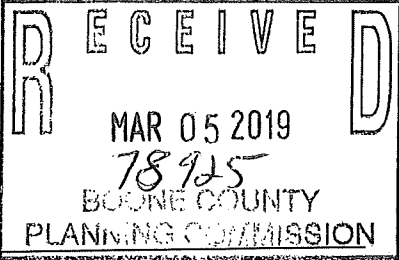


APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

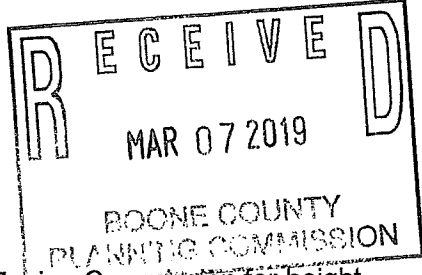
FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED
(See Boone County Zoning Regulations)



SECTION A (To be completed by applicant)

- 1. Name of Project Utz Farm Zone Change
2. Location of Project 5240 Petersburg Road, Hebron KY 41048
3. Total Acreage of Site 45.6294 Acres
4. Current Zoning of Site SR-1 (Suburban Residential One), C-1 (Commercial One)
5. Proposed Zoning (Classification being requested) I-1 (Industrial One)
6. Proposed Uses (please specify each use) Industrial development
7. Names of Applicant(s) Al Neyer, LLC c/o Ryan Reardon, Vice President - Real Estate Development
8. Address of Applicant(s) 302 West 3rd Street, Suite 800 Cincinnati Ohio 45202
9. Name of Property Owner(s) Kenton County Airport Board, c/o Candace McGraw
10. Address of Property Owner(s) 77 Comair Blvd, Erlanger, KY 41018 Cincinnati, OH 45275 (per GIS)
11. Proposed Building Intensities (please specify) As permitted by the requested zoning district
12. Are there any existing buildings on the site? Storage building
13. Deed Book & Page DB470 PG78, DB470 PG76, DB470 PG218, DB458 PG299, DB483 PG105, DB464 PG65, DB521 PG244, DB599 PG272, DB495 PG 262, DB890 PG743, DB468 PG5 Group No. 2009
14. Are you also applying for: No Conditional Use Permit -No Yes Dimensional Variance -SEE NARRATIVE -LMD
15. Have you submitted a Concept Development Plan? Yes
16. Have you had a pre-application meeting with BCPC Staff? Yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

- Yes Boone County Water District
N/A Florence Public Services Dept.
Yes Duke Energy
Yes Sanitation District #1
Yes Cincinnati Bell
Owen Electric Cooperative, Inc.
Yes Boone County Public Works Department
Yes Kentucky Transportation Cabinet
Yes Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)



EXHIBIT

“A”

STAFF REPORT

Request of Al Neyer, LLC c/o Ryan Reardon, Vice President - Real Estate Development (applicant) for Kenton County Airport Board c/o Candace McGraw and Kathleen Utz as Trustee of the Charles and Kathleen Utz Revocable Trust c/o Glenn Utz (owners) for a Zoning Map Amendment from Suburban Residential One (SR-1) and Commercial One (C-1) to Industrial One (I-1), and Variances from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations, for a 45.6294 acre site located on the north side of Petersburg Road, across from the Petersburg Road/Hetzel Drive intersection, and on the east side of Riverview Drive, approximately 300 feet north of the Petersburg Road/Riverview Drive intersection, Boone County, Kentucky. The request is for a zone change to allow uses permitted in the I-1 zone and Variances to allow reductions in the perimeter landscape buffer yards.

April 3, 2019

PROPOSAL

This application is for a zone change from SR-1 and C-1 to I-1 for a 45.6294 acre site that is generally located on the east side of Riverview Drive and the north side of Petersburg Road in unincorporated Boone County. The Petersburg Road/Hetzel Drive intersection is at the approximate midpoint of the site's Petersburg Road frontage. Approximately 0.53 acres of the site at the southwest corner is currently zoned C-1 and the remaining, approximately 45.1 acres is currently zoned SR-1. The application form states that the proposal is for "industrial development."

A Concept Development Plan was submitted with this request. It illustrates a 585,792 square foot (550' X 1065') building with truck docks on the north and south (facing KY 20) sides of the building. "Future" truck parking is indicated along the north property line. Auto parking is proposed along the east and west sides of the building and at the building corners. Additional parking that is labeled "alternate spaces" is shown along the Riverview Drive frontage. The building itself is a tilt-up concrete structure with office fronts at several corners. The proposed building height from the first floor elevation is 44' 8".

Access points are proposed at both the north and south ends of the site's Riverview Drive frontage. Riverview Drive is proposed to be widened to 25 feet from the intersection with KY 20 through the northern access point (sheet C-2.0). An auto-only access point is proposed on Petersburg Road at the intersection with Hetzel Drive. A detention basin is proposed in the east part of the site. An existing family cemetery that is in the east part of the site is proposed to be retained. Retaining walls are proposed along the north property line, along the south side of the southern access drive which intersects with Riverview Drive, and near the southeast corner of the building.

Variations from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations to allow certain buffer yards to be reduced from Buffer Yard D to Buffer Yard A have been requested with this application. These are described on pages 4 and 5 of the attached project narrative and include reducing the buffer yard width from 80 feet to 10 feet along the north and northeast property lines and around an SR-1 zoned lot on the east side of Riverview Drive that is surrounded by the subject tract on three sides. The buffer yard shown along the north property line scales to approximately 40 feet at the narrowest point. An additional variance is noted along the south property line which adjoins Petersburg Road, but this variance is not necessary since the applicable code section is 3620 "Landscaping Along Street Frontages" (and Section 3635 for loading dock/truck court screening) versus 3645 "Buffer Yards." A landscape concept was included in the application materials. The existing tree cover in the eastern-most part of the site is proposed to be retained. Page 5 of the project narrative states that the 40 foot wide version of Buffer Yard D, including a 6 foot high berm, is proposed along the Riverview Drive frontage.

The application materials including the concept development plan sheets, project narrative, and the "Findings and Conclusions" section of the Traffic Impact Study are attached.

ADJACENT LAND USES AND ZONING

The land uses and zoning adjoining the subject site include the following:

- A. Riverview Estates Subdivision adjoins the site to the north and immediate west (A-2, SR-1, C-1, and C-3). This subdivision currently contains three detached single family dwellings, a cemetery, and vacant lots.
- B. A commercial building on Petersburg Road, a former long term parking lot currently being used for truck and trailer parking, and an industrial subdivision (Skyport 275 Business Park) are located further to the west (C-3 and I-1).
- C. A long term parking lot and a car rental establishment are located to the south and southwest on the opposite side of Petersburg Road between KY 212 and Hetzel Drive (C-3). A commercial building with a convenience store and restaurant, a long term parking lot, a vacant commercial building, two detached single family residences, and vacant lots are located further to the south between Hunter Road, I-275, KY 212, and Hetzel Drive (SR-1 and C-3).
- D. A wooded area is located to the east and southeast on the opposite side of Petersburg Road and east of Hetzel Drive (SR-1 and A).

SITE CHARACTERISTICS

The site contains 45.6294 acres and has approximately 2,630 feet of frontage on Petersburg Road. The combined total for the two frontages on Riverview Drive is approximately 925 feet. The site is largely vacant and has tree cover in the north half of the central portion, along the eastern perimeter, and along the portion of the south property line that is across KY 20 from the long term parking lot (west of Hetzel Drive). There are two ponds and a family cemetery in the east part of the site (documentation for the "Peeno 2" Cemetery is attached). Existing improvements include an asphalt driveway in the east part of the site, two barns, and several smaller outbuildings.

The site is relatively level along Riverview Drive and in the central cleared area, and substantially steeper in the wooded area along the north property line and in the eastern portion of the site. The high points are at the northwest corner along Riverview Drive (approximately el 896) and the southwest corner along Petersburg Road (approximately el 888). The low point is in the northeast corner adjoining the hairpin curve in Petersburg Road (approximately el 724). Soil types on the site include Cynthiana flaggy silty clay loam (CyD, CyF), Jessup silt loam (JeD), and Rossmoyne silt loam (RsB, RsC).

