



10. Proposed Use(s) on Site: A new Church and related support activities
11. Total Square Footage of Existing and/or Proposed Buildings: 39,000 sqft
12. Current Zoning: A-2
13. Book 970 1132 774 979 2069  
Deed Book Page Group Number
14. Is the site subject to a zone change:  Yes  No  
If yes, date of approval: \_\_\_\_\_
15. Have you submitted a Site Plan with this request:  Yes  No
16. Have you submitted a list of adjoining property owners with this request:  Yes  No
17. I, or we, understand and agree that this application and drawing(s) are being filed in accordance with the Boone County Zoning Regulations.

Property Owner's Signature: 

Applicant's Signature: 

**SECTION B:** (To be completed by Planning Commission staff)

1. Date Received: 12/20/2024 Fee Received: \$766.00 Receipt #: 91843

2. Is application complete: \_\_\_\_\_

3. Staff Reviewer: M. Schwartz

4. Scheduled Board Action Date: 2/12/2025

5. Board Action: 2/12/2025

\_\_\_\_\_ Approved

Approved with Conditions (see #6)

\_\_\_\_\_ Denial (See #7)

6. Conditions of Approval: See Attached, Minutes, & CLUR

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. Reasons for Denial: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Boone County Planning Commission  
Boone County Administration Building  
2950 Washington Street, Room 317  
P.O. Box 958  
Burlington, Kentucky 41005  
Phone: 859-334-2196  
[plancom@boonecountyky.org](mailto:plancom@boonecountyky.org)  
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## CONDITIONS OF APPROVAL

APPLICANT: Elevar Design Group, per Kimberly D. Patton on behalf of First Church of Christ

LOCATION: 887 Hicks Pike, Boone County, Kentucky

ZONING: Agricultural Estate (A-2)

DATE: February 12, 2025

1. A Buffer Yard A width/landscaping shall be provided along the perimeter of the site.
2. A Traffic Impact Analysis shall be prepared by the property owner three (3) years after this approval date and any warranted off-site improvements shall be constructed by the property owner at their expense.
3. A thirty (30) foot area along the west and south property lines shall be designated as a no disturb area.
4. An architectural survey shall be conducted documenting the history of the property, as well as photographs of the current condition of all buildings. While the surveys do not have to be submitted for state review, the selected consultant should meet the Standards of the Secretary of the Interior and follow all architectural survey guidelines.
5. The property owner/developer shall consult with the Boone County Planning Commission staff regarding the best approach to salvage as much of the structure(s) on the site as possible.

## STAFF REPORT

#1

APPLICANT: Elevar Design Group, per Kimberly D. Patton on behalf of First Church of Christ

LOCATION: 887 Hicks Pike, Boone County, Kentucky

ZONING: Agricultural Estate (A-2)

DATE: February 12, 2025

### PROPOSAL

- A. The submitted request is a Conditional Use Permit to allow the construction of an approximate 39,000 square foot church building and associated site improvements.

### SITE HISTORY

- 1980 The original Boone County zoning regulations identified the site as being within the A-2 district.
- 2019 On May 24, 2019, the Boone County Planning Commission approved a Conveyance Plat creating the lot in question.

### APPLICABLE REGULATIONS

- A. Section 202.C of the Boone County Zoning Regulations states that one of the duties of the Board of Adjustment is to grant conditional uses permits to allow the proper integration into the community of uses which are specifically named in the zoning regulations which may be suitable only if specific locations in the district and only if certain conditions are met.
- B. The Board should evaluate the request as it relates to the criteria necessary for granting a Conditional Use Permit as stated in Section 205.H of the Boone County Zoning Regulations.
1. Findings listed in Section 205.H (Findings for all Conditional Uses):
    - a. Will be harmonious with and in accordance with the general objectives, or with any specific objective of the County's comprehensive plan, a specific corridor plan and/or the zoning order.
    - b. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and shall not change the essential character of the same area.
    - c. Will be hazardous to existing or future neighboring uses.
    - d. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services.
    - e. Will create excessive additional requirements at public cost for public

- facilities and services and will be detrimental to the economic welfare of the community.
- f. Will involve uses, activities, process, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, dust, fumes, glare or odors.
  - g. Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares.
- C. Section 505.1 of the Boone County Zoning Regulations identifies 'Religious Assembly' as a Conditional Use within the A-2 district.
- D. Section 602. A of the Boone County Zoning Regulations states that "The purpose of the Agricultural Estate district is to provide for low density residential development and on a limited basis agricultural uses or agricultural related uses in the context of a rural environment."
- E. Section 4000 of the Boone County Zoning Regulations defines 'Religious Assembly' as follows: Religious services involving public assembly such as customarily occurs in synagogues, temples, mosques, and churches. Such facilities may secondarily provide social or community services such as counseling, childcare, senior services, and educational programs.

#### RELATIONSHIP TO THE COMPREHENSIVE PLAN

- A. The Our Boone County Plan 2040 Future Land Use Plan designates the site for "Suburban Density Residential" uses, which is described as single-family housing of up to four units per acre.
- B. The following Our Boone County Plan 2040 Goals and Objectives apply to this application:
- 1. Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of neighbors and the community (Overall Goal A, Objective 4).
  - 2. Development policies shall not discriminate against any person (Demographics Goal A, Objective 1).
  - 3. Promote quality of life amenities to retain current residents and attract new residents in order to have a stable and diversified population (demographics Goal A, Objective 3).
  - 4. Provide appropriate services, housing, employment, and shopping opportunities in order to meet the needs of the population in all geographic areas of the County (Demographics Goal A, Objective 4).
  - 5. Boone County shall seek a combination of land uses that balances revenues generated from those uses with the expenditures required to support them (Economy Goal A, Objective 8).
  - 6. Public facilities and services shall be in locations that are accessible to the population being served (Public Facilities Goal A, Objective 7).

- C. Hicks Pike is a county maintained collector street, providing for two way traffic within two driving lanes. There are no sidewalks along the roadway.

#### SITE CHARACTERISTICS

- A. The approximate 16.5 acre area is located along the south side of Hicks Pike, approximately nine hundred (900) feet west of Richwood Road.
- B. The site has approximately seven hundred eighty (780) feet of frontage along Hicks Pike.
- C. Access to the site is currently provided by a single curb cut onto Hicks Pike.
- D. The site is currently vacant with a heavy tree line along the south and west property lines.
- E. Topographically, the site rises twenty (20) feet from Hicks Pike and then drops forty (40) feet to the south property line.

#### SURROUNDING LAND USES AND ZONING

- North: Detached single-family residential dwellings (SR-1)
- South: Detached single-family residential dwellings and agricultural land (A-2)
- East: Detached single-family residential dwellings and a power sub-station (A-2)
- West: Detached single-family residential dwellings and agricultural land (A-2)

#### PROPOSED DEVELOPMENT

- A. The applicant is proposing the following:
  - 1. An approximate 39,000 square foot, two-story building to include a 531 seat chapel/auditorium, gym, classrooms, and future expansion area.
  - 2. Off-street parking area for 188 vehicles.
  - 3. One curb cut onto Hicks Pike.
  - 4. Outdoor gathering spaces.
  - 5. An outdoor athletic field.
  - 6. A concession/relief station.
  - 7. A pedestrian path.
  - 8. A stormwater detention area.

#### STAFF COMMENTS

- A. The applicant has submitted a Traffic Impact Analysis which indicates that no roadway improvements are recommended in order to allow the roadway network to operate under acceptable conditions.
- B. The proposed building will be set back:

1. Approximately 270 feet from the front property line.
  2. Approximately 525 feet from the rear property line.
  3. Approximately 65 feet from the side property line adjacent to the power sub-station.
  4. Approximately 330 feet from the east side property line adjacent to the existing single-family residential dwellings.
  5. Approximately 195 feet from the west side property line.
- C. Staff sent out an Agency Memo to the Boone County Building Department, Community Development Division, Boone County Public Works Department, Boone County Water District, SD1, and the Walton Fire District.
1. Bridget Striker, Community Development Division, replied that the property in question contains two historic resources, BE204: a single pen log house dating between 1800 and 1824 and GRP03 The Collins Dairy Farm dating between 1925 and 1949, which is a complex spread between the project area and 891 Hicks Pike to the west. Both the BE204 log house and the root cellar (dated to the 1800s) are of particular interest due to their age. I am recommending photo documentation of both historic structures, and I am willing to undertake that effort if I am given permission to visit the site. I understand the log house was likely rebuilt/relocated at some point and is not necessarily in its original location on the property. The property was once owned by enslavers and the log house is typical of slave dwellings in the Northern Kentucky region. For this reason, steps should be taken to salvage as much of the structure as possible, with the understanding that it will likely be removed from the project area. I can coordinate salvage activities with the applicant.
  2. Charlie Alexander, Walton Fire Protection District, replied that he had no comments.
- D. Should the Board take action to approve the submitted requests, Staff is suggesting the following conditions be considered as part of that action:
1. Buffer Yard A width/landscaping shall be provided along the perimeter of the site.
  2. An exclusive left-turn lane shall be constructed on Hicks Pike.
  3. A thirty (30) foot area along the west and south property lines shall be designated as a no disturb area.
  4. An architectural survey shall be conducted documenting the history of the property, as well as photographs of the current condition of all buildings. While the surveys do not have to be submitted for state review, the selected consultant should meet the Standards of the Secretary of the Interior and follow all architectural survey guidelines.
  5. The property owner/developer shall consult with the Boone County Planning Commission staff regarding the best approach to salvage as much of the structure(s) on the site as possible.

CONCLUSION

- A. KRS 100.237 and Section 202.C of the Boone County Zoning Regulations give the Boone County Board of Adjustment and Zoning Appeals the authority to act on the Conditional Use Permit request.

