor Grove Subdivision and create 40 - 50 new lots with the same type of homes. No one will complain about it. Why do we want to put people on top of each other? Drees does build executive large luxury homes like in Rivershore Farms. Amazon executives will need housing.

Ms. Mary Keller, 792 Stable Lane, noted that her subdivision has 180 residents and traffic is a concern. She inquired about the 5 foot side yard setback requirement? Mr. Morgan replied that different zoning districts have different setback requirements. She questioned emergency service access to the patio homes with a 5 foot setback. Also, what is the necessity of having the higher density homes?

Mr. Todd Marsh, 2344 Frontier Drive, stated that there is a tough line between progress and quality of life. Things may look good on paper but in reality may not be. Many times it is difficult to make a left turn out of Stahl Road. It is usually during peak hours. People use the middle lane to merge into traffic. This is dangerous. Living in the area is a package deal as the drive affects your living in the area. Getting to your destination can be frustrating and affect your life.

Mr. Tim O'Keefe, 1888 Falcon Crest Circle, asked if the request being considered is a "spot zone?" Mr. Morgan explained that the applicant is requesting a Planned Development (PD) zone and it can

be located on as little as 5 acres of land.

Mr. Mark Nichols, 1529 Jolee Drive, asked why both access points aren't full access? It makes sense to have the sidewalk connection through Cardinal Cove Subdivision since it already has sidewalks. Traffic from the proposed development can be split and not have an 80% increase in traffic using Old North Bend Road only.

At this time, Chairman Rolfsen asked if any Board members had any comments or questions? Mr. Bunger asked the applicant to be prepared to address the items brought up by the public and staff relative to the traffic study at the Committee Meeting. Also, we need to know the status and time frame of the road projects in the area that may affect the proposed development. What about sidewalks in the area? Will the roundabouts be widened to make things safer? Mr. Bunger mentioned that the proposed type of units co-exist in Triple Crown Subdivision and other communities.

Mr. McMillian stated that the reason why people died at the Beverly Hills fire was that the exits were locked. It makes no sense to lock an exit.

Mr. Patton asked if the I-275/Graves Road Interchange was fully funded? Ms. Gulick answered that it is a design/build project and all of the funding is in place. It will start this Summer or Fall. It is considered a fast track project in order to alleviate congestion in the area. Mr. Patton asked if the applicant would consider building the project based upon the existing density?

Mr. Matt Mains, the Drees Company, responded that they are not restricting the age limits for the housing. The market research suggests that there is a housing need for empty nesters and amenities will include walking paths and small pocket parks as opposed to swing sets. The Comprehensive Plan is both the text and the map. The text calls for a variety of housing and more sensitive land uses. There also has been a significant demographic change which calls for maintenance free housing. The proposed concept is more sensitive to the land. The gated access would be controlled by the H.O.A. It can be opened up if that is what the Commission wants. The Fire Department did review the Plan and had no issues. There are no dumpsters on the site. Trash will be kept in garages or behind gates. High impact visual areas will have upgraded finishes. In regard to price points, a good example is to look at Harmony Subdivision - patio homes are selling for \$280,000 - \$390,000. He is willing to put a 10% cap on rental units. Their proposed phasing plan addresses the time table for road improvements. The majority of the subdivision construction would be after the Graves Road Interchange improvements. The schools did ask to phase in the development and that is what they are doing. The proposed type of units will have less of an impact on schools than the previously approved plan. The density is the same as the underlying zone. Higher densities have been approved previously to the north of the subject site. He offered to contact the County Engineer to discuss safety improvements to Old North Bend Road and will obtain firm dates for improvements to Graves Road and North Bend Road.

Ms. Gulick asked the applicant to contact the KYTC to clarify the limits of North Bend Road improvements and the interchange? Also, how does the phasing plan relate to the schedule of road improvements? Mr. Mains replied that they would start at the main entrance off Old North Bend Road. Chairman Rolfsen asked if Drees would consider putting in 112 homes? Mr. Mains

said no as it doesn't make sense since they have other products in the area. What is being proposed is what is needed for the area. Mr. Patton asked if the developer looked at 112 units with the new concept? Mr. Mains said no. What about the sidewalk connection? Mr. Mentz asked how long will it take to make the second connection for emergency access? Mr. Mains replied that he would have to look into it. Mr. Lunnemann asked the applicant to bring more information about the pocket park and trails as well as the amount of brick on the buildings.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on May 15, 2019 at 5:00 P.M. in the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on June 5, 2019 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 9:55 P.M.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

Exhibit 1 - Traffic Memo
Exhibit 2 - PowerPoint presentation by Mark Nichols