Public water and sanitary sewer mains exist at the Petersburg Road/Hunter Drive intersection. An overhead electric line that is proposed to be relocated or removed runs across the eastern portion of the site. Construction of a gas pipeline is pending along a portion of the site's Petersburg Road frontage (west of Hetzel Drive) and around the southwest corner of the site. Section 3210 "Functional Roadway Classification" of the Boone County Zoning Regulations identifies Petersburg Road as an arterial and KY 212 as an expressway. The GIS system identifies Riverview Drive as a rural local road.

RELATIONSHIP TO COMPREHENSIVE PLAN

The 2010 Boone County Comprehensive Plan's Future Land Use Map designates approximately 84 percent of the site as "Industrial" (I). This designation is described as "manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses." The remaining, approximately 16 percent of the site is designated as "Developmentally Sensitive" (DS). The DS areas generally correspond to the steeper portions of the wooded hillsides. The Developmentally Sensitive designation is described as:

Areas that have an existing slope of twenty percent or greater for a height of 20 meters (67.6 feet), or have unique soil or flooding characteristics which limit the ability of an area to support urban development, or contain significant wooded areas, creeks, wildlife habitat, or other natural features that are important to a site's stability and visual character. In addition, developmentally sensitive areas may, in the future, be defined and protected due to historical or visual importance. Any

development on land identified as Developmentally Sensitive must be carefully assessed by the developer and the Planning Commission to determine the ability of the land to support the proposed project. The land use priority for areas designated Developmentally Sensitive is preservation of the existing environment, as opposed to development of the land. This shall act as a guideline for any project proposed in Developmentally Sensitive areas; specific sites designated as Developmentally Sensitive require more detailed inventories of soil, slope, wildlife habitat, vegetation, and other possible physical constraints as part of the development plans. These inventories shall be used, along with engineering studies, to determine whether an area designated Developmentally Sensitive can be developed in a fashion which is sensitive to the existing site characteristics. The Developmentally Sensitive areas of Boone County have been identified by utilizing United States Department of Agriculture Natural Resources Conservation Service (formerly Soil Conservation Service) data and mapping, through the Boone County Geographic Information System (GIS). The degree of accuracy of these areas is intended to locate general areas of concern. Actual site assessments will determine the exact boundaries of Developmentally Sensitive areas in Boone County at the time of development.

The Land Use Element provides the following text that relates to the general area.

- A. Riverview Subdivision and the residential area on Hunter Drive and Hetzel Drive have been purchased lot-by-lot by the airport, and should eventually redevelop into industrial uses to take advantage of the proximity to the interstate. The existing Bluebird Subdivision should remain residential and not experience piecemeal conversions to business uses. Future business uses may be appropriate if residential to business conversion is proposed on all of the subdivision area. The existing commercial parking lot facilities at KY 20 and KY 212 should eventually redevelop into office, hotel, convention, and travel related commercial uses. Commercial parking uses should be relocated onto airport property, in closer proximity to the airport terminals. Industrial development to the north of KY 20 should not locate on any portion of the Developmentally Sensitive hillsides, and a buffer area for the preservation of those hillsides may be required. Throughout these hillside areas, stands of existing trees should be retained between individual developments ("14. Airport," pp. 176-177).

The Land Use Element's Future Land Use Development Guidelines provide the following general comments that relate to the proposal.

- A. Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole,

rather than leveling an entire site to meet a pre-conceived project design. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined ("Utilization of Existing Vegetation and Topography," pp. 161 and 162).

- B. Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering to mitigate these impacts should be an integral part of the design of proposed projects; existing site features should be used in meeting this guideline. Developments should provide buffering along public roadways, to soften the visual impact. Appropriate wooded areas and stream valleys should remain as open space within developments and between developments. Developments proposed adjacent to planned or established open spaces should provide pedestrian access where appropriate. Natural green space benefits the community as well as encourages developers to create innovative development designs through clustering of buildings and impermeable area ("Buffering," pp. 162 and 163).
- C. Developments in Boone County must include landscaping to accompany the proposed project. Retention of existing healthy vegetation is considered a component of landscaping and is encouraged. This landscaping should be designed to improve the public view of a development, and should be incorporated into parking lots and other vehicle circulation areas, as well as within open spaces and around structures. Landscaping is intended to minimize the visual impacts of the development from adjoining properties and roadways.

Developments along major roadways in Boone County must include landscaping between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing land uses ("Landscaping," p. 163).

- D. Developments in Boone County must recognize the potential impacts of associated traffic on adjoining properties and transportation systems. The need exists to protect the capacity of the existing roadway network, and to plan improvements to accommodate new development and travel patterns. Access management provisions include the coordination of curb cuts, adequate corner clearance and site distance for access points, adequate space between access points, shared access points and parking facilities, provisions for access connections to adjoining properties, and dedication of public right-of-way ("Access Management," p. 163).
- E. Developments in Boone County should give consideration to the overall design of the area. Site, landscape, and building design should be a primary concern at the

early stages of the development, with an emphasis on the aesthetic impact of the proposed use. The minimal use of signs is encouraged; signage should be adequate to identify a specific development, but should not be used as a means to compete for motorist attention ("Design, Signs, and Historic Preservation," p. 164).

The Population Element outlines population estimates based on OKI transportation analysis zone "regions." The population of the "Airport" region where the subject site is located is estimated to change to 4,141 in 2020, and to 3,886 in 2030.

The "Recommended Areas of Commercial Activity" section of the Business Activity Element makes the following statements regarding the overall area.

- A. The I-275/KY 212 Interchange should experience a decrease in airport related commercial activities due to the economy, as these services and activities may eventually be provided on Airport property. The existing airport related commercial businesses at the KY 20/I-275 Interchange should evolve into highway related businesses. This area could support office related businesses, particularly properties possessing panoramic views of the Ohio River. Additional commercial growth based upon the expansion of the airport, and subsequent industrial growth, will be located at the Mineola 1-275 Interchange as evidenced by the Airport Exchange Business Park and the Circleport Industrial Park (p. 69).

The "Recommended Areas of Industrial and Office Activity" section of the Business Activity Element makes the following statements that relate to the proposal.

- A. A critical need in Boone County is to protect future industrial land, because the access, infrastructure, and level land that make it favorable for industrial development are finite. Beyond 2035, Boone County may have difficulty in developing more industrial uses outside the airport, U.S. 25, and Walton areas. In general, areas planned for non-extractive industrial uses should not be changed to allow other land uses to develop. The Northern Kentucky Tri-County Economic Development Corporation has identified a need for industrial building sites that have the necessary infrastructure and zoning and are ready to develop (p. 70).
- B. Property on the north side of KY 20 and near existing Airport runways should be developed with a planned combination of industrial and office uses if existing and future land uses are properly buffered from adjoining uses. The area surrounding the Airport and Airport property should be closely examined to explore industrial and office development opportunities. This examination can be performed by using the Cincinnati/Northern Kentucky International Airport Master Plan and by conducting an Off-Airport Land Use and Zoning Study. Development of this area should occur with extreme sensitivity to the river view and to the steep slopes (p. 71).

The "KY Transportation Cabinet Six-Year Plan" section of the Transportation Element lists a project described as "reconstruction of I-275/KY 20 Interchange at CVG Airport - Not funded" (p. 146).

The "Summary of the 2006 Boone County Transportation Plan Recommendations" section in the Transportation Element lists a "Recommended Capacity Project" described as "KY 212 Ohio River Bridge" (p. 147).

The "Street Connections" section in the Transportation Element lists a recommended connection described as "KY 212 to new KY 20 (south of I-275)" (p. 148).

The adopted 2017 Boone County Comprehensive Plan Goals and Objectives include the following pertinent statements.

- A. Boone County shall strive to achieve diversity and balance in land use while protecting natural resources and natural systems ("Overall," Objective 3).
- B. 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).
- C. 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).
- D. Areas possessing unique environmental characteristics should be preserved, used as passive or active recreational areas, or appropriately incorporated into development design ("Environment," Objective 2).
- E. Developmentally Sensitive and scenic areas shall be identified, mapped, and stabilized. Developments proposed in any of these areas shall be carefully designed and reviewed to minimize environmental impacts ("Environment," Objective 3).
- F. Developmentally Sensitive hillsides in Boone County must be given special consideration. Any proposed development on hillsides designated as such shall be reviewed and monitored to maintain the environmental and structural integrity of the hillsides ("Environment," Objective 4).
- G. Development design shall consider natural and ecological systems, such as wildlife habitats, air, soils, and water ("Environment," Objective 6).
- H. Development shall attempt to utilize existing topography and vegetation (including mature trees where possible) and preserve the existing character of the land where

practical ("Environment," Objective 7).