Respectfully Submitted,



Michael D. Schwartz  
Director, Zoning Services

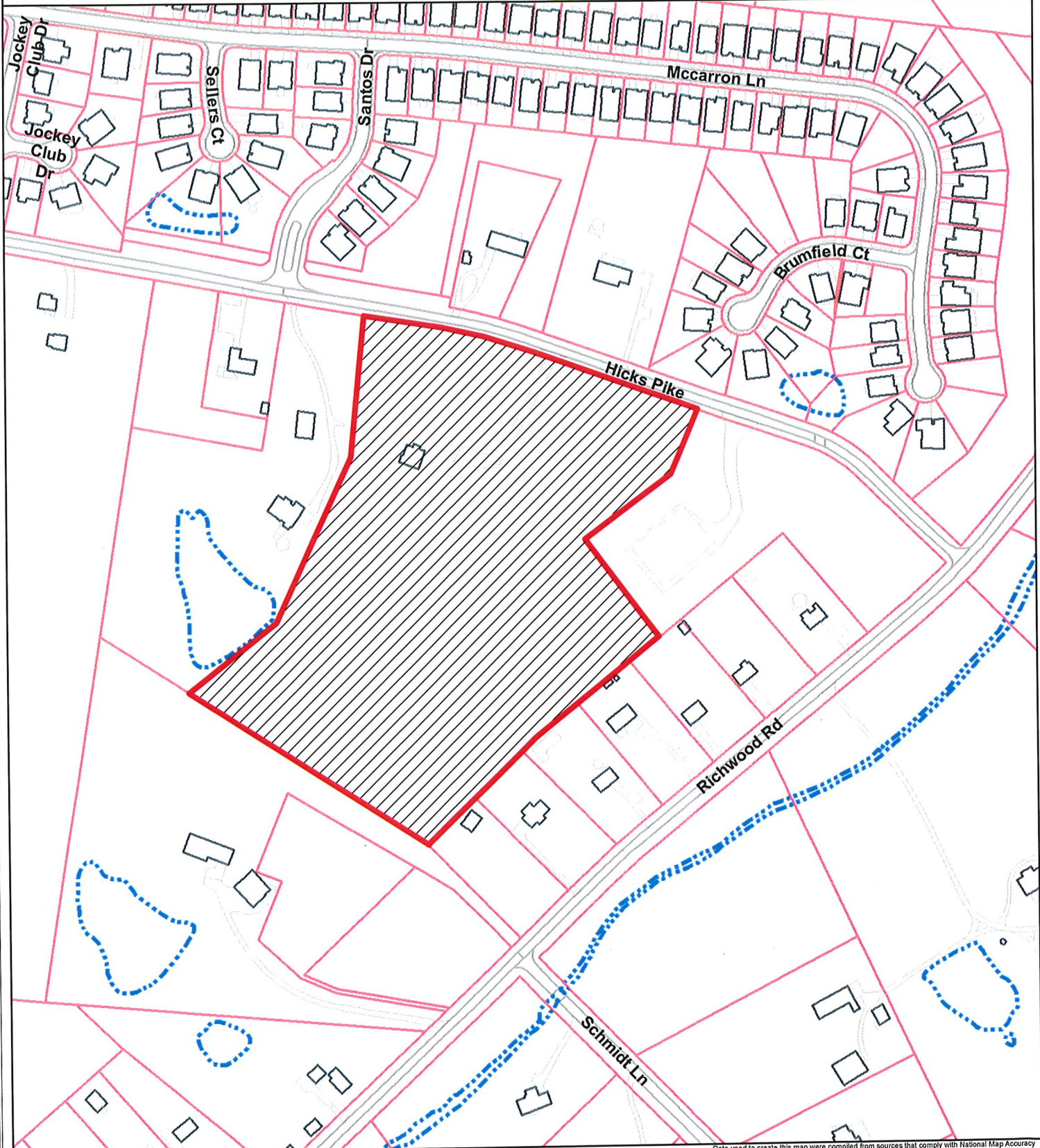
MDS/ss

Attachments

- \*Vicinity Map
- \*Aerial Map
- \*Topographic and Floodplain Map
- \*Zoning Map
- \*2040 Future Land Use Map
- \*Application
- \*Traffic Impact Study
- \*Concept Development Plan

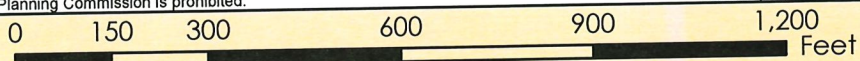
# Vicinity Map

[www.boonecountygis.com](http://www.boonecountygis.com)



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1 inch = 300 feet



**Boone County GIS - Putting Northern Kentucky on the Map**



Map Created: xx/xx/2022

State Plane: Kentucky North MGRS 1811  
ArcMap Document: \*.mxd

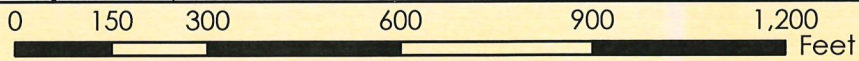
# Aerial Map

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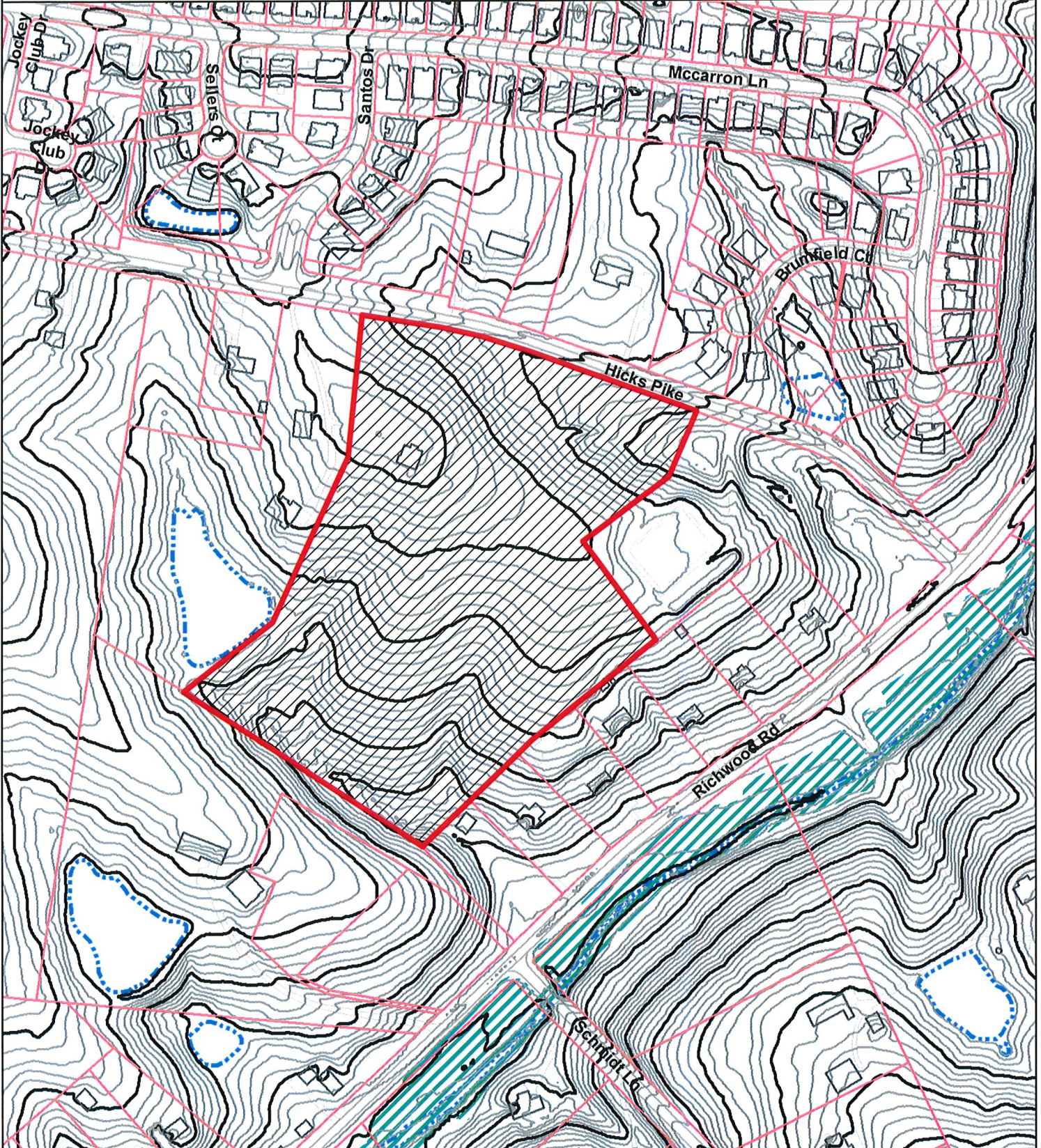
**Boone County GIS - Putting Northern Kentucky on the Map**

Map Created: xx/xx/2022

Boone County GIS  
ArcMap Document: \*.mxd

# Topographic and Floodplain Map

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0 150 300 600 900 1,200 Feet

