

**BOONE COUNTY PLANNING COMMISSION  
VIA LIVE VIDEO TELECONFERENCE  
BURLINGTON, KENTUCKY  
PUBLIC HEARING  
AUGUST 5, 2020  
7:30 P.M.**

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Chairman Rolfsen opened the Public Hearing at 7:35 p.m. and welcomed everyone to the Planning Commission's August 5, 2020 Public Hearing via Live Video Teleconference.

**COMMISSION MEMBERS PRESENT:**

Mr. Randy Bessler  
Ms. Corrin Gulick  
Mr. Steve Harper  
Mrs. Lori Heilman  
Mrs. Janet Kegley  
Mr. Rick Lunnemann  
Mrs. Katie Nolan  
Mr. Kim Patton, Vice Chairman  
Mr. Charlie Rolfsen, Chairman  
Mr. Bob Schwenke  
Mr. Brad Shipe  
Mr. Tom Szurlinski

**COMMISSION MEMBERS NOT PRESENT:**

Mr. Kim Bunger, Secretary/Treasurer  
Mr. Don McMillian  
Mr. Steve Turner, Temporary Presiding Officer

**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. John Harney, GISP, GIS System Administrator

Chairman Rolfsen introduced the only item on the Agenda at 7:35 p.m.

**ZONING MAP AMENDMENT - Kevin Wall, Staff**

1. Request of **Arlington Properties (owner by contract)** for a Zoning Map Amendment from Commercial Two/Planned Development/Houston-Donaldson Study Corridor Overlay (C-2/PD/HDO) zone to Urban Residential Two/Planned Development/Houston-Donaldson Study Corridor Overlay (UR-2/PD/HDO) zone for a 20.484 acre site located on the northwest corner of the Houston Road/Turfway Access/Charles R. Callen Drive intersection, and north of the property at 4885 Houston Road, Florence, Kentucky. The request is for a zone change to allow a multi-family residential development.

Staff Member, Kevin Wall, presented the Staff Report, which included a PowerPoint presentation. It is a Zoning Map Amendment request from C-2/PD/HDO to UR-2/PD/HDO for a 20 acre parcel. This site is located at the corner of Houston Road and the Turfway Access Road. The site was subject to a zone change request in 1990. It was part of the Turfway Square Concept Development Plan for 123 acres. The proposed use at that point was an entertainment/mini-convention center. Currently, it is a vacant lot with some vegetation on the western side of the property. The site adjoins Turfway Park Racetrack and the former Marydale property. The 2040 Future Land Use Map designates the site as Commercial (C). The site slopes downward from the Houston Road frontage. About one-half of the subject site is in the 55 DNL Noise Contour.

The proposal shows 320 apartment units in seven buildings. Buildings #1 and #5 are 4 story with double loaded corridors. Buildings #6 and #7 are 3 story with garages. The density of the proposed project is 15.62 dwelling units per acre. Access to the site is from Turfway Access Road. It aligns with the existing access to the Houston Commons development. The existing wooded area on the western side of the site will be retained. The amenities proposed for the site include a pool area, an open space courtyard and an unspecified amenity. Mr. Wall noted that the applicant submitted building prototypes from other developments. A concept for free standing signage has been developed. It includes 3 distinguished panels. Proposed exterior finishes for the buildings will include fiber cement lap siding, trim and cement panels. The main roof material will be architectural roof shingles. Accent materials, in limited quantities, will include manufactured stone or brick veneer and metal roofing. Mr. Wall showed photos of the subject site and adjoining properties.

References to the Comprehensive Plan, the Houston-Donaldson Study and the County Transportation Plan are made in the Staff Report on pages 3-9. In regard to Staff Comments, the Land Use Element references the Houston-Donaldson Study. The site is lumped together with the recreational use at Turfway Park and the original plan for an entertainment/mini-convention center. The Houston-Donaldson Study also suggests a mixed use similar to what is mentioned for the former Marydale site - residential, office, green space and small scale commercial. Mr. Wall mentioned the 11 criteria in evaluating the proposed project in relation to the Planned Development(PD) overlay criteria. The proposed project involves only one use but it can be part of a mixed use in the context of a larger area. Mr. Wall suggested areas on the site for improved pedestrian and bus access. It is also recommending to have shared access with adjoining property. In terms of compatibility of uses, Mr. Wall highlighted building architecture,

landscape/buffering, lighting, open space and multi-modal transportation requirements. About 50% of the site is impervious. He recommended more detailed information about the street frontage landscaping along Houston Road and the Turfway Road Access. Mr. Wall stated that the building design should relate to neighboring facades and should include details about facade composition, building materials, building colors and signage. Signage should reflect the architectural theme. He referred to the requirements of page 15 of the Staff Report. It is recommended that transportation connections be made to adjoining properties. Mr. Wall referred to comments received from outside agencies including the City of Florence and the Kentucky Transportation Cabinet. No comments have been received from the Boone County School District.

In conclusion, the Boone County Planning Commission and the Florence City Council need to evaluate the application in terms of the Our Boone County Plan (the adopted Comprehensive Plan), 2013 Houston-Donaldson Study, Article 15 "Planned Development District" of the Boone County Zoning Regulations, and the potential impacts of the existing and planned uses in the area. The Future Land Use Map will need to be amended to reflect Urban Density Residential uses on the site if this request is approved.