- I. Archaeology and cemetery preservation efforts shall follow permitting requirements and best practices where practical ("Natural & Cultural Resources," Goal C, Objective 7).
- J. Industries shall be promoted in suitable locations to make the county a vital part of a strong regional economy ("Economy," Goal A, Objective 2).
- K. Boone County businesses are developed in appropriate locations and are compatible with surrounding land uses ("Economy," Goal B).
- L. Compact, efficient development patterns shall be encouraged for industrial, commercial, and office uses with appropriately sized and well maintained buffer spaces between the business use and other land uses ("Economy," Goal B, Objective 1).
- M. Mixing of commercial and non-commercial uses shall occur in areas where consideration has been given to assure compatibility with surrounding land uses and natural systems ("Economy, Goal B, Objective 2).
- O. Interstate commercial uses, as well as the freight logistics industry, shall be in close proximity to interstate interchanges for maximum convenience and economy to the traveling public, while minimizing traffic congestion ("Economy," Goal B, Objective 4).
- P. Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport, and where infrastructure exists or is planned ("Economy," Goal B, Objective 5).
- Q. Future industrial districts should be identified in advance of residential development so that potential impacts are known and can be addressed ("Economy," Goal B, Objective 6).
- R. Effective site placement, architectural design, and landscape design for industrial uses shall enable a favorable relationship with adjoining uses. Smoke, dust, noise, and odor impacts shall be kept at a minimum and site development and enforcement shall be carefully coordinated with regulatory agencies ("Economy," Goal B, Objective 7).
- S. Priority shall be given towards maintaining, protecting, and improving the capacity and safety of the existing road system across jurisdictions ("Transportation," Goal A, Objective 1).

- T. Roadway capacity shall be preserved by utilizing access management policies and guidelines ("Transportation," Goal B, Objective 4).
- U. New connector streets shall be developed where needed and feasible to lessen the dependence on arterial, collector, and local streets ("Transportation," Goal B, Objective 5).
- V. Proper vehicular and pedestrian access to adjoining property shall be provided and/or retained when a property develops or redevelops ("Transportation," Goal B, Objective 6).

BOONE COUNTY TRANSPORTATION PLAN

The Boone County Transportation Plan includes a project located at "KY 212 (Terminal Drive)" which is described as "reconstruct the I-275 interchange at KY 212 and reconstruct KY 20 (Petersburg Road) near the Cincinnati/Northern Kentucky International Airport. (Kentucky Transportation Cabinet Item Number 06-8000.20)." This project is an "unscheduled need."

STAFF COMMENTS

1. COMPREHENSIVE PLAN AND STATUTORY FINDINGS

The 2010 Boone County Comprehensive Plan's Future Land Use Map designates approximately 84 percent of the site as "Industrial" (I). This designation is described as "manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses." The remaining, approximately 16 percent of the site is designated as "Developmentally Sensitive" (DS). The DS areas generally correspond to the steeper portions of the wooded hillsides. The Developmentally Sensitive designation does not prohibit development, nor like the other designations does it outline specific, contemplated land uses. Rather, the somewhat lengthy description (outlined above) includes the key phrase "any development on land identified as Developmentally Sensitive must be carefully assessed by the developer and the Planning Commission to determine the ability of the land to support the proposed project," meaning that each site and proposal needs to be evaluated on its own merits. It also states, "The land use priority for areas designated Developmentally Sensitive is preservation of the existing environment, as opposed to development of the land."

The Land Use Element ("14. Airport") discusses this specific area. Regarding Riverview Subdivision, this Element states, "Riverview Subdivision and the residential area on Hunter Drive and Hetzel Drive have been purchased lot-by-lot by the airport, and should eventually redevelop into industrial uses to take

advantage of the proximity to the interstate” (p. 176). The 2017 Goals and Objectives state, “Interstate commercial uses, as well as the freight logistics industry, shall be in close proximity to interstate interchanges for maximum convenience and economy to the traveling public, while minimizing traffic congestion (“Economy,” Goal B, Objective 4). As noted above, the Boone County Transportation Plan includes the reconstruction of the I-275/KY 212 interchange and KY 20 near CVG as an “unscheduled need.”

The Land Use Element also states, “Industrial development to the north of KY 20 should not locate on any portion of the Developmentally Sensitive hillsides, and a buffer area for the preservation of those hillsides may be required. Throughout these hillside areas, stands of existing trees should be retained between individual developments” (pp. 176-177). The Future Land Use Development Guidelines advocate the retention of existing tree cover (pp. 161-163) and the 2017 Goals and Objectives state that Developmentally Sensitive hillsides should be given “special consideration” (“Environment,” Objective 4).

The “Recommended Areas of Industrial and Office Activity” section of the Business Activity Element emphasizes the need for industrial sites in general terms and it targets the area in and around CVG for potential industrial and office developments. This section states, “Property on the north side of KY 20 and near existing Airport runways should be developed with a planned combination of industrial and office uses if existing and future land uses are properly buffered from adjoining uses. The area surrounding the Airport and Airport property should be closely examined to explore industrial and office development opportunities. This examination can be performed by using the Cincinnati/Northern Kentucky International Airport Master Plan and by conducting an Off-Airport Land Use and Zoning Study. Development of this area should occur with extreme sensitivity to the river view and to the steep slopes” (p. 71). The comments regarding the location of industrial uses are reinforced by the Goals and Objectives which state, “Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport, and where infrastructure exists or is planned (“Economy,” Goal B, Objective 5). Effective buffering is also addressed in the Future Land Use Development Guidelines (pp. 162-163) and the Goals and Objectives (“Economy,” Goal B, Objectives 1 and 7).

The governing bodies will also need to consider the alternate statutory findings for the requested zone change of whether the current zoning is inappropriate and the proposed zoning is appropriate, and whether there have been changes of an economic, physical, or social nature not anticipated in the comprehensive plan that substantially alter the area’s character.

2. PROPOSED USE

The application form states that the proposed uses include “industrial development.” The requested I-1 zone permits a wide range of industrial and office uses, not all of which may be appropriate for the given site and immediate area. The I-1 zone also allows the O-1 and O-2 zone principally permitted uses by reference (applicable text is attached). The governing bodies should review the use lists and consider a condition which would prohibit those which are deemed inappropriate or incompatible at this location. The Comprehensive Plan’s description for the Industrial land use designation and the direction given for this area, notably by the Land Use and Business Activity elements, can be used for guidance. As discussed below, the basis for the Traffic Impact Study is the “warehousing” ITE land use category, which is a comparatively low traffic generator. When considering the lack of opportunity for on-site truck stacking and the proximity of the southern truck court to Petersburg Road, Staff recommends that the governing bodies consider a condition which prohibits outside storage.

3. DESIGN ISSUES

A. Landscaping: A substantial amount of existing vegetation is proposed to be retained in the east and northeast portions of the site. As discussed above, the comprehensive plan advocates the retention of existing tree cover. For the areas in question, the existing vegetation will fulfill the applicable requirements of Article 36 “Landscaping” of the zoning regulations.

The 40 foot wide Buffer Yard D option, including a 6 foot high berm, is proposed along the Riverview Drive frontage. The normal street frontage landscaping requirements are based on Buffer Yard A (Section 3620). When considering that there is an existing, occupied residence on the opposite side of the street, Staff agrees with this solution.

A loading dock on the “long side” of the building faces Petersburg Road. The landscaping shown for this portion of the road frontage includes a continuous row of evergreen trees as well as deciduous trees. The truck court is approximately 22 feet lower than the grade of the adjoining yard area in the west part of the KY 20 frontage, but it is approximately 16 feet higher than the proposed access point at Hetzel Drive. As such, Staff recommends that the evergreen trees proposed to the immediate west of Hetzel Drive be moved northward to the edge of the truck court. With this modification, the proposed landscaping, upon maturity, should reasonably screen the truck court itself. However, when considering the proposed building height of almost 45 feet, landscaping cannot be expected to screen the entire building (refer to Section 3635 “Loading/Unloading Areas, Storage Areas, Utility and

Mechanical Equipment and Trash Collection Areas” of the zoning regulations).