1 inch = 300 feet



**Boone County GIS - Putting Northern Kentucky on the Map**

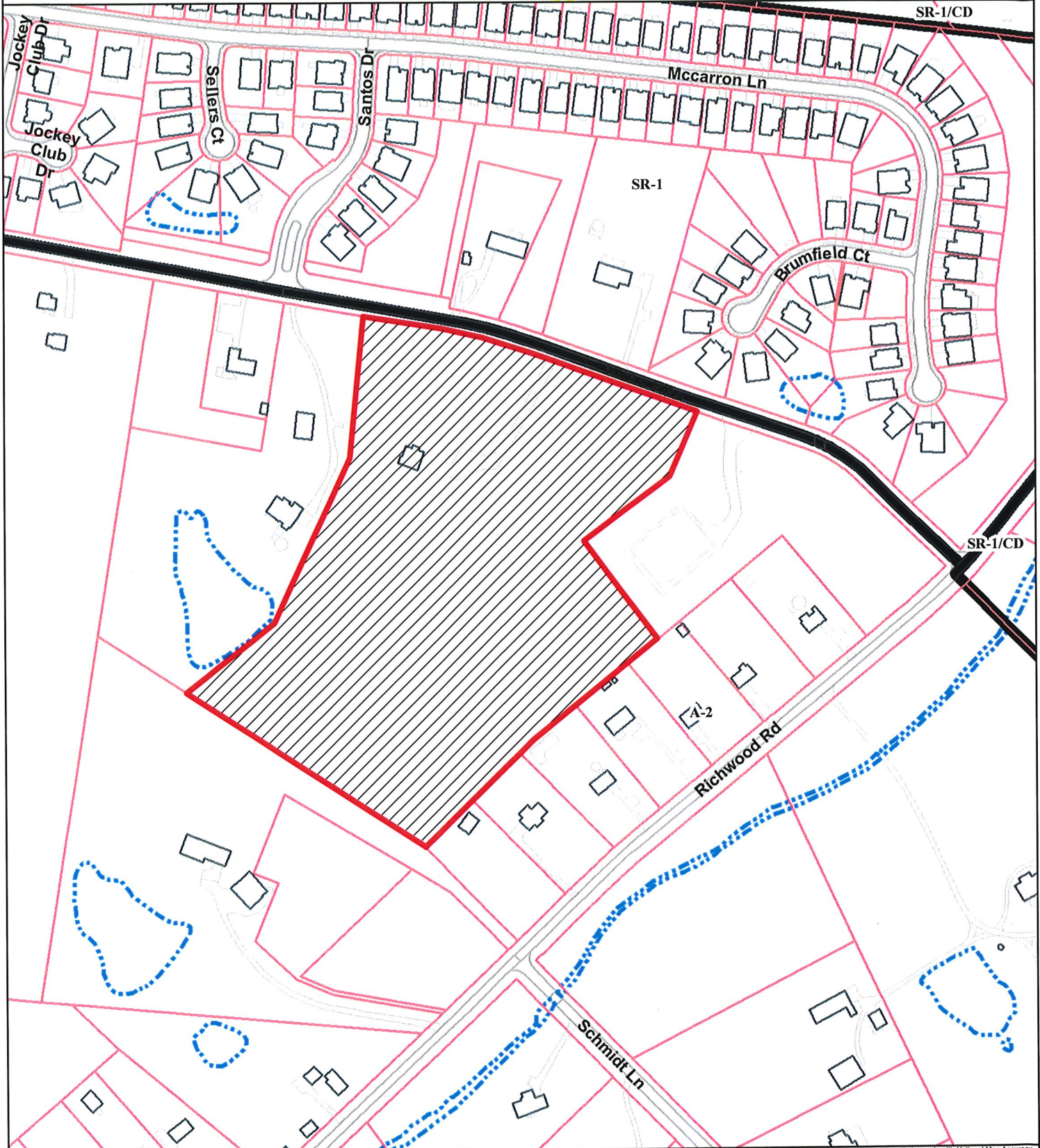


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ArcMap Document: \*.mxd

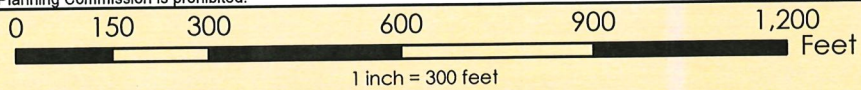
# Zoning Map

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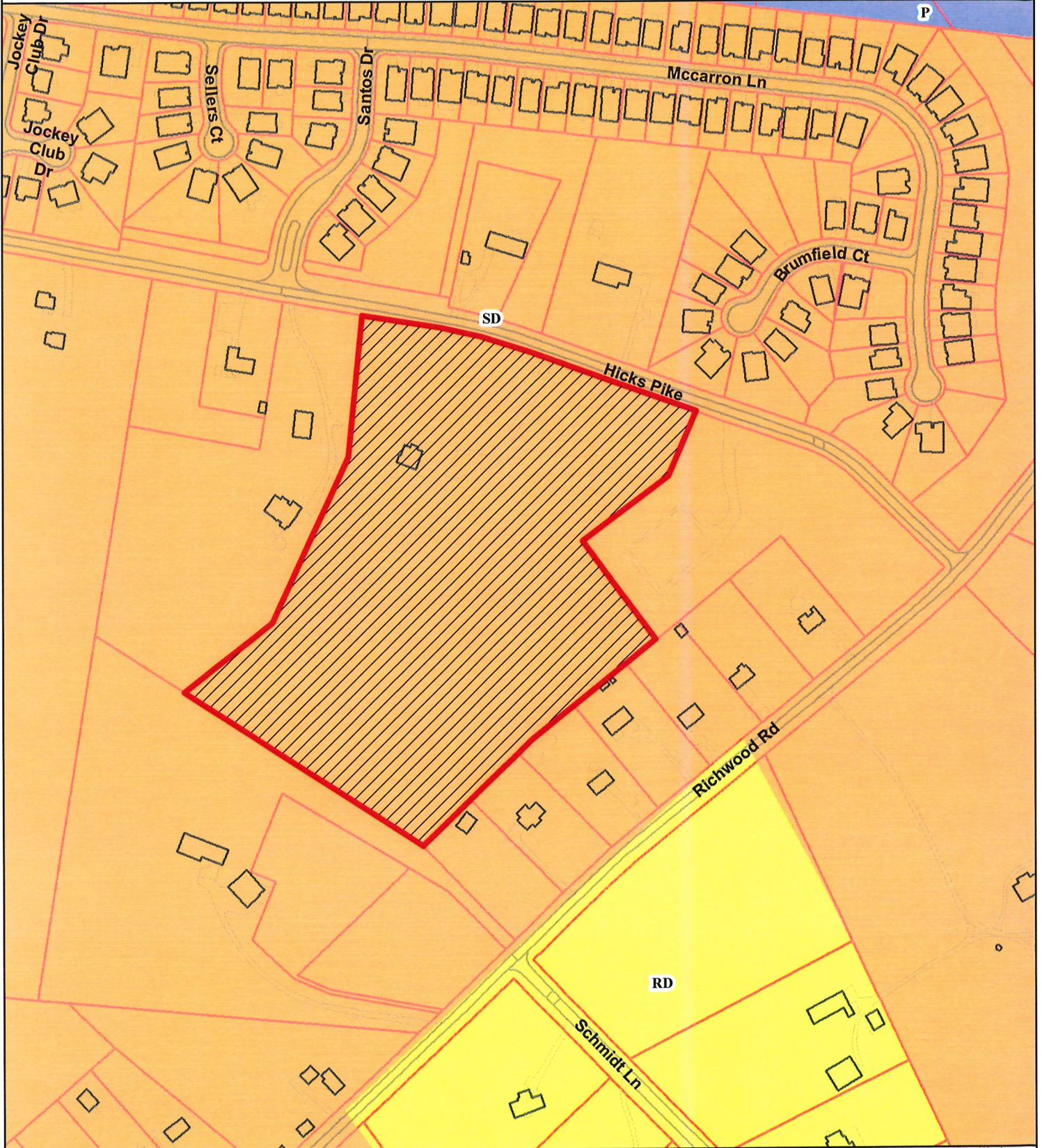
**Boone County GIS - Putting Northern Kentucky on the Map**

Map Created: xx/xx/2022

Map File: F:\GIS\Map\North K43 1123  
ArcMap Document: \*.mxd

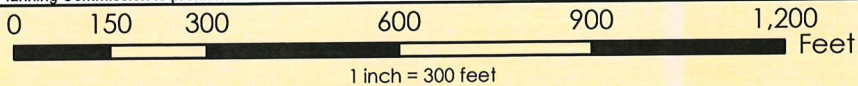
# 2040 Future Land Use Map

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**Boone County GIS - Putting Northern Kentucky on the Map**



Map Created: xx/xx/2022

State Plane: Kentucky North NAD 83  
ArcMap Document: \*.mxd

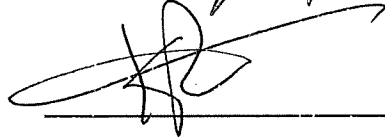


10. Proposed Use(s) on Site: A new Church and related support activities
11. Total Square Footage of Existing and/or Proposed Buildings: 39,000 sqft
12. Current Zoning: A-2
13. Book-970 1132 774 979 2069  
Deed Book Page Group Number
14. Is the site subject to a zone change:  Yes  No  
If yes, date of approval: \_\_\_\_\_
15. Have you submitted a Site Plan with this request:  Yes  No
16. Have you submitted a list of adjoining property owners with this request:  Yes  No
17. I, or we, understand and agree that this application and drawing(s) are being filed in accordance with the Boone County Zoning Regulations.

Property Owner's Signature:



Applicant's Signature:



**SECTION B:** (To be completed by Planning Commission staff)

1. Date Received: 12/20/2024 Fee Received: \$700.00 Receipt #: 91843

2. Is application complete: \_\_\_\_\_

3. Staff Reviewer: \_\_\_\_\_

4. Scheduled Board Action Date: \_\_\_\_\_

5. Board Action: \_\_\_\_\_

\_\_\_\_\_ Approved

\_\_\_\_\_ Approved with Conditions (see #6)

\_\_\_\_\_ Denial (See #7)

6. Conditions of Approval: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

7. Reasons for Denial: \_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

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# Proposed First Church of Christ Traffic Impact Study Walton, KY

Prepared for  
Contour Collaborative

December 2024



# Table of Contents

<b>Introduction</b>	<b>1</b>
<b>Project Vicinity Map (Map 1)</b>	<b>2</b>
<b>Zoning Map (Map 2)</b>	<b>3</b>
<b>Existing Conditions</b>	<b>4</b>
<b>Regional and Local Access</b>	<b>4</b>
<b>Base Traffic Volumes (existing condition)</b>	<b>5</b>
<b>Background Traffic Volumes</b>	<b>5</b>
<b>Methodology</b>	<b>5</b>
<b>Trip Generation and Projected Traffic Volumes</b>	<b>6</b>
<b>Site Trip Generation</b>	<b>6</b>
<b>Site Layout (Map 3)</b>	<b>7</b>
<b>Trip Distribution</b>	<b>8</b>
<b>Intersection Analysis</b>	<b>8</b>
<b>Additional Study Items</b>	<b>13</b>
<b>Conclusions &amp; Recommendations</b>	<b>14</b>
<b>Appendix</b>	
<b>Table 1. Unsignalized LOS</b>	<b>4</b>
<b>Table 2. Trip Generation Table</b>	<b>5</b>
<b>Table 3. 2025 Level of Service Summary</b>	<b>7</b>
<b>Table 4. 2025 Queue summary</b>	<b>8</b>
<b>Table 5. 2035 Level of Service Summary</b>	<b>8</b>
<b>Table 6. 2035 Queue summary</b>	<b>9</b>
<b>Table 7. Turn Lane Warrant Summary</b>	<b>15</b>

## INTRODUCTION

This traffic study was undertaken to assess the traffic impact of a proposed development in Boone County, Kentucky, in the City of Walton. The development will be located along the south side of Hicks Pike to the west of Richwood Rd. The vicinity map (Map 1) displays the location of the proposed development and study area.

