

**BOONE COUNTY PLANNING COMMISSION  
BOONE COUNTY ADMINISTRATION BUILDING  
BOONE COUNTY FISCAL COURTROOM  
PUBLIC HEARINGS  
MARCH 4, 2020  
7:30 P.M.**

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**COMMISSION MEMBERS PRESENT:**

Mr. Randy Bessler  
Ms. Corrin Gulick  
Mr. Steve Harper  
Mr. Rick Lunnemann  
Mr. Don McMillian  
Mrs. Katie Nolan  
Mr. Kim Patton  
Mr. Charlie Rolfsen, Chairman  
Mr. Bob Schwenke  
Mr. Brad Shipe  
Mr. Tom Szurlinski  
Mr. Steve Turner, Temporary Presiding Officer

**COMMISSION MEMBERS NOT PRESENT:**

Mr. Kim Bunger, Secretary/Treasurer  
Mrs. Lori Heilman  
Mrs. Janet Kegley

**LEGAL COUNSEL PRESENT:**

Mr. Dale T. Wilson

**STAFF MEMBERS PRESENT:**

Kevin P. Costello, AICP, Executive Director  
Mr. Kevin T. Wall, AICP, Director, Zoning Services  
Mr. Todd K. Morgan, AICP, Senior Planner

Chairman Rolfsen introduced the first item on the Agenda at 7:30 p.m.

**ZONING MAP AMENDMENT - Rick Lunnemann, Chairman, Kevin Wall, Staff**

1. Request of **James Titus, AIA (applicant)** for **Luong M. Pham and Thu Ha T Le (owners)** for a Zoning Map Amendment from Residential One Family (R1F) to Commercial One (C-1) for a 0.63 acre tract located on the southwest corner of the US 42/Dilcrest Drive intersection, Florence, Kentucky. The request is for a zone change to allow commercial and office uses.

Staff Member, Kevin Wall, presented the Staff Report, which included a PowerPoint presentation. The request involves a 0.63 acre parcel on the southwest corner of U.S. 42 at Dilcrest. Mr. Wall showed a map of the existing zoning of the site and adjoining properties. The Comprehensive Plan designates the site as Suburban Density Residential (SD), up to 4 dwelling units per acre. The site is relatively flat. The same contour wraps around the north, west and east sides of the site. The submitted Concept Development Plan shows a 5,040 square foot building. It is a brick building with a hip roof. Access is proposed at the southeast corner of the site off Dilcrest Drive. Parking is located in front of the building. The Plan shows a potential driveway connection to the west in the dumpster area. Stormwater detention is proposed to be in the rear of the site. It will connect to the State storm system from U.S. 42. Perimeter landscaping is proposed on 4 sides of the site. The rear buffer yard includes a 6 foot high redwood fence. The proposed uses are a beauty and barber salon, a real estate, accounting, medical, insurance offices and a grocery store. Three tenants are shown on the plan. A building mounted sign is shown on the gables on the front part of the building. No free standing sign is being proposed. Mr. Wall noted there was a zone change request on the opposite side of Dilcrest Drive. The parcel was rezoned to O-1A. Information about that request, including conditions, are in the Staff Report. Mr. Wall showed photographs of the site and surrounding properties.

In terms of Staff Comments, there are many references to the Comprehensive Plan in the Staff Report. The text of the Comprehensive Plan does discuss the area. The Florence South area is described as “ Vacant parcels and existing residences along the south side of U.S. 42 near Dilcrest Drive and Bentley Court may be appropriate for Urban Density Residential if the developer(s) can demonstrate that proper access management, architecture, and buffering can be provided. An extremely well-designed, low-impact professional office use may be considered for this area. However, the potential developer must submit detailed buffering and building design plans, and demonstrate that the project would establish a positive focal point for the U.S. 42 corridor in addition to minimizing visual, traffic, and stormwater impacts on adjacent residential uses. All developments must provide for connecting parking lots or a frontage road. In addition, right-turn lanes may be required for each development. Due to the high visibility of the lots and the need to minimize traffic distractions, minimal signage is recommended.”