Landscaping is also indicated around the C-1 zone that adjoins the southwest corner of the site, in the parking areas, and around the east and west building frontages. Landscaping in these areas will need to meet the detailed requirements of Article 36. The project narrative states, “Landscaping will be provided in accordance with the Boone County Zoning Ordinance and integrated within parking islands, at the drive access points, and within buffer areas where sufficient existing vegetation does not exist” (p. 4). The requested buffer yard variances are discussed below.

- B. Lighting: The project will need to meet the standards in Section 3316 “Lighting” of the zoning regulations. Staff’s main concerns regarding lighting is avoiding off-site light pollution and adequately illuminating the access points. However, the second issue presents a potential problem of lighting impacts on the residence that is located on the opposite side of Riverview Drive. Staff requests that the applicant study this issue and devise a strategy for the Zone Change Committee to consider which sufficiently illuminates the access points on Riverview Drive and avoids negative impacts on the residence in question.
- C. Building Design: The project narrative states that the “building design shall be compatible with surrounding structures of similar industrial use such as those along the rear portion of Progress Drive to the west of the site” (p. 4). The submitted elevations illustrate a tilt-up concrete building with office fronts at several corners. The proposed height from the first floor elevation is 44’ 8”. The facade design is largely based on the use of color including multiple shades of cold gray and orange. Unlike the industrial buildings along Lindbergh Court and Progress Drive to the west, the proposed building immediately faces Petersburg Road. In order to better correlate the building to the surrounding environment for the long term and minimize the “monolithic” warehouse appearance, Staff recommends that a natural (warm) color palette be opted and that the overall design be articulated through the use of three dimensional relief (horizontal and vertical) and detailing on the entirety of the east, west, and south facades. Based on the proposed height and width of the building, and the repetition of the truck docks, this type of articulation is difficult to achieve through only differentiations in color and large-scale scoring on tilt-up panels.
- D. Retaining Walls: Several retaining walls are proposed around the site including near the southern access point on Riverview Drive, facing Petersburg Road near the southeast corner of the building, and in the rear

buffer yard. Due to their location, Staff is not concerned with the cosmetics of the walls in the rear buffer yard. The other two walls are in publically visible areas and are recommended to have an architectural finish through use of a textured face, integral color, three dimensional cap, etc., that correlate to the design of the building. This recommendation also applies to any publically visible retaining walls that may be added through the final engineering of the site plan.

4. CIRCULATION AND TRAFFIC STUDY

Plan sheet C-2.0 notes that Riverview Drive between the intersection with Petersburg Road and the northern access point for the subject site is proposed to be widened to 25 feet ("local" standard). "Subcollector" is the applicable classification under the Boone County Subdivision Regulations which requires a 28 foot pavement width and a sidewalk on one side of the street, normally the water main side. An on-site sidewalk connection between the building, parking, and public sidewalk along the street is also required. The 28 foot width does not consider the possibility of trucks routinely stacking on the public street. The proposed layout presents little opportunity for truck stacking on the subject site itself where it would not conflict with passenger vehicles. The northern access point is in close proximity to an existing residence that is on the opposite side of Riverview Drive. This presents issues of routine truck traffic, headlights shining on the front of the residence from outbound traffic, and potential site lighting issues as discussed above.

The basic conclusion of the Traffic Impact Study is that this development will have little effect on the surrounding road system. The basis for the TIS is the "warehousing" ITE land use category which is a comparatively low traffic generator. Based on recent experience in the community and recognizing that traffic behavior can differ between warehouses, Staff questions whether this is the most appropriate data, especially when considering the amount of parking spaces shown on the plan. The applicant has stated that a potential tenant has been identified for the majority of the building. As such, Staff recommends that the analysis be updated to reflect the characteristics of this user. Absent this information, the governing bodies could consider limiting the use of the site to a warehouse which meets the ITE land use category. Relative to more detailed information in the TIS, the AM and PM peaks (p. 8) appear low based on recent experience. Additionally, the basis for the trip distribution (p. 9) should be explained.

An access point is proposed on Petersburg Road at the intersection with Hetzel Drive. Staff is supportive of this access point in principle from the standpoints of trip distribution, emergency access, and queuing at the Petersburg Road/KY 212 intersection, but there are technical issues with this location which would need to

be resolved and KYTC District 6 has given no indication that it will be approved. KYTC also has concerns regarding any development in proximity of the interchange and has outlined a number of issues with the data used in the TIS. The concluding statement in KYTC's comments is "plenty more comments to follow when we complete our review" (3/22/19 e-mail from Linzy Brefeld, P.E., Transportation Engineer Supervisor, Traffic & Permits Section, is attached). Scott Pennington, P.E., Boone County Engineer, concurred with KYTC's comments, noted that this development should include an area for truck staging, and stated that Riverview Drive will need to be upgraded to a subcollector standard, including a sidewalk, beyond the second (northernmost) entrance (3/25/19 e-mail is attached).

5. REQUESTED VARIANCES

As explained above, variances from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations to allow certain buffer yards to be reduced from Buffer Yard D to Buffer Yard A have been requested. These are described on pages 4 and 5 of the project narrative and include reducing the buffer yard width from 80 feet to 10 feet along: 1.) the north and northeast property lines; and 2.) an SR-1 lot on the east side of Riverview Drive that is surrounded by the subject tract on three sides. An additional variance is noted along the south property line which adjoins Petersburg Road, but this variance is not necessary since the applicable code section is 3620 "Landscaping Along Street Frontages" (and Section 3635 for loading dock/truck court screening) versus 3645 "Buffer Yards." The 80 foot wide Buffer Yard D option requires 20 evergreen trees, 11 large deciduous trees, and 40 large shrubs per 100 linear feet. The 40 foot wide Buffer Yard D option requires 20 evergreen trees, 11 large deciduous trees, and 20 large shrubs per 100 linear feet, plus a 6 foot high berm, fence, or masonry wall (note - a 6' solid fence or wall is not permitted in front and corner side yards). The requested Buffer Yard A has a minimum width of 10 feet and requires 3 large deciduous, medium deciduous, and/or evergreen trees, or 5 small deciduous trees, and 30 small shrubs or 15 large shrubs, per 100 linear feet.

If approved, the buffer yard variance around the SR-1 "outlot" on the east side of Riverview Drive will require at least a partial reduction in the amount of required plantings due to the width of the available space, particularly along the south property line of the lot in question. For the requested variance along the north and northeast property lines, it appears that the plantings normally required for the 40 foot wide Buffer Yard D option could be provided in the space proposed. The buffer yard shown along the north property line scales to approximately 40 feet at the narrowest point. Healthy, mature vegetation that is retained can be credited towards the planting requirements. Due to grade issues, the 6 foot berm, wall, or fence normally required in the 40 foot wide Buffer Yard D option would be ineffective along most of the north and northeast property lines.

Section 251 "Application and Standards for Variances" of Boone County Zoning Regulations is attached. This section outlines the statutory variance criteria set forth in KRS 100. The applicant's justification for the requested variances is outlined on pages 4 and 5 of the project narrative. Specific facts to consider in relation to the requested variances include:

- A. The 2010 Boone County Comprehensive Plan's Future Land Use Map designates this site and the surrounding tracts on the north of Petersburg Road largely as "Industrial" (I) with smaller areas of "Developmentally Sensitive" (DS). Two areas along the north (rear) property line, where one of the variances is requested, are designated as DS.
- B. The lots on the northeast and northwest corners of the Riverview Drive/Petersburg Road intersection are zoned C-1 and C-3, and the remaining lots to the immediate north and west are zoned SR-1.
- C. There are three detached, single family residences remaining in Riverview Estates Subdivision. The first (2891 Riverview Drive) is located immediately across Riverview Drive from the northwest corner of the subject site. The second (2804 Riverview Drive) is located approximately 600 feet north of the subject site in the radial curve of Riverview Drive. The third (2729 Riverview Drive) is located on the north side of the east-west running portion of Riverview Drive, approximately 900 feet from the subject site. Aside from a small cemetery, the remainder of the subdivision is currently vacant.
- D. The north and northeast property lines largely adjoin a wooded valley which contains an intermittent blue line stream.
- E. The 40 foot wide Buffer Yard D option, including a 6 foot high berm, is proposed along the Riverview Drive frontage and will adjoin the western portions of the north and south property lines of the SR-1 "outlot" that is on the east side of Riverview Drive. Thus, some level of enhanced buffering is proposed for this general area of the site.
- F. Variances can be approved with appropriate conditions such as increasing the quantity, type, and size of plantings in the spaces in question and retaining existing wood cover.