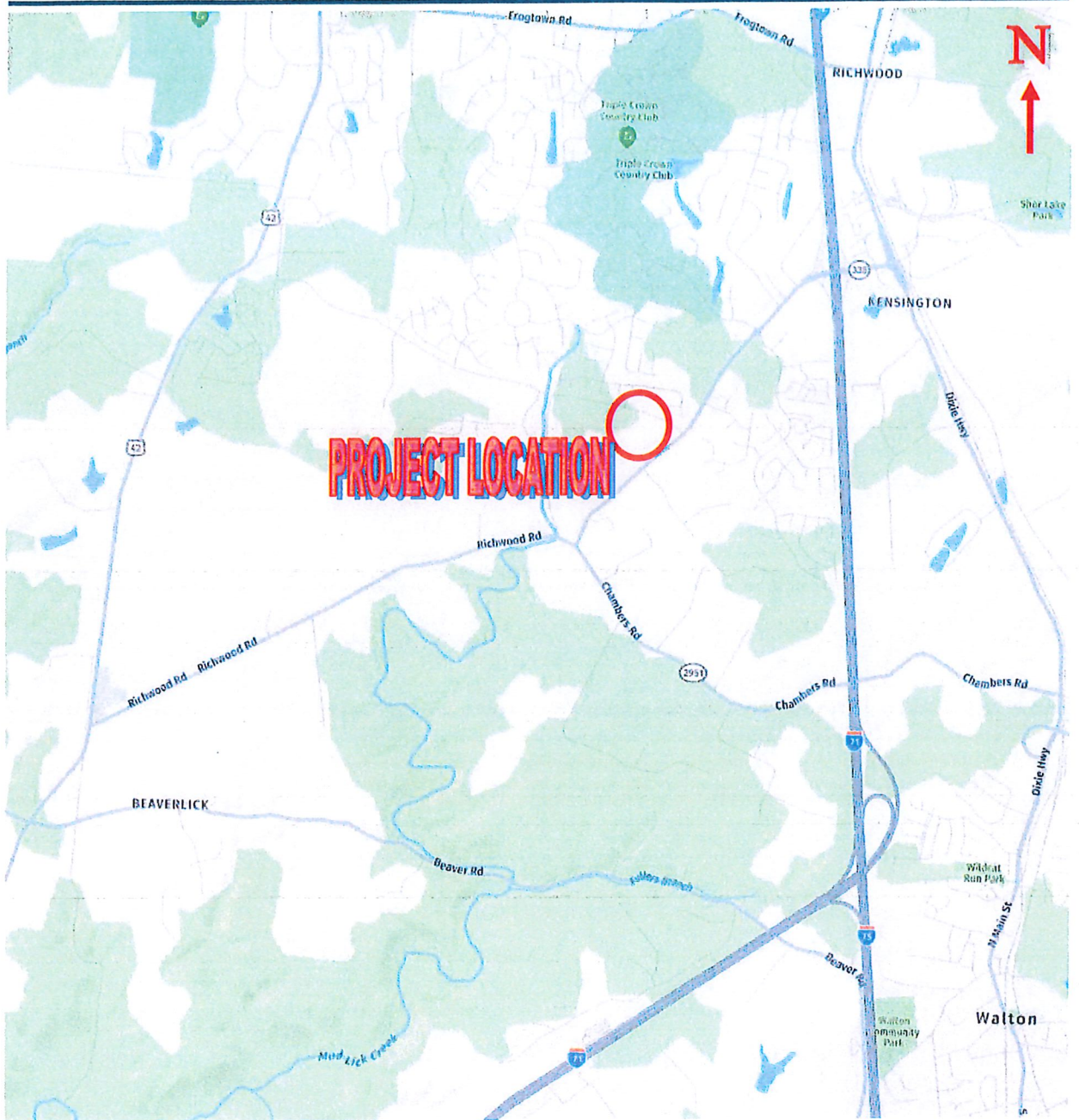


*Intersection of Hicks Pike and Richwood Rd. near proposed site entrance*

The proposed development is First Church. The site of the proposed Church development is currently zoned A2 Agricultural Estate (Map 2). This traffic impact study included 5 intersections:

- The two-way stop controlled intersection of US 42 and Dale Heimbrock Way
- The four-way stop controlled intersection of Hicks Pike and Bridlegate Drive
- The two-way stop controlled intersection of Hicks Pike and Man O Ward Boulevard
- The two-way stop controlled intersection of Hicks Pike and The proposed entrance to the church
- The two-way stop controlled intersection of Hicks Pike and Richwood Road

In the vicinity of the development Vann Drive and Emporium Drive consist of agriculture estate and residential housing.



Map 1. Vicinity Map

Site Plan: Zoning



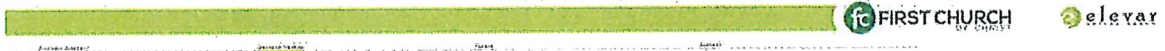
The Site Overview plan indicates zoning

Legend:

- A-2
- SR-1

Zoning Data:

Zoning District	A-2 (Church Is A Conditional Use)
Min. Lot Size	80,000 Sq. ft.
Building Setbacks	Front Yard 60' Side Yard 10' Rear Yard 25'
	*Parking: Permitted Within Building Footprint
Landscape Buffer	10' On All Sides *Permitted for Permitted Uses that Landscape Buffer
Max Building Height	45'-0" *Does Not Include Steeples, Spires, Etc.
Parking Req.	1 Per 3 Seats - 100 Spaces



Map 2. Zoning Map

## EXISTING CONDITIONS

### Regional and Local Access

US 42 Bypass and Richwood Road will provide local and regional access to the proposed development. Hicks Pike, Bridlegate Drive and, Man O War Boulevard will provide local access to the proposed development. A brief description of the surrounding roadways follows:

**US 42 Bypass** – US 42 Bypass is a minor arterial that provides local and regional access to the proposed development. US 42 Bypass generally runs in a north-south direction. Lane widths measure approximately 12 feet with dual use turn lanes in the vicinity of the project. In the vicinity of the project site, this road consists of one thru lane in each direction. The existing speed limit is posted at 45 mph.

**Hicks Pike** – Hicks Pike is a local road that provides local access to the proposed development. Hicks Pike generally runs in an east-west direction. Lane widths measure approximately 12 feet with designated turn lanes. In the vicinity of the project site, this road consists of one thru lane in each direction. The existing speed limit is posted at 45 mph.

**Bridlegate Drive** – Bridlegate Drive is a local road that provides local access to the proposed development. Bridlegate Drive generally runs in a north-south direction. Lane widths measure approximately 12 feet with designated turn lanes. In the vicinity of the project site, this road consists of one thru lane in each direction. The existing speed limit is posted at 25 mph.

**Man O War Boulevard** – Man O Ward Boulevard is a local road that provides local access to the proposed development. Man O Ward Boulevard generally runs in a north-south direction. Lane widths measure approximately 12 feet with designated turn lanes. In the vicinity of the project site, this road consists of one thru lane in each direction. The existing speed limit is posted at 25 mph.

**Richwood Road** – Richwood Road is a minor arterial that provides local and regional access to the proposed development. Richwood Road generally runs in the north-south direction. Lane widths measure approximately 12 feet. In the vicinity of the project site, this road consists of one thru lane in each direction. There existing speed limit is 45 mph.

### LEVEL OF SERVICE AND DELAY

Level of Service (LOS) was used as the measure of effectiveness for each lane and turning movement. According to the Highway Capacity Manual, the level of service is defined in terms of delay (See Tables 1 and 2). Delay results in driver discomfort, frustration, fuel consumption, and lost travel time. Delay is caused by a number of factors including traffic signal timing, geometrics, traffic congestion, and accidents at an intersection. Level of Service is based on a grade scale from A to F with A being excellent and F being failure. A Level of Service C is desirable, and D is acceptable in an urban setting.

Table 1 – Unsignalized Intersections	
Level of Service	Delay (Seconds per Vehicle)
A	<=10
B	>10 and <=15
C	>15 and <=25
D	>25 and <=35
E	>35 and <=50
F	>50

**Base Traffic Volumes (existing condition)**

Manual traffic counts were taken from 6:30 AM to 9:00 AM, and 4:00 PM to 6:30 PM on November 22, 2024 at the following intersections:

- US-42 and Dale Heimbrock Way
- Hicks Pike and Bridlegate Drive
- Hicks Pike and Man O War Boulevard
- Hicks Pike and the proposed site entrance
- Hicks Pike and Richwood Road

All traffic volumes can be found in the Appendix.

**Background Traffic Volumes**

The estimated completion date for the proposed development is by the end of 2025. The KYTC historic traffic volumes along Richwood Road have shown a slight increase in traffic volumes, resulting in a growth rate of 0.5% over the 10 years between 2023 and 2013 (Location ID 57000236). The historic traffic volumes along US-42 have shown a growth rate of approximately 0.41% over the ten years between 2022 and 2012 (Location ID 57000103). The 2020 and 2021 historic volumes were not considered due to the COVID-19 pandemic and its effect on traffic. The analysis assumes a growth rate of 0.5% for all traffic within the project vicinity.

**METHODOLOGY**

Level of Service, delay, and queue length were measures of effectiveness analyzed using the HCS software.

Trips were generated for the proposed development and then distributed to the roadway system based on the existing traffic patterns and engineering judgment. For the analysis, the study uses traffic volumes from the current year, as well as a future build out year in which the traffic volumes were grown at a rate determined by historic traffic counts in the area. The assigned volumes from the proposed development and the background traffic volumes combined to produce the total proposed traffic volumes for existing and build out conditions. HCS was used to analyze the roadway network for existing and proposed conditions in both the current year, build year (2025), and design year (2035). The 2024 background, level-of-service, and vehicle delay can be found in the Appendix along with 2025 No Build (Fig 1A), 2025 Build (Fig 6), 2035 No Build (Fig 7), and 2035 Build (Fig 8).

**TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES**

Trip estimates for the proposed development are based upon the trips generated by the *Trip Generation, 11<sup>th</sup> Edition*, a nationally recognized resource of trip generation rates published by the Institute of Transportation Engineers.

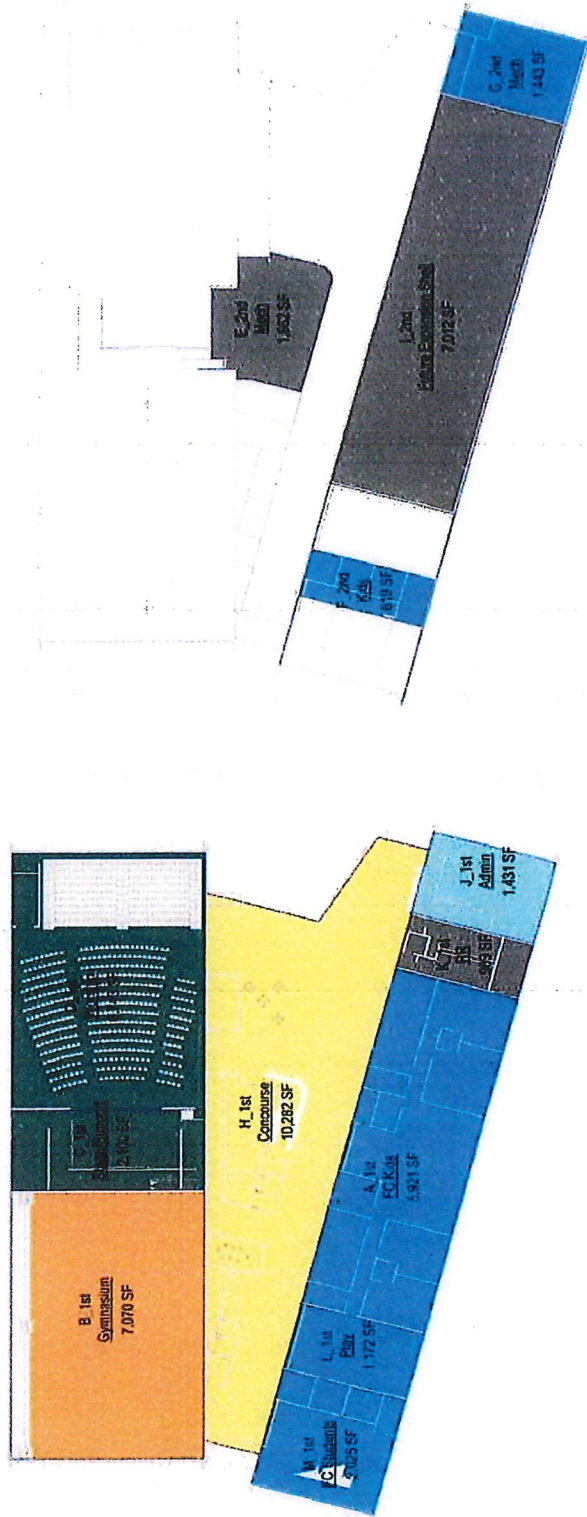
**SITE TRIP GENERATION**

The proposed site will consist of a church. For this study a church (Code 560) was applied. The ITE rates generate 13 (AM Peak), and 20 vehicles (PM peak).