In addition to the Boone County Comprehensive Plan, one must also view the alternate statutory findings - the current zoning is inappropriate and the proposed zoning is appropriate and whether there have been changes of an economic, physical or social nature that were not anticipated in the Comprehensive Plan that would substantially alter the area’s character. Relative to proposed uses, four of them fall into the office category while the other two - beauty salon and grocery store - are more retail.

There are a number of design issues discussed in the Staff Report. Mr. Wall asked the applicant

to state the color scheme of the building and roof materials. The current proposal should be compared with the Helmer request/approval for reference purposes. There are 3 building mounted signs proposed - one for each tenant. Sign types are recommended in the Staff Report. Regarding landscaping, the street frontage landscaping requirement is Buffer Yard A (10 foot minimum) along U.S. 42 and Dilcrest Drive. There are some encroachments to the proposed buffer on the west side of the site. This will have to be adjusted. A waiver in the buffer yard will be required in the area where the curb cut is proposed. The state will not allow a curb cut along U.S. 42 to this site. There is some existing vegetation along the southern property line. Mr. Wall recommended that it be kept as part of the landscaping plan. Mr. Wall referred to a lighting condition from the Helmer request, "Site lighting which is located behind the front building line shall be limited to bollard style and low intensity wall mounted fixtures only." Relative to the area between the front building line and U.S. 42, Staff recommends that lighting be contained within the paved area and poles not exceed 12 feet in height. The proposed access will require a modification of the existing landscape island on Dilcrest Drive. Mr. Wall noted that no comments were made from Florence Fire/EMS. In addition, the Kentucky Transportation Cabinet commented that they will need plans and calculations if the developer wants to connect to a state storm sewer system on U.S. 42. The City of Florence also submitted a variety of comments about the proposal and its impact. Finally, Mr. Wall reminded the Board to evaluate the request in relation to the 3 statutory requirements for granting a zone change. If the request is approved, the Future Land Use Map would need to be amended.

At this time, Chairman Rolfsen asked if the applicant was present and wanted to proceed with their presentation? Mr. James Titus, Architect for the project, stated that the concept for the design was to be low impact and have a residential treatment to the area. It has a residential design with a commercial flavor. He passed around an architectural board and a brick sample of the building. Because the building will be an office, it will have low truck plastic containers. It will be oversized garbage cans. The dumpster area can be modified for the 2 office spaces. The lighting will be ground or bench lighting. There are no poles. The lighting areas will be in the landscaping areas. The benches will be 16 inches high and 4-8 feet long in the landscape area. They flood the driveway 16" - 24" high. There is nothing aerial. The signage will be the address and not the name of the business. People can't remember names but they can remember numbers.

At this time, Chairman Rolfsen asked if there was anyone in the audience who wanted to speak in favor or against the request? Mr. Michael King, 110 Dilcrest Drive, stated that he lives directly behind the property in question. He asked if you would like to live next to the site with a 6 foot high redwood fence? What will it do to your property values? The fence isn't big enough. It needs to be at least a 12 foot high fence. He doesn't want to see it. It is hard to get in and out of Dilcrest particularly around Christmas time. He said that sometimes he has to wait 3-4 times or signals before he gets onto U.S. 42. Mr. King stated that Mr. Wall's assessment of the Helmer property is wrong. He volunteered to show Staff two letters from an attorney.

In response to a question from Mr. Costello, Mr. Wilson stated that the settlement was challenged by some neighbors. The Court finally approved the settlement. Mr. King offered to provide letters to the Staff.