6. OUTSIDE AGENCY COMMENTS

- A. Captain Andy Ifcic of the Hebron Fire Protection District has commented that the District has no comments on the project at this time (3/18/19 e-mail is attached).

- B. Andy Aman, Plan Review Manager for SD1, has commented that sanitary sewer capacity will need to be reserved and a storm water permit application that meets the NKY Storm Water Rules and Regulations will need to be submitted (3/13/19 e-mail is attached).
- C. Staff has requested comments on the proposal from the Boone County Water District. Such comments have not been received as of this writing. Any comments received from this agency will be forwarded to the Zone Change Committee for review.

7. SITE PLAN STANDARDS

For the applicant's information, an exhaustive site plan type review was not conducted due to the conceptual nature of the plan. However, Staff has identified several specific requirements that will need to be addressed. The project will need to meet all applicable standards at the site plan stage.

CONCLUSION

The Boone County Planning Commission and the Boone County Fiscal Court need to evaluate the application in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3 "Amendment" of the Boone County Zoning Regulations, the 2010 Boone County Comprehensive Plan, the 2017 Boone County Comprehensive Plan Goals and Objectives, and the potential impacts on the existing and planned uses in the area. The Planning Commission also needs to evaluate the requested variances in terms of Section 251 "Application and Standards for Variances" of the zoning regulations. The Future Land Use Map will need to be amended to reflect a larger proportion of Industrial uses on the subject site if this request is approved.

Respectfully submitted,



Kevin T. Wall, AICP
Director, Zoning Services

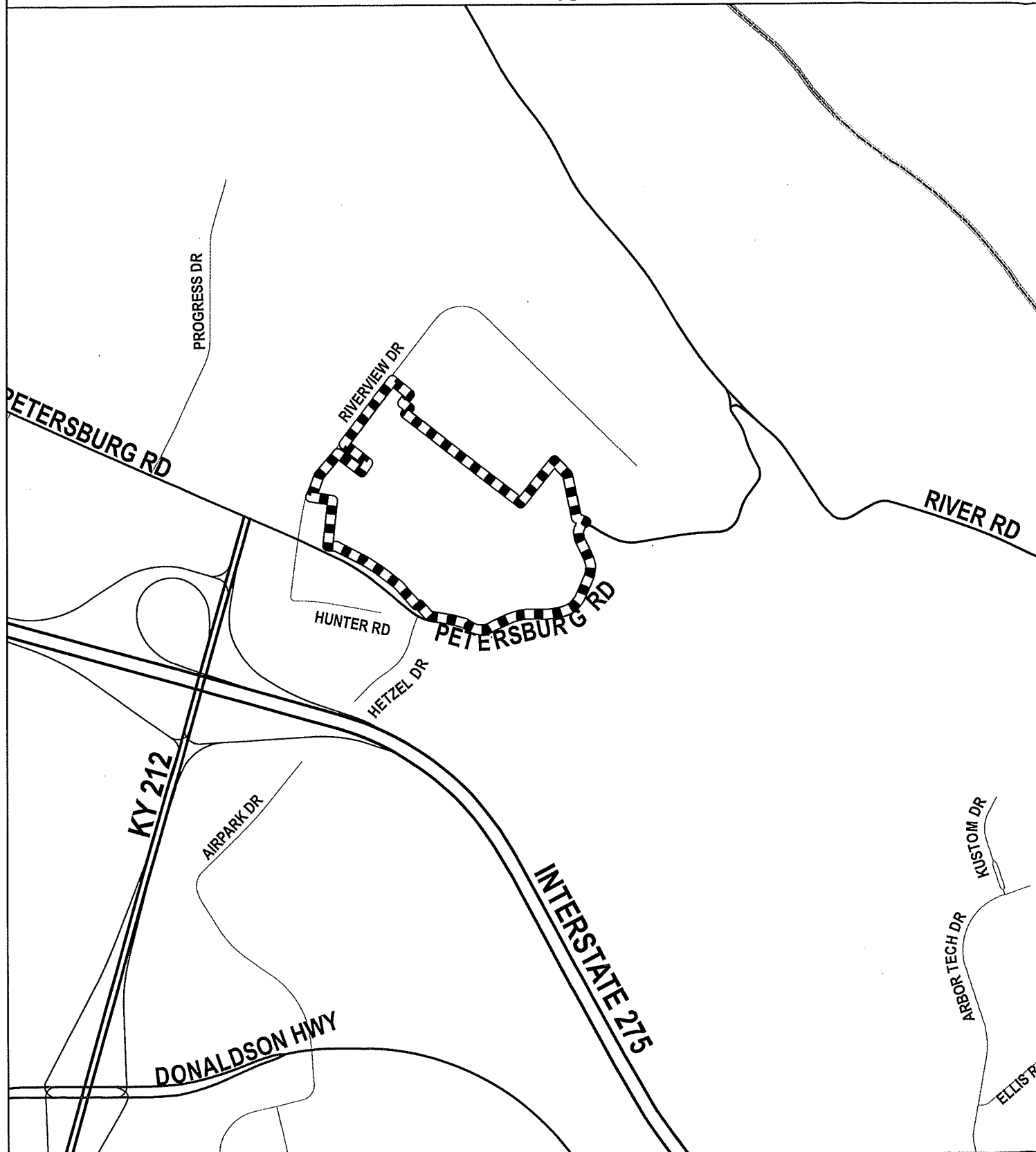
Attachments:

- Location map
- Aerial photograph with zoning
- 2035 Future Land Use Map excerpt
- Topographic map
- Documentation for "Peeno 2" Cemetery

- I-1 zone text (including O-1 and O-2 zone principally permitted uses allowed by reference)
- Section 251 "Application and Standards for Variances" of Boone County Zoning Regulations
- 3/25/19 e-mail from Scott Pennington, P.E., Boone County Engineer
- 3/22/19 e-mail from Linzy Brefeld, P.E., Transportation Engineer Supervisor, Traffic & Permits Section, KYTC District 6
- 3/18/19 e-mail from Captain Andy Ifcic, Hebron Fire Protection District
- 3/13/19 e-mail from Andy Aman, Plan Review Manager, SD1
- Application materials including concept development plan sheets, project narrative, and "Findings and Conclusions" section of Traffic Impact Study (pp. 21-23)

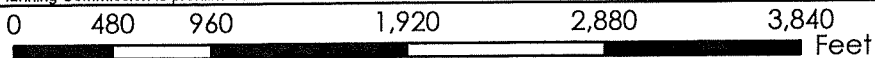
Location

www.boonecountygis.com



Copyright 2019 Boone County GIS. Reproduction by any means without the express permission of the Boone County Planning Commission is prohibited.

Data used to create this map were compiled from sources that comply with National Map Accuracy Standards. Boone County GIS extends no warranty with respect to the accuracy or content of the information provided by this map. This map should be used for general planning purposes only.