First Church Proposed Development Trip Generation Tables								
ITE Code	Land Use	Sq. Ft./Units	Average Rate	AM Peak				
				In	%	Out	%	
560	Church	41,003	0.32	13	8	62%	5	38%
ITE Code	Land Use	Sq. Ft./Units	Average Rate	PM Peak				
				In	%	Out	%	
560	Church	41,003	0.49	20	9	44%	11	56%

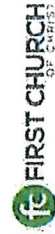
**Table 2 - Trip Generation Table**

Proposed Floor Areas



Upper Level

Lower Level



Map 3. Site Map

**TRIP DISTRIBUTION**

	<u>Distribution</u>	
From the South via US 42	(10%) AM,	10% PM
From the North via US 42	(30%) AM,	38% PM
From the North via Bridlegate Dr.	(2%) AM,	2% PM
From the South via Harrison Way	(1%) AM,	1% PM
From the North via Man O War Blvd.	(7%) AM,	4% PM
From the South via Richwood Rd.	(10%) AM,	10% PM
From the North via Richwood Rd.	(40%) AM,	35% PM

**LEVEL OF SERVICE AND DELAY ANALYSIS**

All intersection traffic volumes, vehicle delay, and level of service information can be found in the Appendix. The 2035 base traffic volume information will be the focus upon comparisons between the projected background traffic and the proposed traffic volumes (full build out). The 2035 No-Build volumes would exist on the roadway system in the absence of the proposed development and the 2035 Build Volumes are the volumes with the proposed development included.

The No-Build Scenario analysis assumes that no proposed improvements to the roadway system have been implemented. This would be the case assuming the proposed development was not built.

**INTERSECTION ANALYSIS**

**2025 No Build Analysis**

The HCS analysis reveals that all intersections operate at a LOS of “B” or greater. The queue analysis reveals that the queue lengths are negligible with a maximum of 2 vehicles.

**2025 Build Analysis**

The HCS analysis reveals that the LOS throughout the roadway network experiences negligible degrading in the 2025 build scenario due to the increase in traffic. The queue analysis shows that no movements have increases in queue lengths.

**2030 No Build Analysis**

The HCS analysis reveals that the roadway network experiences slight degrading due to the increase in background traffic throughout the network however, no intersections drop to a lower LOS. The westbound through movement at US-42 and Dale Heimbrock Way increases by 1 vehicle at all peaks. All others remain unchanged.

**2030 Build Analysis**

The HCS analysis reveals that there is light degrading throughout some of the roadway network. The intersection of US-42 at Dale Heimbrock Way operates under similar conditions as the no build scenario but drops from a “B” LOS to a “C” LOS. The westbound through movement at US-42 and Dale Heimbrock Way increases by 1 vehicle.

2025 NO BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US-42 @ DALE HEIMBROCK WAY					14/B					8/A			
HICKS PIKE @ BRIDLEGATE DRIVE	9/A			9/A			8/A			8/A			9/A
HICKS PIKE @ MAN O WAR BOULEVARD	7/A	0/A								9/A		9/A	
HICKS PIKE @ PROPOSED ENTRANCE													
HICKS PIKE @ RICHWOOD ROAD		13/B					8/A	0/A					
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US-42 @ DALE HEIMBROCK WAY					12/B					8/A			
HICKS PIKE @ BRIDLEGATE DRIVE	9/A			9/A			8/A			8/A			9/A
HICKS PIKE @ MAN O WAR BOULEVARD	8/A	0/A								12/B		9/A	
HICKS PIKE @ PROPOSED ENTRANCE													
HICKS PIKE @ RICHWOOD ROAD		13/B					8/A	0/A					
2025 BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US-42 @ DALE HEIMBROCK WAY					14/B					8/A			
HICKS PIKE @ BRIDLEGATE DRIVE	9/A			9/A			8/A			8/A			9/A
HICKS PIKE @ MAN O WAR BOULEVARD	7/A	0/A								9/A		9/A	
HICKS PIKE @ PROPOSED ENTRANCE				8/A	0/A			10/B					
HICKS PIKE @ RICHWOOD ROAD		13/B					8/A	0/A					
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US-42 @ DALE HEIMBROCK WAY					12/B					8/A			
HICKS PIKE @ BRIDLEGATE DRIVE	9/A			9/A			8/A			8/A			9/A
HICKS PIKE @ MAN O WAR BOULEVARD	8/A	0/A								12/B		9/A	
HICKS PIKE @ PROPOSED ENTRANCE				8/A	0/A			10/B					
HICKS PIKE @ RICHWOOD ROAD		13/B					8/A	0/A					

Table 3. 2025 Level of Service Summary

2025 NO BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US-42 @ DALE HEIMBROCK WAY					2						1	
HICKS PIKE @ BRIDLEGATE DRIVE	1			2			0			0		
HICKS PIKE @ MAN O WAR BOULEVARD	0	0								0		0
HICKS PIKE @ PROPOSED ENTRANCE												
HICKS PIKE @ RICHWOOD ROAD		2					0	0				
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US-42 @ DALE HEIMBROCK WAY					1						1	
HICKS PIKE @ BRIDLEGATE DRIVE	1			1			0			0		
HICKS PIKE @ MAN O WAR BOULEVARD	0	0								0		0
HICKS PIKE @ PROPOSED ENTRANCE												
HICKS PIKE @ RICHWOOD ROAD		1					0	0				
2025 BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US-42 @ DALE HEIMBROCK WAY					2						1	
HICKS PIKE @ BRIDLEGATE DRIVE	1			2			0			0		
HICKS PIKE @ MAN O WAR BOULEVARD	0	0								0		0
HICKS PIKE @ PROPOSED ENTRANCE				0	0			0				
HICKS PIKE @ RICHWOOD ROAD		2					0	0				
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US-42 @ DALE HEIMBROCK WAY					1						1	
HICKS PIKE @ BRIDLEGATE DRIVE	1			1			0			0		
HICKS PIKE @ MAN O WAR BOULEVARD	0	0								0		0
HICKS PIKE @ PROPOSED ENTRANCE				0	0			0				
HICKS PIKE @ RICHWOOD ROAD		1					0	0				

Table 4. 2025 Queue Summary

2030 NO BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US-42 @ DALE HEIMBROCK WAY					15/B					9/A			
HICKS PIKE @ BRIDLEGATE DRIVE	9/A			10/A			8/A			8/A			9/A
HICKS PIKE @ MAN O WAR BOULEVARD	7/A	0/A								9/A		9/A	
HICKS PIKE @ PROPOSED ENTRANCE													
HICKS PIKE @ RICHWOOD ROAD		13/B					8/A	0/A					
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US-42 @ DALE HEIMBROCK WAY					12/B					9/A			
HICKS PIKE @ BRIDLEGATE DRIVE	9/A			9/A			8/A			8/A			9/A
HICKS PIKE @ MAN O WAR BOULEVARD	8/A	0/A								12/B		9/A	
HICKS PIKE @ PROPOSED ENTRANCE													
HICKS PIKE @ RICHWOOD ROAD		14/B					8/A	0/A					
2035 BUILD (Delay in sec/LOS)													
AM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US-42 @ DALE HEIMBROCK WAY					15/C					9/A			
HICKS PIKE @ BRIDLEGATE DRIVE	9/A			10/A			8/A			8/A			9/A
HICKS PIKE @ MAN O WAR BOULEVARD	7/A	0/A								9/A		9/A	
HICKS PIKE @ PROPOSED ENTRANCE				8/A	0/A			10/B					
HICKS PIKE @ RICHWOOD ROAD		13/B					8/A	0/A					
PM PEAK	Eastbound			Westbound			Northbound			Southbound			Total
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection
US-42 @ DALE HEIMBROCK WAY					13/B					9/A			
HICKS PIKE @ BRIDLEGATE DRIVE	9/A			9/A			8/A			8/A			9/A
HICKS PIKE @ MAN O WAR BOULEVARD	8/A	0/A								12/B		9/A	
HICKS PIKE @ PROPOSED ENTRANCE				8/A	0/A			10/A					
HICKS PIKE @ RICHWOOD ROAD		14/B					8/A	0/A					

Table 5. 2035 Level of Service Summary

2030 NO BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US-42 @ DALE HEIMBROCK WAY					3						1	
HICKS PIKE @ BRIDLEGATE DRIVE	1			2			0			0		
HICKS PIKE @ MAN O WAR BOULEVARD	0	0								0		0
HICKS PIKE @ PROPOSED ENTRANCE												
HICKS PIKE @ RICHWOOD ROAD		2					0	0				
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US-42 @ DALE HEIMBROCK WAY					1					1		
HICKS PIKE @ BRIDLEGATE DRIVE	1			1			0			0		
HICKS PIKE @ MAN O WAR BOULEVARD	0	0								0		0
HICKS PIKE @ PROPOSED ENTRANCE												
HICKS PIKE @ RICHWOOD ROAD		1					0	0				
2035 BUILD (95th Percentile Queue in Veh/Lane)												
AM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US-42 @ DALE HEIMBROCK WAY					3					1		
HICKS PIKE @ BRIDLEGATE DRIVE	1			2			0			0		
HICKS PIKE @ MAN O WAR BOULEVARD	0	0								0		0
HICKS PIKE @ PROPOSED ENTRANCE				0	0			0				
HICKS PIKE @ RICHWOOD ROAD		2					0	0				
PM PEAK	Eastbound			Westbound			Northbound			Southbound		
INTERSECTION	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US-42 @ DALE HEIMBROCK WAY					2					1		
HICKS PIKE @ BRIDLEGATE DRIVE	1			1			0			0		
HICKS PIKE @ MAN O WAR BOULEVARD	0	0								0		0
HICKS PIKE @ PROPOSED ENTRANCE				0	0			0				
HICKS PIKE @ RICHWOOD ROAD		1					0	0				

Table 6. 2035 Queue Summary

**ADDITIONAL STUDY ITEMS**

**Turn Lane Analysis**

Right turn lane warrants were checked for the intersection of US-42 and Dale Heimbrock Way, Hicks Pike and the proposed site entrance, and Hicks Pike and Richwood Road. Based on KYTC’s *Interactive Warrant Calculator*, for roadways with speed limits of 45 mph, the volumes in all scenarios at all intersections do not warrant a right turn lane. Turn lane warrants were also checked for a left turn lane at Hicks Pike and the proposed site entrance, and Hicks Pike and Richwood Road. In all scenarios at all intersections the volumes do not warrant a left turn lane. Based on the results, no right or left turn lanes are warranted for the development. The turn lane warrants can be found in the Appendix of this report.