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

Mr. William Morris referred to his PowerPoint presentation. He stated that his company, Arlington Properties, is a 50 year old multi-family developer based in Birmingham, Alabama. They build Class A multi-family housing. They construct and manage their own properties. They mostly own properties in the southeast and some in the Midwest - Columbus, Ohio. Currently, they have 8 projects under construction. What brought him to the Northern Kentucky area is jobs and the population growth. His company has one project in Dayton, Kentucky. There is another project in Covington that will break ground in the Fall. He mentioned that he has been looking for land in Boone County for the past 3 ½ years. The site in question has good access to jobs, walkable services and local amenities. There is also a strong demand for this type of housing. The supply of this type of housing is low now.

Mr. Brock MacKay, Viox & Viox, Inc., stated that the corridor already has a lot of commercial businesses. This is an opportunity to introduce some high density residential units in the area. The units will be located close to Turfway Park. The Comprehensive Plan suggests the placement of higher density residential in area where there is a high demand for job growth. Areas #6 and #7 of the Houston-Donaldson Study discusses mixed use development and housing options close to employment locations in and around the Airport. The proposed apartments will be 1, 2 and 3 bedrooms in size. There is a total of 587 parking spaces. Mr. MacKay showed a draft building elevation with natural tone colors. The 4 story building facades will be broken up. All signage will be custom made. Because the site slopes downward from Houston Road, the parking will not be as noticeable.

Mr. Morris emphasized that all of their projects are different but they have the same starting point. There are a number of gathering places around each building for the benefit of the residents to get to know each other. Building #5 at the corner is prominently shown. It is a very important time to shop, live or visit the new race track. A streetscape was developed as one turns into the site. The clubhouse building is seen at the end of the street. A central pool amenity space will be created

and a large lawn area. They will offer a dog park and fire pit areas. Sidewalks will be installed throughout the development. Because of the slope of the site, one will be able to see the large green buffer and the racetrack beyond the buffer.

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 the applicant only showed one access into the site? Mr. Morris replied yes. He asked why the applicant was allowing parking on the side of the street where the main entrance was located? That might be difficult for fire trucks and other vehicles entering the site. Mr. Morris replied that it might be a valid concern. The reason why they are showing it was because it was more like a "look" than anything. It looks more like a downtown streetscape setting.

Mr. Costello inquired whether there could be a shared access off Houston Road in order to provide a second access point? Mr. MacKay responded that there is no new plan on the Marydale site. He stated that the applicant would be open to wherever the adjoining property owner has a road. Mr. Costello noted that both property owners would benefit from the street connection. Mr. Morris stated that he would explore this idea with the adjoining property owner.

Chairman Rolfsen asked if the retention pond shown on the plan will be built there and hold storm water for the entire site? Mr. Morris replied yes that it is considered a landscape and storm water feature.

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

Mr. Patton stated that the Houston-Donaldson Study is very particular with facades and Building #5 is the center point for the development. We need to see the facades for the east and south sides of that building. The facades for Building #1 and #2 are also important because they face Houston Road. He also noted that the streetscape is very important. The new Turfway Park will be a regional draw and visitors will pass by this development. Perhaps a two rail horse fence could be installed as it will give a clue that you are arriving at a special area close to Turfway Park. Perhaps part of the retention pond/lake could be part of a regional system for the owner of the Marydale site in exchange for a secondary access? Mr. Patton asked Staff to determine if the Houston Road corridor will show an increase in TANK Services in accordance with their new Master Plan? He expressed support for increased density in the area to support bus service. Mr. Patton asked what is the projected need for apartments in the Florence area relative to Phase 1 and Phase 2 of the Amazon project? Signage is important but it should be consistent with the area being a regional draw. It would be good to get a cross-section of what the site would look like facing Turfway Park? With over 600 cars on the site, the applicant will need another access point. If the developer would like to develop the main boulevard, he recommends that the applicant add 2 more buildings. That would add more of a pedestrian character. Two buildings don't make it look like a promenade like four buildings would as a more complete development.

Mr. Lunnemann asked what improvements are planned for the Turfway Access Road? Will it become a public road or will it remain as a private road? Mr. Lunnemann also mentioned the need to extend sidewalks to Houston Road and to the Turfway Access Road.

Mr. Schwenke felt that a project that large will need 2 entrances, especially because of the height of the proposed buildings. They will need ladder trucks. Mr. Schwenke disagreed with allowing parking on the street near the main entrance.

Mr. Wall replied that he did not have any housing demand figures. There is no plan to make the road public now or make any improvements. The road is actually located on the subject property. It has an easement to allow access to the adjacent properties. Mr. Wall stated that he was not aware of the latest TANK Master Plan recommendations. There are current TANK routes/stops on Houston Road along with a Park & Ride lot. There is a recommendation from the County Transportation Plan of a large TANK route that goes to the Target parking lot and to Turfway Park. Mr. Patton asked Staff to check the TANK Master Plan to make sure the route is saved.

Chairman Rolfsen asked what was the typical monthly rent forecasted for the proposed units considering the possible demand by Amazon employees? Mr. Morris replied that the monthly rent range would be from \$1,000 to 1,750. Chairman Rolfsen inquired on whether the amenities will actually be installed at the Florence location? Mr. Morris responded yes. Those items would be shown on the final drawings.

**Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on August 19, 2020 at 5:00 P.M. via Live Video Teleconference. This item will be on the Agenda for the Business Meeting on September 2, 2020 at 7:00 p.m.** If someone wants to observe the Committee Meeting please contact the office and provide the necessary information for logging into the meeting. The Chairman closed the Public Hearing at 8:38 p.m.

**APPROVED:**

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**Charlie Rolfsen**  
**Chairman**

**Attest:**

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