Mr. Larry Brown, 8202 Adella Drive, stated that he believed there was still a deed restriction on the property restricting the use to residential. Dilcrest is a unique area. It is about 1 mile from the expressway, 1 mile from the Mall and has 2 cul-de-sacs. It doesn't get a lot of through traffic because locals know it doesn't go anywhere. There are 4 lots west of the site and 3 that wrap around Bentley Drive. He stated that he has a problem with an above ground storm water facility given the nature of Kentucky clay. The pond is located next to a house. Will it handle a 50 year storm? It has the potential of kids entering it and having mosquitos. He preferred a condition of using an underground storage tank. Proper buffering should be applied to the site to allow proper buffering between residential and commercial. Variances in the buffer yard are being requested due to the size of the proposed building. The building is too large for the site. He recommended not using a redwood fence but other material that is more durable. It should be a minimum 8 foot high fence. There is connectivity to the adjoining property to the west. Where will the dumpster go if the driveway aisle connects to the west? Mr. Brown referred to page 167 of the Comprehensive Plan, which refers to undeveloped lots connecting to adjoining lots. Dilcrest Drive currently has a landscape island. It is part of the decorative piece. Originally, there was a subdivision sign in the previous island. It was torn down. He stated that he would like the subdivision sign reinstalled as a way of identifying the location of businesses in the area and the for the residents. A 3 board fence could be installed. If the island will be moved or replaced to widen Dilcrest Drive, he suggested 2 exit lanes leaving Dilcrest. The additional lane would serve the proposed development and any other future development. Currently, only 3-4 cars make it through the intersection at each light. There is a long time for traffic coming from Union to Florence on U.S. 42. They have less time to get out of the subdivision than ever. No electronic signage should be allowed on the property. He doesn't want to see ambient light. All security lighting should be directed down and not at the adjoining property. Under the proposed uses, he objected to the grocery store because of traffic volume. Professional office uses should only be allowed. Large delivery trucks would be a nightmare for the site. He also recommended no restaurants, sandwich shops, drive-throughs, gasoline stations, service stations or athletic centers (e.g. dance studios, karate, etc.) since they draw a lot of traffic. He doesn't want people to park on Dilcrest. Mr. Brown stated that residential uses are still a viable option for the site. Cluster homes could be built and access through alleys. This lot could be combined with others to form a bigger parcel for development. The project as it stands is not appropriate for the area based on traffic, lack of connectivity, storm water management and inadequate buffering. Nothing in the past 2 decades has changed to make the project appropriate. Since there's not a 5,000 square foot building in the subdivision, then the proposed building is out of character with the neighborhood. The proposed building is twice the size of the average home. It doesn't fit in with the neighborhood. Mr. Brown submitted a copy of his testimony (see Exhibit A).

Mr. Don Volland, 8207 Adella Drive, stated that he served on the Urban Forestry Committee and he lobbied for and designed the island. It is a good way of showing the Dilcrest neighborhood is located. He explained that Mayor Whalen contacted him to see what could be done to improve the landscaping on the Dilcrest side since the City's investment on the Mall Road side? Mr. Volland noted that the Urban Forestry Commission has a design and budget for both sides of Dilcrest Drive. He encouraged the developer to work with Urban Forestry Commission on the project. He commended Mr. Titus on the design of the building. He expressed a concern about C-1 zoning. C-1 zoning can invite anything down the road. It is the same owners that own the subject site and properties to the west. If the site gets zoned C-1, it sets the precedent for the other properties to be rezoned to C-1. Anything can be developed - liquor stores, gas stations, etc. What happens

when the tenants go out of business? Hopefully, there is an alternative that everyone can live with in the future.

Chairman Rolfsen reminded everyone that the Planning Commission can strike uses if the applicant agrees to it.

Mr. James Sullivan, 8205 North Dilcrest Drive, noted there is a pole that blocks the vision of people pulling out of Dilcrest Drive. A right turn lane is needed to get out. Traffic just backs up.

Mr. Jim MacFarlene, 8212 North Dilcrest, stated that traffic will not only come from the subject site but also the Helmer site. He mentioned that he was involved in a terrible accident on January 7<sup>th</sup>. His car was totaled as a result of a person running a red light. He noted that he couldn't see because of the obstructions at the corner. He is concerned about new shrubs that may be planted along U.S. 42 that could block the view. Residential is not out of the question. Some of the finest homes in Northern Kentucky face Turkeyfoot Road.

Mr. Patrick Harney, 8189 North Dilcrest, expressed a concern of people cutting through their subdivision to get to Mall Road. He doesn't think the applicant has met the criteria A or B of the reasons for a zone change. The proposed zoning is inappropriate and there haven't been any major changes in the area. The 40 year plan shows the site as residential.