Right Turn Lane Warrant US-42 @ Dale Heimbrock Way		
	NO BUILD	BUILD
2025 AM	NOT WARRANTED	NOT WARRANTED
2025 PM	NOT WARRANTED	NOT WARRANTED
2035 AM	NOT WARRANTED	NOT WARRANTED
2035 PM	NOT WARRANTED	NOT WARRANTED

Left Turn Lane Warrant Hicks Pike @ Proposed Entrance		
	NO BUILD	BUILD
2025 AM	NOT WARRANTED	NOT WARRANTED
2025 PM	NOT WARRANTED	NOT WARRANTED
2035 AM	NOT WARRANTED	NOT WARRANTED
2035 PM	NOT WARRANTED	NOT WARRANTED

Right Turn Lane Warrant Hicks Pike @ Proposed Entrance		
	NO BUILD	BUILD
2025 AM	NOT WARRANTED	NOT WARRANTED
2025 PM	NOT WARRANTED	NOT WARRANTED
2035 AM	NOT WARRANTED	NOT WARRANTED
2035 PM	NOT WARRANTED	NOT WARRANTED

Left Turn Lane Warrant Hicks Pike @ Richwood Rd.		
	NO BUILD	BUILD
2025 AM	NOT WARRANTED	NOT WARRANTED
2025 PM	NOT WARRANTED	NOT WARRANTED
2035 AM	NOT WARRANTED	NOT WARRANTED
2035 PM	NOT WARRANTED	NOT WARRANTED

Right Turn Lane Warrant Hicks Pike @ Proposed Entrance		
	NO BUILD	BUILD
2025 AM	NOT WARRANTED	NOT WARRANTED
2025 PM	NOT WARRANTED	NOT WARRANTED
2035 AM	NOT WARRANTED	NOT WARRANTED
2035 PM	NOT WARRANTED	NOT WARRANTED

**Table 7. Turn Lane Warrant Summary**

**Sight Distance Analysis**

All approaches provide for adequate sight distance that exceed the required KYTC standards for the sight distance along Hicks Pike. Vehicles entering the roadway can see adequate distance to enter the roadway safely.

**CONCLUSIONS AND RECOMMENDATIONS**

Based on the HCS analysis, all individual turning movements within the roadway network operate as a LOS of “C” or better during the AM and PM peak hours under no build conditions. When considering the build conditions, all movements continue to operate at a LOS “C” or better during the peak hour. The increases in delay and queue throughout the corridor are negligible with the addition of the proposed church traffic.

The turn lane warrant analysis determined that no additional turn lanes are warranted within the studied corridor. The sight distance analysis determined that appropriate sight distance is provided at the intersection of Hicks Pike and the proposed entrance to the development. Vehicles exiting the development can enter Hicks Pike safely.

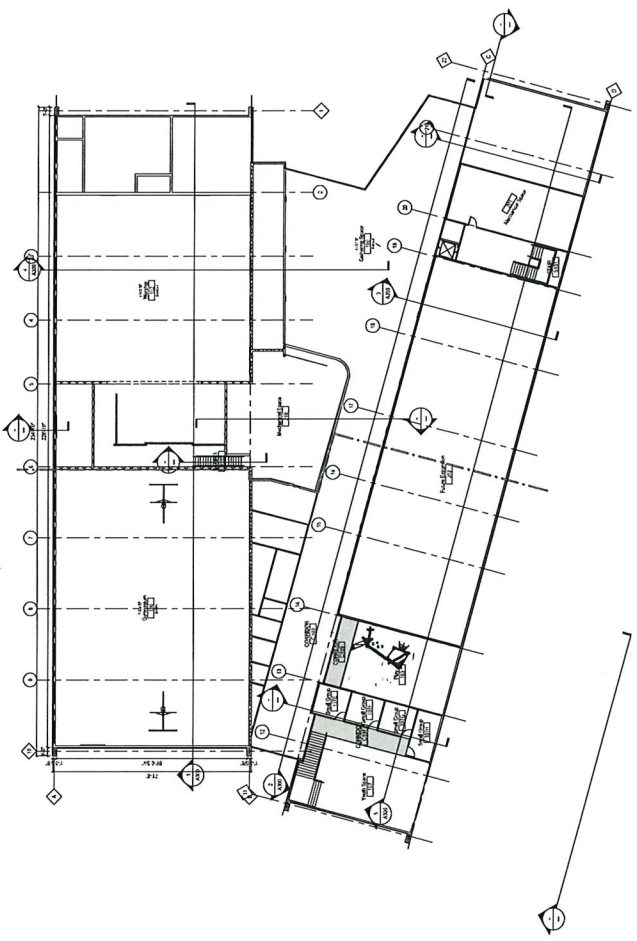
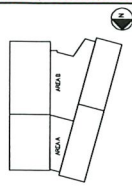
Based on the analyses no roadway improvements are recommended in order to allow the roadway network to operate under acceptable conditions, similar to what currently exists.





NOT FOR CONSTRUCTION

First Church of Christ - New Worship Center  
 629 Park Road  
 60312 Church Springs Road



**GENERAL NOTES**

1. ALL DIMENSIONS SHOWN ARE UNLESS OTHERWISE NOTED.
2. FINISHES ARE TO BE AS SHOWN ON THE FINISH SCHEDULE.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL (M/E) PLUMBING AND MECHANICAL (M/P) CODES.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF BOILER AND PRESSURE VESSEL SAFETY (IBR) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF ELECTRICAL SAFETY (IEC) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF SAFETY (ICS) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
8. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF ACCESSIBILITY (ICA) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
9. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF SUSTAINABLE DESIGN (ICSD) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF GREEN BUILDING (ICGB) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
11. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF LEED (ICLEED) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
12. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF WELL-BEING (ICWB) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
13. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF RESILIENCE (ICR) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
14. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF INCLUSIVE DESIGN (ICID) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
15. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF DIGITAL DESIGN (ICDD) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
16. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF ARTIFICIAL INTELLIGENCE (ICAI) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
17. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF CYBERSECURITY (ICC) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
18. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF SPACE DESIGN (ICSD) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
19. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF USER EXPERIENCE (ICUX) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
20. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL CODES OF SERVICE DESIGN (ICSD) AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.

**KEYNOTES**

**REVISIONS**

**DATE**

**BY**

**DESCRIPTION**

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**SITE DATA AND REQUIREMENTS**

**ZONING REGULATORY: BOONE COUNTY KENTUCKY**

**PROJECT DESCRIPTION**  
 EXISTING LAND ZONING CLASSIFICATION: A-2 DISTRICT  
 PROPOSED USE: RELIGIOUS - CONDITIONAL SUBJECT TO APPROVAL AND QUALIFICATIONS PROVIDED (THE ACTIVITY IS AN INTEGRAL PART OF THE AGRICULTURAL OR RESIDENTIAL USE OF THE LAND, AND THE ACTIVITY IS NOT OF SCALE, NATURE OR OTHER CHARACTER WHICH WILL DETRACT OR CONFLICT WITH THE PRINCIPAL PURPOSE OF THE DISTRICT.) (b) THE ACTIVITY IS NECESSARY TO PROVIDE THE SPECIFIED PUBLIC SERVICE FOR THE RESIDENTS OF THE DISTRICT SO LONG AS THE SERVICE AREA, USE, SCALE, OR OTHER CHARACTER OF THE ACTIVITY DOES NOT OVERPOWER, TRANSCEND OR CONFLICT WITH THE PRINCIPAL PURPOSE OF THE DISTRICT, AND (c) PROVIDED THE ARRANGEMENT OF USE, BUILDING OR STRUCTURE IS MUTUALLY COMPATIBLE WITH THE ORGANIZATION OF PERMITTED AND ACCESSORY USES TO BE PROTECTED IN THE DISTRICT.

**PROPERTY DATA**  
 SITE ADDRESS - 887 HICKS PIKE  
 PARCEL ID - 086.06.008.05  
 PLAT ID - CS475  
 AREA - 16.55 ACRES

**PARKING**  
 RATIO OF SPACES REQUIRED: 1 SPACE FOR 3 SEATS IN THE AUDITORIUM  
 CAPACITY OF AUDITORIUM PROPOSED: 331  
 PARKING SPACES REQUIRED: 177  
 PARKING SPACES PROPOSED: 188  
 SIZE OF STANDARD PARKING SPACE: 9 x 18  
 MINIMUM WIDTH OF AISLES SERVING PARKING AREAS: 24 FEET

**INTERIOR LANDSCAPING FOR VEHICULAR USE AREAS (VUA'S)**  
 1. A MINIMUM OF 5% OF THE TOTAL VUA SHALL BE LANDSCAPED AND THE LANDSCAPING SHALL BE DISPERSED THROUGHOUT THE PARKED AREA.  
 2. THE MINIMUM SIZE OF PLANTING AREAS SHALL BE 8 FEET IN WIDTH AND 15 FEET IN LENGTH.  
 3. PLANTED AREAS WILL BE REQUIRED TO HAVE 1 TREE FROM PLANT LIST A AND BE DISPERSED IN THE FORM OF ISLANDS OR PENINSULAS THROUGHOUT THE VUA.  
 4. PLANTED AREAS SHALL BE REQUIRED AT THE END OF EVERY OTHER PARKING ROW AND WHEN PARKING ADJOINS EACH OTHER AT OR NEAR RIGHT ANGLES.  
 5. PLANTING AREAS THAT ARE A MINIMUM OF 600 SQUARE FEET WILL BE REQUIRED IF ROWS OF PARKING ARE UNBROKEN FOR 160 LINEAR FEET OR MORE.  
 6. ALL PLANTING ISLANDS SHALL BE PLANTED WITH EITHER GRASS, LOW GROUND COVER, SHRUBS, FLOWERS, MULCH OR ANY COMBINATION. HARD SURFACES OR GRAVEL ARE NOT PERMITTED.  
 7. ALL PLANTING ISLANDS SHALL HAVE A MINIMUM 6 INCH CURBS INSTALLED TO PROTECT THE PLANTING AREA FROM VEHICLE TRAFFIC.  
 8. ALL PLANT MATERIAL LOCATED WITHIN LANDSCAPE ISLANDS WHERE VEHICLE OVERHANGS ARE NEEDED SHALL BE SETBACK A MINIMUM OF 2'-0" FROM THE EDGE OF PAVEMENT OR FACE OF CURB.