1 inch = 943 feet

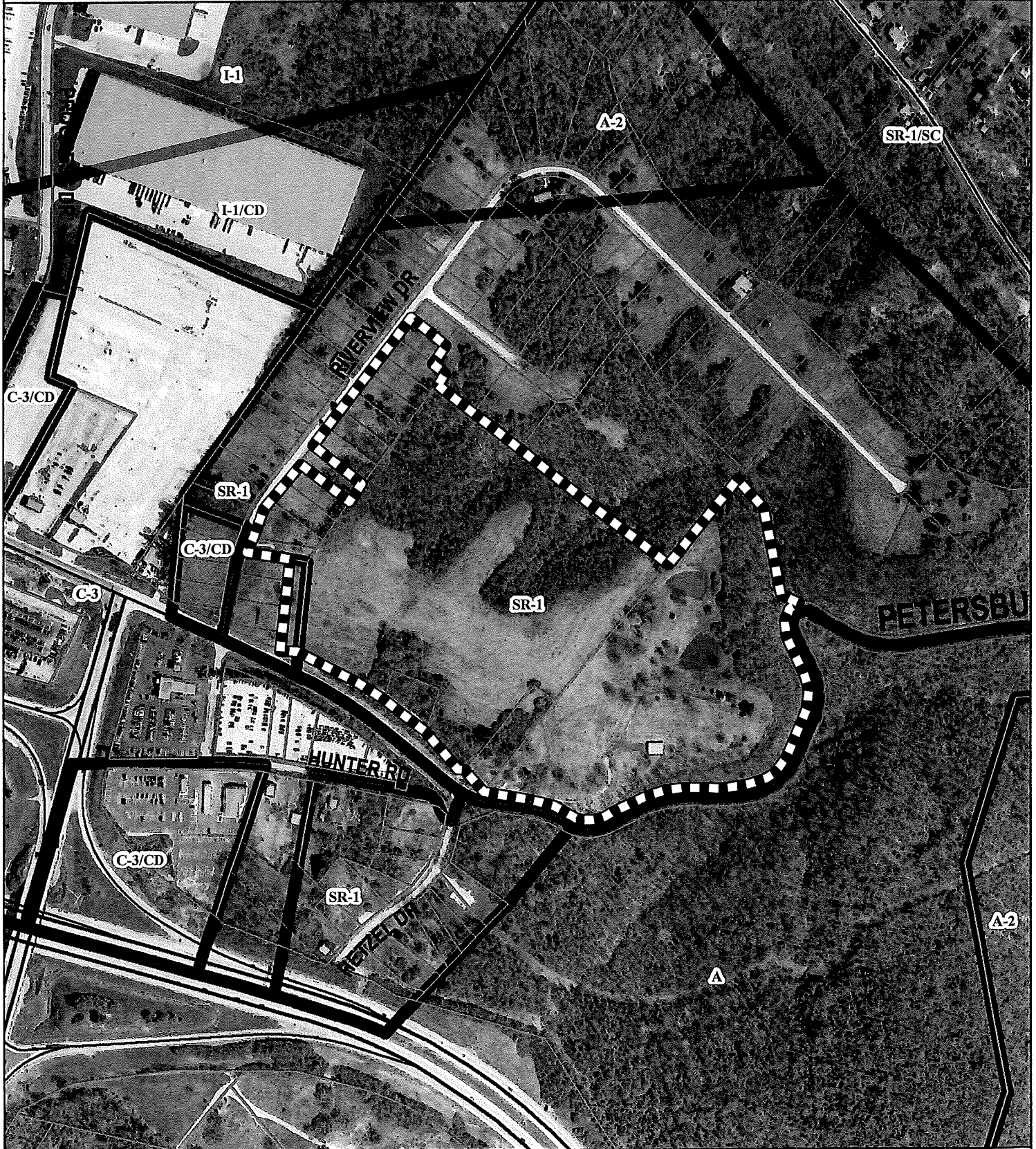


Boone County GIS - Putting Northern Kentucky on the Map



Zoning

www.boonecountygis.com



Copyright 2019 Boone County GIS. Reproduction by any means without the express permission of the Boone County Planning Commission is prohibited.

Data used to create this map were compiled from sources that comply with National Map Accuracy Standards. Boone County GIS extends no warranty with respect to the accuracy or content of the information provided by this map. This map should be used for general planning purposes only.



0 237.5 475 950 1,425 1,900 Feet

1 inch = 469 feet



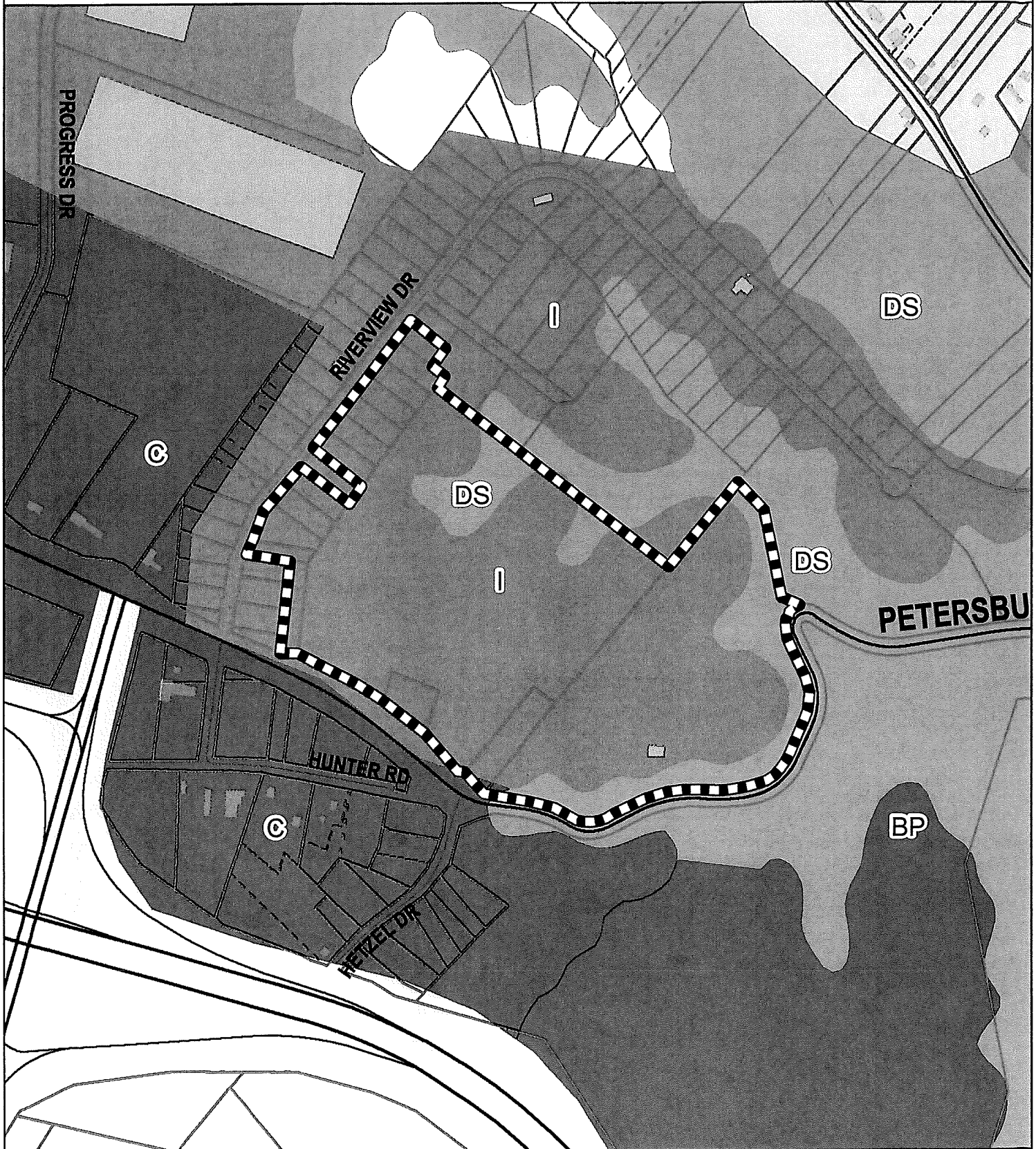
Boone County GIS - Putting Northern Kentucky on the Map

Map Created: xx/xx/2019

ArcMap Document: *.mxd

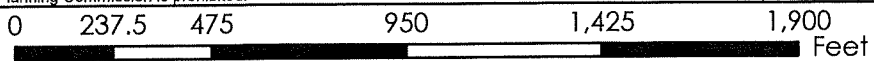
2035 Future Land Use

www.boonecountygis.com



Copyright 2019 Boone County GIS. Reproduction by any means without the express permission of the Boone County Planning Commission is prohibited.

Data used to create this map were compiled from sources that comply with National Map Accuracy Standards. Boone County GIS extends no warranty with respect to the accuracy or content of the information provided by this map. This map should be used for general planning purposes only.