Ms. Sharyn Oliver, 240 W. Dilcrest Circle, stated she was in agreement with the residential possibility. Do we really need businesses, especially at the corner? Do we really need a nail salon on Mall Road? Let's stop and pause and think about the residential use idea.

Ms. Debbie Payne, 20 North Dilcrest, stated that her house actually faces U.S. 42. She has a lot of people who turn around in her driveway. This project will cause more to do it. People fly through the neighborhood to get to the traffic signal. Perhaps Bentley Court could be blocked to avoid additional traffic.

Mt. Pat Atkinson, 117 Dilcrest Drive, stated that if the project should be approved, there has to be a stipulation for employee parking. Otherwise, employees will be parking on Dilcrest Drive.

Ms. Tanya Roberts, 8208 North Dilcrest Circle, expressed a concern about cars turning around on her street and driveway as well as foot traffic. Vehicles are already speeding.

Mr. Vi Phu Ngu, 8105 Harms Hill Drive, stated that the people bought this land and never tried to develop the property residential at all.

Mr. Derek Stith, 14 North Dilcrest, stated that the Helmer site was rezoned years ago and nothing has been done. Something more low impact would be better. Commercial needs to be kept away from the neighborhood.

Mr. Patrick Harney asked if the Staff Report was made available earlier. Mr. Costello responded that they are made available to all the day of the Public Hearing - the public, the applicant and

Board Members. He asked about tearing the other houses down next to the site. Mr. Costello explained that the Building Department handles demolition permits.

Ms. Mary Price, 28 North Dilcrest, asked what is the possibility of the development having an entrance and exit off U.S. 42? Chairman Rolfsen replied that the State won't allow it.

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

Mr. Patton asked if there were different parking requirements for the different uses? Mr. Wall replied the requirements are pretty much the same with the exception of medical offices. It has a slightly higher standard. Usually, it is 4 spaces per 1,000 square feet. Medical office parking requirements are 1 space per 200 square feet of office space. It covers employees and patients.

Chairman Rolfsen asked Staff if the dumpster could be moved? Mr. Wall responded that it can be slid over and it can be reduced in size.

Mr. Costello asked if there was any discussion about a traffic analysis of the proposed project on the neighborhood? Mr. Wall replied there wasn't because of the contemplated office uses and the Helmer development. The proposed uses are a nail salon and medical office uses.

Mr. Harper asked if one could drive through the subject site to get to the area where the houses were recently torn down? Mr. Wall responded yes.

Mr. Shipe asked if all of the lots fronting on U.S. 42 would develop, would the only access be from Bentley Court and Dilcrest Drive? Mr. Costello replied that he didn't know if the State would allow a limited right turn in and out onto U.S. 42 for the entire development. The side streets provide access to the area and there is a traffic signal at Dilcrest Drive.

Ms. Gulick asked if the parking could be relocated in the back of the site in order to eliminate the cut through in the subdivision? Mr. Titus responded that there are setback requirements and they took it to the extreme to meet the requirements. Mr. Wall noted when they previously reviewed the Helmer request, they wanted to keep the activity in front along U.S. 42 versus the back near the residents.

Mr. Costello asked that if the office building was built, is there a scenario that people would turn around in the parking lot instead of the neighborhood? Mr. Wall replied yes. Mr. Costello asked if the proposed curb cut on Dilcrest Drive lined up with the proposed Helmer curb cut? Mr. Wall responded yes as it is pretty close. Mr. Costello asked if there have been any inquiries in developing the Helmer property. Mr. Wall responded not recently.

Mr. Shipe asked how many cars can be stacked at the intersection of Dilcrest Drive and U.S. 42 to the proposed entrance? Mr. Wall replied about 4-5 cars.

Mr. Szurlinski asked if the island would be reduced in size? Mr. Wall replied yes. Mr. Szurlinski asked how much is the landscaping island an impediment where people will turn right and turn

around in the neighborhood? Mr. Wall replied that he didn't think the island would be a problem. The problem might be if there is a back up at the intersection during peak time. People will drive the path of least resistance.