AREA OF VUA PROPOSED: 104,510 SQUARE FEET  
 AREA OF INTERIOR LANDSCAPING REQUIRED: 5,225 SQUARE FEET  
 AREA OF INTERIOR LANDSCAPING PROPOSED: 6,428 SQUARE FEET



First Church of Christ - New Worship Center  
 887 Hicks Pike  
 First Church of Christ  
 6090 Camp Enterprise Road  
 Boone County, KY

ISSUED DATE  
 1/30 SUBMITTAL 12/22/2020

SHEET TITLE  
**ARCHITECTURAL SITE PLAN**

SHEET SIZE 30" x 42"	COMM. NO. E-0022
DRAWN BY AutoCAD	DATE
CHECKED BY	

AS001

SITEPLAN  
 SCALE: 1" = 40'-0"



07/20/2020

**GENERAL NOTES**

A. THE INFORMATION GIVEN HEREIN AND ON THE PLANS IS AS EXACT AS COULD BE SECURED FOR BIDDING PURPOSES. ACCURACY IS TO BE FIELD VERIFIED. CONTRACTORS MUST EXAMINE THE JOB CONDITIONS AND VERIFY ALL MEASUREMENTS, DISTANCES, ELEVATIONS, CLEARANCES, ETC. AND BASE THE BID AND WORK ON VERIFIED CONDITIONS.

B. REFER TO SHEET A101 FOR PARTITION TYPES.

C. ALL OPENINGS IN MASONRY WALLS TO HAVE LINTELS. SEE ALSO STRUCTURAL DRAWINGS FOR LINTEL TYPES.

D. PROVIDE OPENINGS IN WALLS ABOVE CEILING AS REQUIRED FOR DUCTWORK, CABLE TRAYS, PIPING, ETC. REFER TO MEP DRAWINGS FOR LOCATIONS. SEAL WALLS TIGHT TO ALL PENETRATING UTILITIES.

E. CONTROL JOINTS FOR CMU MASONRY WALLS ARE INDICATED ON STRUCTURAL DRAWINGS. IN THE EVENT CONTROL JOINTS ARE NOT INDICATED, PROVIDE JOINTS PER DETAIL \_\_\_\_\_ AND SPECIFICATIONS. PROVIDE BACKER-ROD AND CALK FOR ALL CONTROL JOINTS.

F. INTERIOR FURNISHINGS SHOWN FOR REFERENCE ONLY. FINISH & FURNISHING SELECTIONS & LAYOUT BY OTHERS. REFERENCE SEPARATE DESIGN PACKAGE.

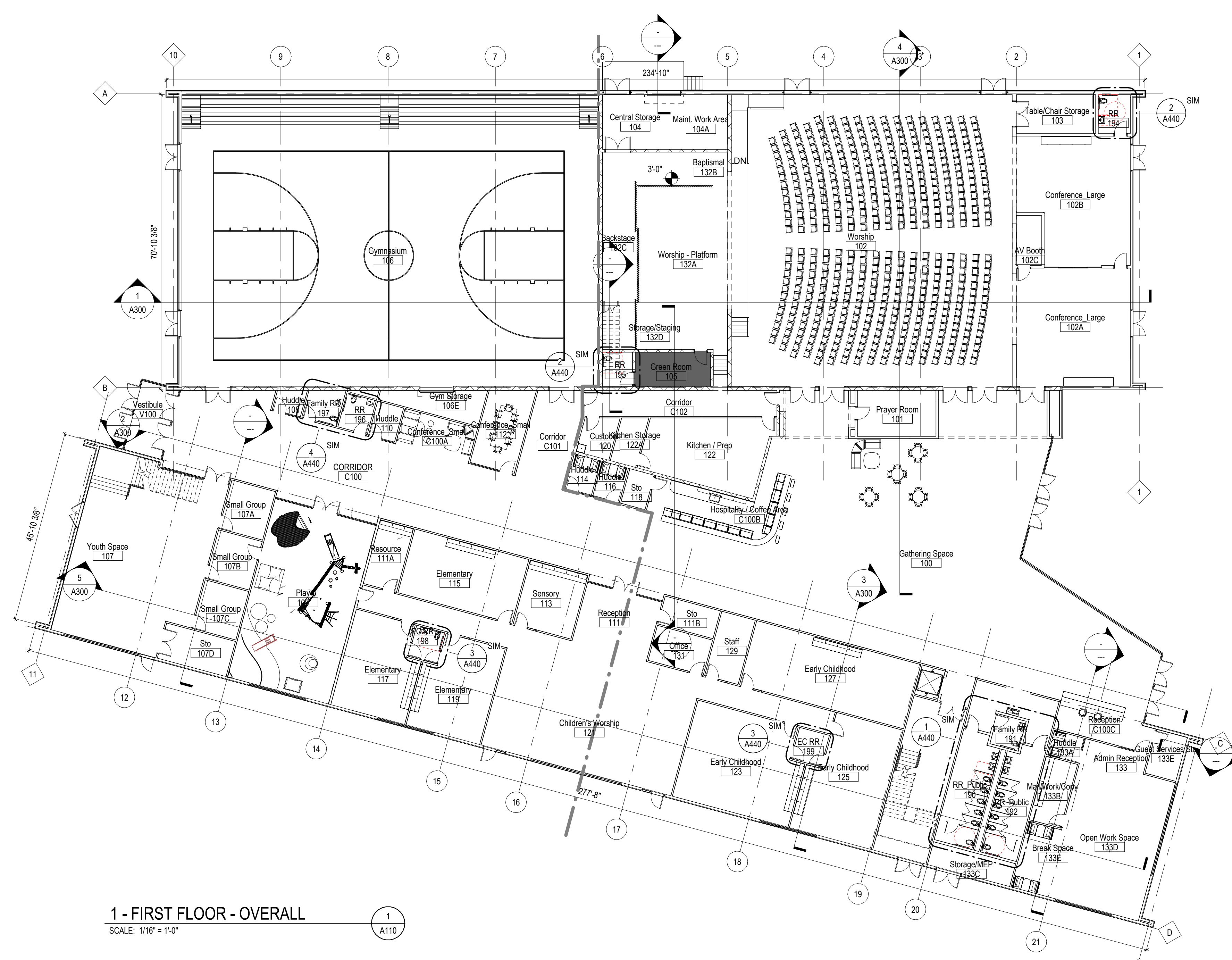
G. DO NOT FIELD-CUT STRUCTURAL LOAD-BEARING WALL METAL FRAMING. SEE STRUCTURAL.

H. COVER ALL ICF WALL INTERIOR FACE INSULATION WITH (1) LAYER OF 5/8" GYP. BD. AT SHAFTS AND ABOVE SUSPENDED CEILINGS EXCEPT WHERE CONCEALED BY FURRED CHASE PARTITIONS OR ENCLOSED GYP. BD. CEILINGS.

I. SEE ENLARGED GUEST ROOM PLANS FOR APPLICABLE GUEST ROOM PARTITION TYPES.

? KEYNOTES

(X) DRAWING NOTES

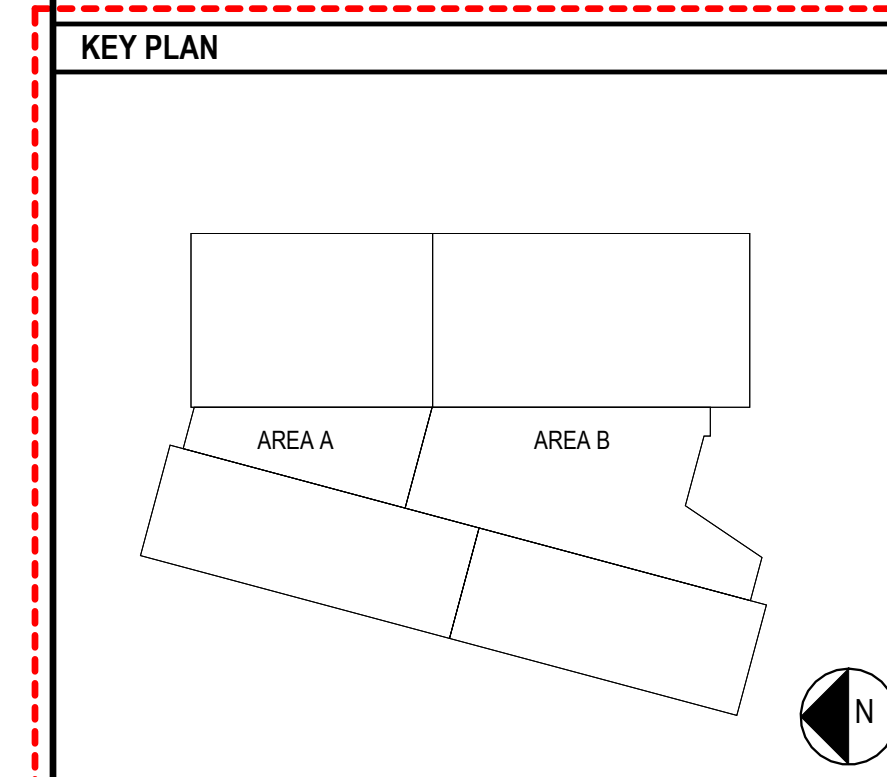


**1 - FIRST FLOOR - OVERALL**
  
 SCALE: 1/16" = 1'-0"