1 inch = 469 feet



Map Created: xx/xx/2019

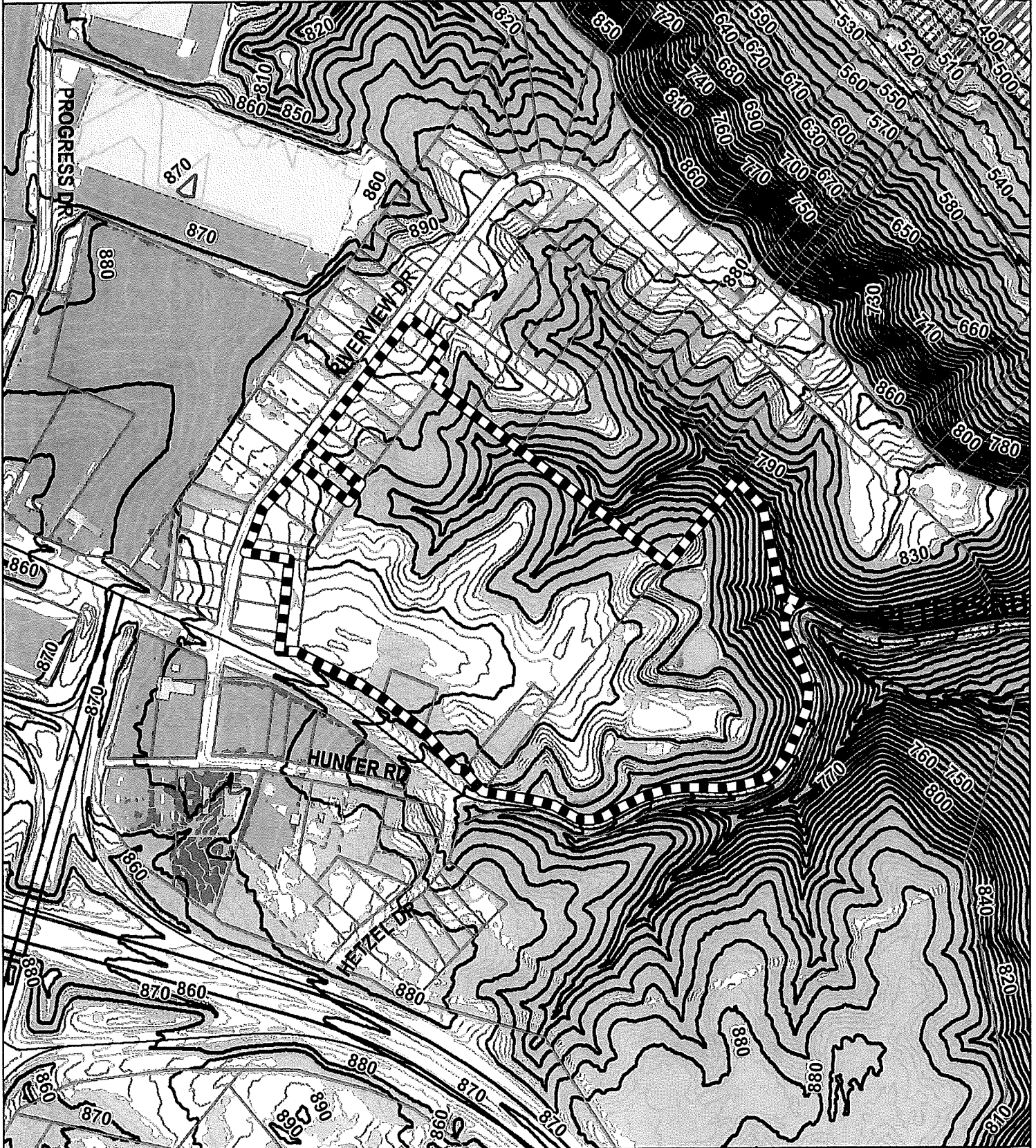
Boone County GIS - Putting Northern Kentucky on the Map



ArchMap Document: *.mxd

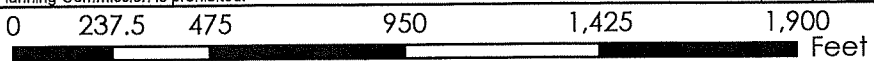
Topography

www.boonecountygis.com



Copyright 2019 Boone County GIS. Reproduction by any means without the express permission of the Boone County Planning Commission is prohibited.

Data used to create this map were compiled from sources that comply with National Map Accuracy Standards. Boone County GIS extends no warranty with respect to the accuracy or content of the information provided by this map. This map should be used for general planning purposes only.

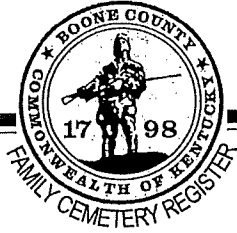


1 inch = 469 feet



Boone County GIS - Putting Northern Kentucky on the Map





Date: May, 2000

Name: **PEENO 2 CEMETERY**

Location: In front of house at 432 Petersburg Rd., overlooks bend in Petersburg Rd.

Property Owner: Kenton County Airport Board (formerly Peeno family)

Recorder: Jeannine Kreinbrink

Source: Field visit

Inscriptions: fieldstones only, no visible inscriptions

Family source indicated that burials include
John Peeno, Jr., who died 2/17/1920 and was married to Elizabeth
his father **Sylvester "Sully" Peeno**, Born 1877 married an Elizabeth and had a child

NOTE: This cemetery was located on Peeno-owned property in 2000, but that land was acquired by the Kenton County Airport Board in 2005.

John Jr. 2/17/1920 DOD
Married Elizabeth

Son - Sylvester "Jully" ✓
Born 1877
Married An Elizabeth
and had a baby

only fieldstones - 2 reported names

PEENO 2

Peeno 2 Cemetery

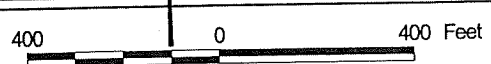
on property - B. & S. Peeno

Rt 20.

5/2000

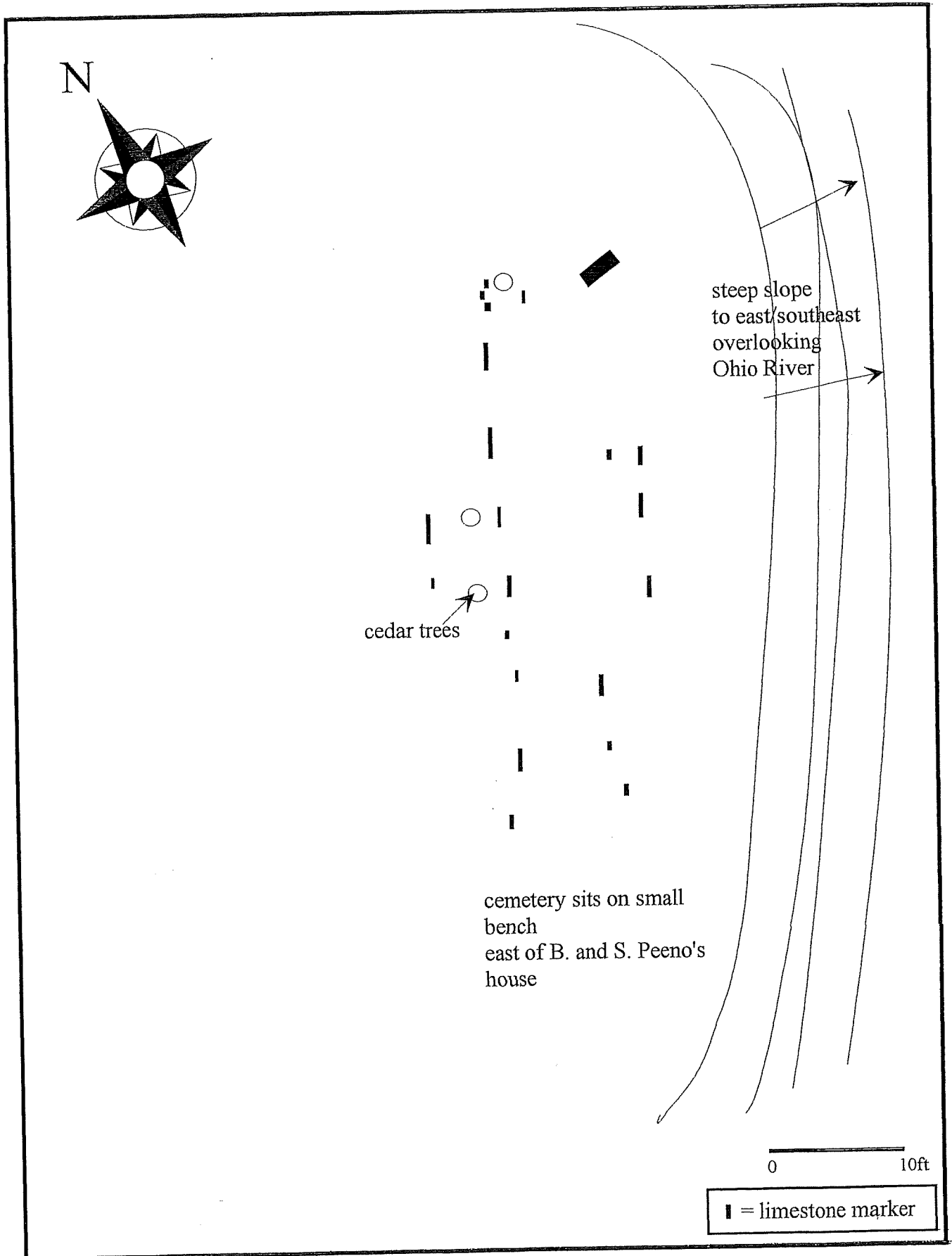


Peeno 2



1 inch equals 400 feet
Produced by the
Boone County Planning Commission
GIS Services Division
March 17, 2000





PEENO 2 CEMETERY: Fieldstones only.