Ms. Gulick asked if the applicant approached the Kentucky Transportation Cabinet about them requiring a modification of the U.S. 42/Dilcrest traffic signal? Mr. Titus replied that he spoke to Mr. Cox of the Highway Department. Seventy-five percent of the people in the neighborhood are gone by 9:00 a.m. when the proposed medical offices open. Likewise, the same figure is used at 5:00 - 6:00 p.m. Ms. Gulick asked if the applicant discussed this matter with the permit department versus the design department at the State Highway Department? She requested that the applicant get a written opinion from the State Highway Department regarding whether they would require a permit with the project. Was there a Traffic Impact Study done with the project? Mr. Titus responded that listening to the comments, the project was designed to be low impact. Everything can be modified. He will contact the State Highway Department and make modifications as to their requirements. Chairman Rolfsen stated that he thinks a Traffic Impact Study will be required. It is being requested now and the City of Florence has requested it. Mr. Costello stated there are problems there now. The people visiting the office uses will have the same problem getting out of the neighborhood during peak times unless improvements are made. The proposed development may cause more problems. There is only one lane leaving the subdivision. Without a second lane, there will be more of a back-up. The Traffic Impact Study will affect the viability of the new businesses locating in the proposed building. Mr. Titus mentioned having 2 lanes in each direction for a certain distance. He said the right-of-way is 60 feet. Mr. Costello noted that a Traffic Impact Study would help everyone understand the problems at the intersection and what could be done to alleviate the existing and potential problems.

Mr. Patton stated that maybe the island could be relocated south as a transition to the residential neighborhood? It would separate the residential from the commercial.

Mr. Lunnemann stated that most of the proposed uses are low impact but the grocery use sticks out. What is the logic in a grocery store? He asked the applicant to review all the C-1 uses and be prepared to strike out the inappropriate uses in order to have low impact uses for the neighborhood. Mr. Titus responded that he could do that and he thought that the grocery store was an additive for the neighborhood. It is not a Kroger but rather a Mom and Pop store. The building size can be modified to 3,000 square feet with 2 offices.

**Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on March 18, 2020 at 5:00 P.M. in the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on April 1, 2020 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 8:42 P.M.**

**APPROVED:**

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**Charlie Rolfsen**  
**Chairman**

**Attest:**

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**Kevin P. Costello, AICP**  
**Executive Director**

Exhibit A - Statement from Larry Brown - March 4, 2020

**COMMISSION MEMBERS PRESENT:**

Mr. Randy Bessler  
Ms. Corrin Gulick  
Mr. Steve Harper  
Mr. Rick Lunnemann  
Mr. Don McMillian  
Mrs. Katie Nolan  
Mr. Kim Patton  
Mr. Charlie Rolfsen, Chairman  
Mr. Bob Schwenke  
Mr. Brad Shipe  
Mr. Tom Szurlinski  
Mr. Steve Turner, Temporary Presiding Officer

**COMMISSION MEMBERS NOT PRESENT:**

Mr. Kim Bunger, Secretary/Treasurer  
Mrs. Lori Heilman  
Mrs. Janet Kegley

**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 second item on the Agenda at 8:43 p.m.

**ZONING MAP AMENDMENT - Kim Patton, Chairman, Todd Morgan, Staff**

2. Request of **Viox & Viox, Inc. (applicant)** for **Domaschko Properties, LLC (owner)** for a Zoning Map Amendment from Commercial Services (C-3) to Industrial One (I-1) for an approximate 6.63 acre tract located at 11061 Dixie Highway, Boone County, Kentucky. The request is for a zone change to allow a construction company.

Staff Member, Todd Morgan, presented the Staff Report, which included a PowerPoint presentation. The site is the former RES Truck Sales property. He described the adjoining land uses and businesses. Fyda Freightliner is located south of the site. The site fronts on Dixie Highway and I-75. The applicant is requesting a zone change from Commercial Services (C-3) to Industrial One (I-1) to allow a contracting company. D-Crane Rental will occupy the property. They own boom Cranes. The cranes are taken to construction sites and operated by employees until job construction is complete. When cranes are not being used, they are brought back to the site for storage or maintenance. The applicant submitted a Concept Development Plan. The existing parking lot would be reworked. The existing looped driveway system would be eliminated. The existing 3,200 square foot office building would be retained. A new 12,000 square foot maintenance storage building is proposed. This building could be expanded by 7,000 square feet in area in the future. The site slopes towards the interstate. Mr. Morgan described the surrounding zoning and showed photographs of the site and adjacent properties. He also showed a photograph of an existing directional sign that was part of a previous variance request. The sign was supposed to have a base but was never installed. The existing grass area would be removed where the maintenance building will be located. Mr. Morgan also showed a photo of the existing free-standing sign. It was limited to 20 feet in height in exchange for a larger directional sign.