First Church of Christ - New Worship Center
   
 859 Hols Pike
   
 First Church of Christ
   
 6000 Camp Ernest Road

**NOT FOR CONSTRUCTION**

ISSUED	DATE
1   SD SUBMITTAL	12/20/2024



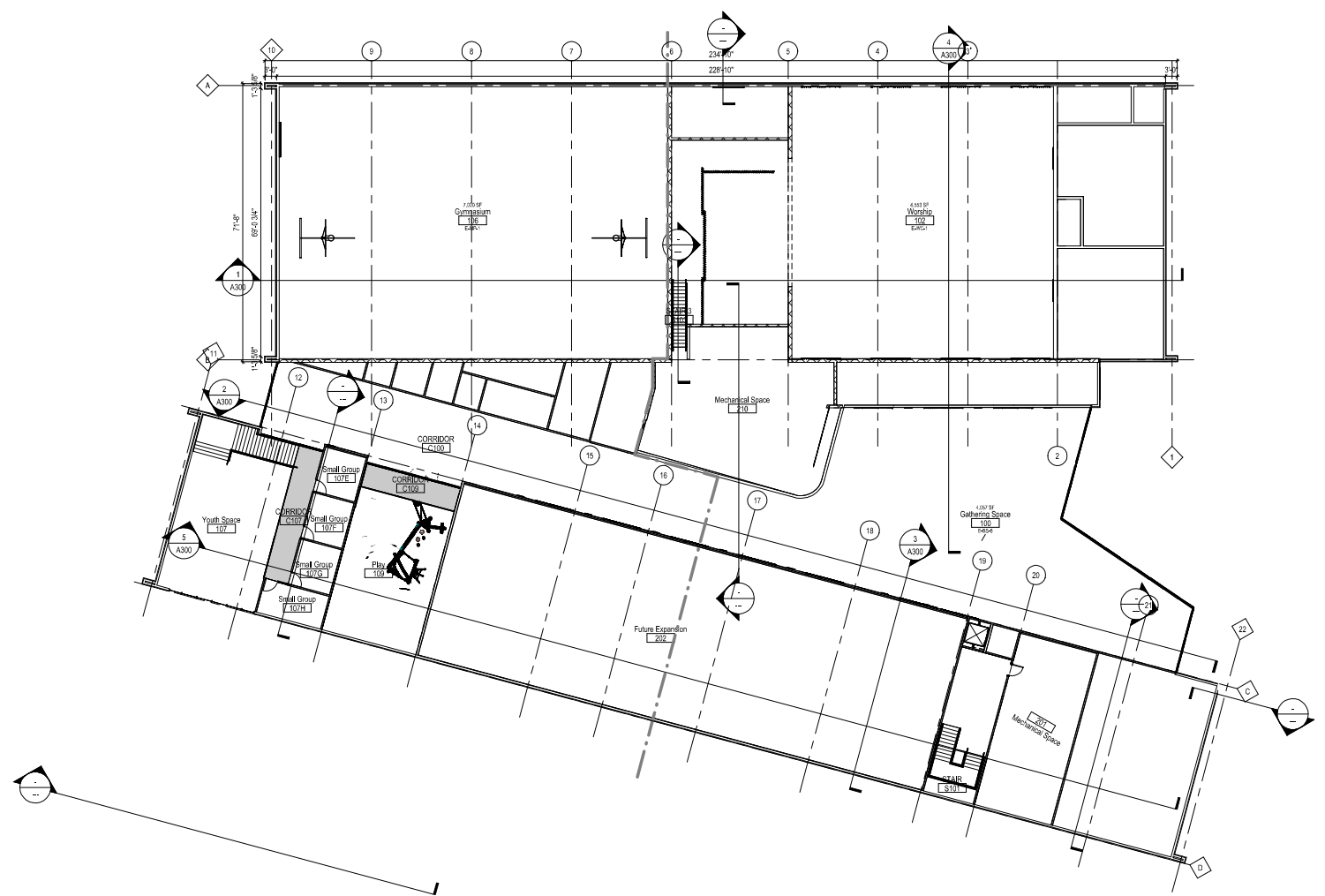
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<b>FIRST FLOOR PLAN - OVERALL</b>	
SHEET SIZE	COMM. No.
30" x 42"	E-1002
DRAWN BY	DATE
Author	
SHEET NO.	
<b>A110</b>	

**GENERAL NOTES**

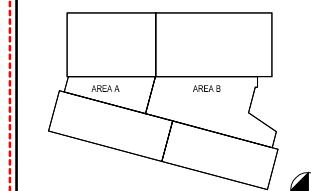
- A. THE INFORMATION GIVEN HEREIN AND ON THE PLANS IS AS EXACT AS COULD BE SECURED FOR RECORD PURPOSES. ACCURACY IS TO BE FIELD VERIFIED. CONTRACTORS MUST EXAMINE THE JOB CONDITIONS AND VERIFY ALL MEASUREMENTS, DISTANCES, ELEVATIONS, CLEARANCES, ETC. AND MAKE THE BID AND WORK ON VERIFIED CONDITIONS.
- B. REFER TO SHEET A701 FOR PARTITION TYPES.
- C. ALL OPENINGS IN MASONRY WALLS TO HAVE LINTELS. SEE ALSO STRUCTURAL DRAWINGS FOR LINTEL TYPES.
- D. PROVIDE OPENINGS IN WALLS ABOVE CEILING AS REQUIRED FOR DUCTWORK, CABLE TRAYS, PIPING, ETC. REFER TO MEP DRAWINGS FOR LOCATIONS. SEAL WALLS TIGHT TO ALL PENETRATING UTILITIES.
- E. CONTROL JOINTS FOR CMU MASONRY WALLS ARE INDICATED ON STRUCTURAL DRAWINGS. IN THE EVENT CONTROL JOINTS ARE NOT INDICATED, PROVIDE JOINTS PER DETAIL AND SPECIFICATIONS. PROVIDE BACKERROD AND CAULK FOR ALL CONTROL JOINTS.
- F. INTERIOR FURNISHINGS SHOWN FOR REFERENCE ONLY. FINISH & FURNISHING SELECTIONS & LAYOUT BY OTHERS. REFERENCE SEPARATE DESIGN PACKAGE.
- G. DO NOT RED-CUT STRUCTURAL LOAD-BEARING WALL METAL FRAMING. SEE STRUCTURAL.
- H. COVER ALL GF WALL INTERIOR FACE INSULATION WITH (1) LAYER OF 5/8" GYP. BO. AT DRAFTS AND ABOVE SUSPENDED CEILING EXCEPT WHERE CONCEALED BY FLURRED CHASE PARTITIONS OR ENCLOSED GYP. BO. CEILING.
- I. SEE ENLARGED GUEST ROOM PLANS FOR APPLICABLE GUEST ROOM PARTITION TYPES.

**KEYNOTES**

**DRAWING NOTES**



**KEY PLAN**



**First Church of Christ - New Worship Center**  
 859 Hicks Pike  
**First Church of Christ**  
 6980 Camp Ernst Road  
 Springtown, NY

**NOT FOR CONSTRUCTION**

REVISION	DATE
1 SD SUBMITTAL	12/20/2024

<b>SHEET TITLE</b>	
<b>SECOND FLOOR PLAN - OVERALL</b>	
<b>SHEET SIZE</b>	<b>COMM. No.</b>
30" x 42"	E-10202
<b>DRAWN BY</b>	<b>DATE</b>
Author	
<b>SHEET No.</b>	
<b>A113</b>	

- THE PROCESS FOR MAKING A NEW I:
1. CREATE A CAD EXPORT OF THE \$
  2. SURE YOU SAVE AS WITH YOUR I
  3. FOLLOW THIS NAMING CONVENTION
  4. CLICK "EDIT FAMILY" TO EDIT THIS
  5. WHILE EDITING THE TEMPLATE IS
  6. THE EXPORT YOU JUST MADE. SHAN
  7. CAD LAYERS PURGE (UNUSE)
  8. EDIT THE AREAS OF FOCUS. MAKE
  9. ASSOCIATED WITH THAT "ILLED RE
  10. ONCE EDITS ARE COMPLETE "SH
  11. NAMING CONVENTION: "Project Num
  12. THEN, LOAD IT YOUR PROJECT AN
  13. NO ACCIDENTAL "OVERWRITES" OR
  14. DELETE THIS NOTE...YOU ARE DO

CERTIFICATE OF LAND USE RESTRICTION

- 1. NAME AND ADDRESS OF PROPERTY OWNER(S)  
First Church of Christ  
6080 Camp Ernst Rd  
Burlington, KY 41005
  
- 2. ADDRESS OF PROPERTY  
887 Hicks Pk  
Union, KY 41091
- 3. NAME OF SUBDIVISION OR DEVELOPMENT (if applicable)  
First Church of Christ
  
- 4. DEED BOOK 1132                      PAGE NO. 979                      GROUP NO. 2069
  
- 5. TYPE OF RESTRICTION(S) (Check all that apply)  
 Zoning Map Amendment:  
    From \_\_\_\_\_ To \_\_\_\_\_                       Conditional Use Permit  
 Development Plan     Conditional Zoning  
 Subdivision Plat     Other:  
    (Not Recorded)  
 Variance
  
- 6. NAME AND ADDRESS OF PLANNING COMMISSION, BOARD OF ADJUSTMENT,  
LEGISLATIVE BODY OR FISCAL COURT WHICH MAINTAINS THE ORIGINAL  
RECORDS CONTAINING THE RESTRICTION

BOONE COUNTY PLANNING COMMISSION  
2950 WASHINGTON STREET, ROOM 317  
P.O. BOX 958  
BURLINGTON, KENTUCKY 41005

\_\_\_\_\_  
SIGNATURE OF COMPLETING OFFICIAL

Michael D. Schwartz, Director, Zoning Services  
Name and Title of Completing Official

COMMONWEALTH OF KENTUCKY

COUNTY OF BOONE

Subscribed, sworn to, and acknowledged before me by Michael D. Schwartz on behalf of the Boone

County Planning Commission this 13<sup>th</sup> day of February, 2025.

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Treva L. Beagle  
Notary ID KYNP37603  
NOTARY PUBLIC, State at Large

My commission Expires:  
November 12, 2025

This instrument was prepared for recording purposes only by:



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Nicole Dierna  
Boone County Planning Commission  
2950 Washington Street, Room 317  
P.O. Box 958  
Burlington, Kentucky 41005

NO TITLE EXAMINATION

(Legal Description and source of Title and Group Number furnished by the applicant.)

CONDITIONS OF APPROVAL

The following Conditions of Approval apply to the Conditional Use Permit approved by the Boone County Board of Adjustment and in accordance with the current zoning in effect as of February 12, 2025, Certificate of Land Use Restriction (#25-BCBOA-002-A), for First Church of Christ, Property Owner(s).

The following conditions will apply:

1. A Buffer Yard A width/landscaping shall be provided along the perimeter of the site.
2. A Traffic Impact Analysis shall be prepared by the property owner three (3) years after the approval date and any warranted off-site improvements shall be constructed by the property owner at their expense.
3. A thirty (30) foot area along the west and south property lines shall be designated as a no disturb area.
4. An architectural survey shall be conducted, documenting the history of the property, as well as photographs of the current condition of all buildings. While the surveys do not have to be submitted for state review, the selected consultant should meet the Standards of the Secretary of the Interior and follow all architectural survey guidelines.
5. The property owner/developer shall consult with the Boone County Planning Commission staff regarding the best approach to salvage as much of the structure(s) on the site as possible.

The approved Conditional Use Permit as well as the preceding conditions apply to the property described in:

DEED BOOK 1132

PAGE NO. 979

GROUP NO. 2069