The Comprehensive Plan's Future Land Use Map designates the site as Commercial (C) based upon the existing zoning of the property. Other references to the Comprehensive Plan are made on pages 2-4 of the Staff Report. The Staff Report also includes the Zone Change criteria.

In terms of Staff Comments, a Zoning Map Amendment application is required because D-Crane is a building construction contractor. This use is principally permitted in the Industrial One (I-1) district. Staff sent Kentucky Transportation Cabinet an email regarding the application to see if they had any comments regarding the proposed use and access. Staff still had not received any comments at the time the Staff Report was finalized.

Staff would like the applicant or D-Crane to address the following:

- A. Approximately how many employees will work from this site?
- B. The Concept Plan shows that the driveway loop is being removed from the southern part of the property and the adjoining property? Is this correct?
- C. What parts of the parking lot will be paved? Section 3314 of the Boone County Zoning Regulations requires all parking and loading spaces and outdoor storage areas to be paved to provide a durable and dust free surface. The Zoning

Administrator has approved some Waivers when a business has tracked vehicles that will break up pavement.

- D. Where is landscaping proposed? At a minimum, Staff would like to see street frontage landscaping required along both street frontages. This landscaping would need to be located a little further into the site than typical because both street frontages contain overhead utilities.
- E. Will there be any site lighting (light poles or building wall packs) be added on site?
- F. Can building elevations be provided for the proposed building? There is a concern about a blank metal wall.
- G. The Plan indicates that the freestanding sign near the interstate will be reused? Will the existing sign near the Dixie Highway access point be reused?
- H. Is building mounted signage proposed on the maintenance/storage building?
- I. D-Crane had several pieces of machinery and some equipment on site when Staff took pictures of the site. Technically, this is not allowed because the zoning is not in place. Is this machinery and equipment shown in the pictures representative of what would be stored on site? How much machinery and equipment could be expected to be stored outside once the maintenance and storage building was constructed?

Finally, the applicant should address the Zone Change criteria.

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

Mr. Marc Gloyeske, Viox & Viox, Inc. stated that D-Crane Rental started in 2003 and moved to Cummings Drive off old Lexington Pike in 2014. The company provides crane rental services for large scale construction projects throughout Northern Kentucky, Cincinnati, Dayton, Lexington and Louisville. They also have a facility in Georgetown. The company has seen tremendous growth. They have outgrown their space on Cummings Drive and are pursuing a larger site. Mr. Gloyeske introduced his PowerPoint presentation as he showed an aerial of the site. Even though there is commercial zoning in the area, the existing uses are industrial by nature. There is a fence business with outside storage, mobile home sales, the flea market, etc. in the area. The proposed use blends in with the existing uses in the area. The site is 6.63 acres in size and they are requesting I-1 zoning for the proposed use. The Future Land Use Map designates the area for industrial and commercial uses. The site is surrounded by industrial uses on the south and east sides. The interstate is located on the west side of the site. Mr. Gloyeske referred to the Plan 2040 Comprehensive Plan. Goal A of the Economy Element states that "Boone County shall promote a vibrant, diverse and sustainable economy that both recognizes the value of the environment and encourages and incentivizes innovation and prosperity with meaningful employment opportunities." Goal B states that "Boone County businesses are developed in appropriate locations and are

compatible with surrounding land uses.” He also referred to some of the Objectives of the Comprehensive Plan that his client meets. Under Goal A, he felt that his client met Objectives 2, 3 and 9. D-Crane is a regionally based company as they dispatch their vehicles from both of their facilities and travel anywhere in the region. It helps that they locate near an interchange. The rebuilt interchange will help their company have better access to the interstate. It is a small business and one of the Objectives is to promote small businesses in Boone County. It is a Boone County business that is growing. Mr. Gloyeske referred to Goal B and Objectives stated on his PowerPoint presentation. The applicant is utilizing the existing building on the site and improving part of the site next to the interstate. More of the industrial use will be located towards the interstate and the office is located closer to Dixie Highway. Mr. Gloyeske reviewed the submitted Concept Development Plan. He is recommending more landscaping on the site. They will utilize what landscaping is on the site and then fill in the gaps. The proposed building will be a pre-engineered metal frame building with metal siding. The final color has not been determined but will utilize earth tones such as the ones shown. It will be similar to the fence company next door. The number of employees will vary by day and where the company has their jobs. The minimum number of employees at the Richwood location will be 10 and at most 20. The applicant is proposing 30 parking spaces. The existing loop road will be removed and they will install new pavement for the new facility and parking. The vehicles will be parked on pavement and not gravel. It most likely will be concrete. Lighting on the site will be wall packs. They may be able to provide building elevations at the Committee Meeting but emphasized the examples he previously showed. The existing interstate sign will remain. The applicant does not plan to use the existing Dixie Highway sign since it is not a type of business that attracts customers. They plan on putting building mounted signage on the interstate side. They are open to discussing the size of it. They don't expect to store any machinery/equipment outside due to the construction of the new building. Also, a lot of the equipment will be at construction sites. The proposed building can hold a minimum of 6 cranes and a maximum of 10 cranes. Mr. Gloyeske stated while the proposed use doesn't meet the Future Land Use Map designations, the request meets several of the Goals and Objectives of the Comprehensive Plan.

Chairman Rolfsen asked if any maintenance activities occurred in the proposed building? Mr. Gloyeske responded yes. The building will be used for maintenance and storage. Chairman Rolfsen asked why are there cranes on the site now when the zone change request has not been approved? Mr. Gloyeske replied that the owner purchased the site and their existing site is crowded. The owner wants to clean up the site for his business. Chairman Rolfsen asked if he was driving down I-75 would he see a crane raised with a sign dangling from its boom? Mr. Gloyeske responded that he would not.

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

Mr. McMillian asked where the business is located now? Mr. Gloyeske replied that the business is located off Cummings Drive near Old Lexington Pike.

Ms. Gulick asked if the owner has contacted adjoining property owners about the shared access? Mr. Gloyeske responded no and he would investigate if further if necessary.

Mr. Schwenke complimented the owner by noting that there cranes are painted and look good. They look sharp and he doesn't have a problem with them parked outside.

Mr. Patton stated that he supported redeveloping the site. He asked the applicant to look at the Fyda Freightliner site as an example of how to clean up a site. More details on the landscaping and building elevations would help since the site is a gateway into town. Also, he asked the applicant to look at the I-1 uses to determine which uses could be struck. While he is supportive of the proposed business, another I-1 use could be an issue in the future. He thought there would be a condition about outside storage or a "boneyard."

Mr. Rob Domaschko, owner of D-Crane, replied that it is a family owned business. He wants to relocate from Old Lexington Pike to a bigger site and to avoid crossing a railroad line. It is an agricultural area turning into an industrial area. The area is not quite ready. His business is growing and more cranes could come. Mr. Patton expressed a concern that the site doesn't become a scrap yard. Mr. Domaschko reassured him that it would not become one. Mr. Patton stated that if part of the site was a boneyard, it should be sufficiently screened from the public.

Mr. Turner asked if the widening of U.S. 25 affected the project site? Mr. Gloyeske replied that he was aware of the project but wasn't sure of the impact. If it did impact it, it would only move their entrance back.

**Seeing no further questions or comments from the audience, Chairman Rolfsen announced that the Committee Meeting for this item will be on March 18, 2020 at 5:00 P.M. in the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on April 1, 2020 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 9:12 P.M.**

**APPROVED:**

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**Charlie Rolfsen**  
**Chairman**

**Attest:**

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**Kevin P. Costello, AICP**  
**Executive Director**