ARTICLE

11

EMPLOYMENT DISTRICTS

SECTION 1110

OFFICE ONE (O-1)

The purpose of the Office One district is to create a low density, low rise office environment and to provide professional and personal services and employment opportunities in close proximity to and compatible with residential districts. The Office One district shall accommodate smaller scale and independent office uses, which are not located within a larger Office Two district or which do not need or desire to be located in a commercial district. Office One districts are located on suitable lands within established or planned urban entities where adequate infrastructure and services are available or proposed.

SECTION 1111

Principally Permitted Uses

The following uses are permitted:

1. Bank related services or credit unions;
2. Business and personal credit services and title services;
3. Security brokers, investment services and finance companies;
4. Insurance agents, brokers and services;
5. Real estate agents, brokers and management services;
6. Real estate management services and builders offices excluding any outside storage equipment and the like;
7. Photographic services;
8. Eating and drinking establishments including alcoholic beverages;
9. Direct mail and advertising services;
10. Stenographic services and other duplicating and mailing services;
11. News agencies and employment services;
12. Business and management consulting services and associations;
13. Motion picture, audio-visual and similar media production and distribution services;
14. Medical, dental, or optical clinics;

15. Legal, engineering, architectural, education and scientific research services;
16. Accounting, auditing and bookkeeping services;
17. Charitable and social services administration offices;
18. Professional membership organizations and labor organizations and civic associations;
19. Telephone exchange stations, telegraph message centers, radio broadcasting studios, television broadcasting studios and other communication centers and offices excluding any relay, transmitting or receiving towers or similar unattached, erected equipment;
20. The administration, management and any related office use or activity of commercial, business, service, professional, industrial, religious, private institutional, or similar organization, incorporation, companies, associations and such uses. Includes all integral stenographic reproduction, mailing, research, sales and similar office functions, as determined by the Zoning Administrator;
21. Veterinary services not including the boarding of animals;
22. Business colleges and trade schools;
23. Recreation centers, gymnasiums and other related recreational facilities;
24. The retail sale of office supplies and equipment;
25. Funeral homes and crematoriums excluding cemeteries or mausoleums;
26. Beauty and barber services and tanning salons.
27. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31;

SECTION 1112

Accessory Uses

Accessory uses, buildings, and structures customarily incidental and subordinate to the purposes of the district including:

1. Recreation uses or spaces of integral relation to the developed portions of the district including:
 - a. Temporary exhibit spaces;
 - b. Aquariums, botanical gardens and other natural exhibitions;
 - c. Stages and similar assembly areas;
2. Accessory uses for an office facility:
 - a. Garages and parking;
 - b. Structures such as fences and walls;
 - c. Buildings such as storage sheds;
3. Signage (See Article 34);
4. Parking (See Article 33);

5. Automatic teller machines;
6. Single-family dwelling unit;
7. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
8. Recycling collection containers.

SECTION 1113

Conditional Uses

The following uses and appropriate accessories subject to the approval and qualifications of the Board of Adjustment and Zoning Appeals provided; a) the activity is an integral and subordinate function of a permitted office use; or b) the arrangement of uses, buildings, or structures will be compatible with the organization of permitted and accessory uses to be protected in the district:

1. Day care centers;
2. Convenient stores;
3. Laundering, dry cleaning and dyeing services, including self-service;
4. Shoe repair, shoe shining and hat cleaning services;
5. Florists, excluding greenhouses;
6. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(C).

SECTION 1114

Intensity

The maximum total intensity of all uses in an Office One district shall not exceed 16,000 square feet of gross floor area per acre.

SECTION 1115

Minimum Size

The minimum size or extent required of an Office One District is one acre.

SECTION 1116

Minimum Standards

See Article 31 for dimensional standards. (Site Plan Review is required for all permitted uses) (See Article 30).

THE FOLLOWING PASSAGE APPLIES TO THE CITY OF FLORENCE CITY LIMITS ONLY.

No dwelling used as a residence can be altered, converted or remodeled to satisfy any of the standards as uses authorized in the Office One (O-1) zone as permitted uses or conditional uses. Newly constructed structures are necessary to satisfy the requirements and standards of the Office One (O-1) zone.

SECTION 1120

OFFICE TWO (O-2)

The purpose of the Office Two District is to consolidate those types of professional, research, business, service and similar uses which are based in office structures and which require and desire high levels of personal interaction. Such districts will be organized to provide employment labor markets. Districts will be located on suitable lands with convenient access from expressways, arterials or collectors. District plans will be organized to provide direct, central, convenient and safe collection of vehicles and pedestrian circulation.

SECTION 1121

Principally Permitted Uses

The following uses are permitted:

1. All principally permitted uses of an Office One (O-1) District;
2. Retail sales of newspapers and magazines, drugs, and proprietary goods;
3. Banking and credit union services, including drive-through teller services.
4. Convenient stores;
5. Laundering, dry cleaning and dyeing services, including self-service;
6. Shoe repair, shoe shining and hat cleaning services;
7. Florists, excluding greenhouses.
8. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.

SECTION 1122

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to the purposes of the district including:

1. Recreation uses or spaces of integral relation to the purpose of the district defined to be:
 - a. Museum, art and craft galleries, conservatories and other cultural exhibits;
 - b. Aquariums, botanical gardens and arboretums, nature preserves, wildlife sanctuaries and other natural exhibitions;
 - c. Historic sites, structures, monuments and other exhibits available for public viewing;
 - d. Amphitheaters, motion picture theaters, legitimate theaters, playhouses and other entertainment assemblies;
 - e. Auditoriums, exhibition halls and other public or miscellaneous assembly;
 - f. Golf courses, tennis courts, ice and roller skating, bowling and other sports activities;
 - g. Play lots or tot lots, playfields or athletic fields, recreation centers, gymnasiums, clubs and other athletic uses and structures;
 - h. Swimming beaches and swimming pools;
 - i. Picnicking, hiking areas, exercise trails and other recreational uses;
 - j. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;
2. Public transit stations and terminals;
3. Postal, travel and transportation ticket or forwarding services;
4. Detective, protective and other police services;
5. Signage (See Article 34);
6. Parking (See Article 33);

7. Automatic teller machines;
8. Retail defined as:
 - a. Books and stationery;
 - b. Florists excluding greenhouse or outdoor storage or growing areas;
 - c. Cigars and cigarettes;
 - d. Beauty and barber services;
9. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
10. Recycling collection containers.

SECTION 1123

Conditional Uses and Criteria

The following uses and appropriate accessories subject to the approval and qualifications of the Board of Adjustments and Zoning Appeals provided: a) the activity is provided primarily and obtains the bulk of its trade from the use and support of the public employed in the district; or b) the activity is of integral relation to the purposes of the district; c) the use, building or structure is subservient to and not of scale, nature, trade or other character which will compete, detract or conflict with the purpose and permitted uses of the district; and d) provided the arrangement of uses, buildings or structures is mutually compatible with the organization of permitted accessory uses to be protected in the district:

1. Hotels, tourist courts and motels only where the primary trade is of direct relation or support of the uses and purposes of the district;
2. The writing, publishing of newspapers, periodicals and books provided any printing operation is subservient to the writing and publishing activity and does not conflict with the purposes of permitted uses of the district;
3. Telephone, telegraph, radio and television relay, transmitting and receiving equipment provided the equipment is in direct support of the defined accessory use and does not physically or visually overpower, detract or conflict with the building design, scale or character proposed in this district;
4. Gasoline filling stations and auto repair facilities provided the use is in direct support of and primarily trades from the employees of the district;
5. Blueprinting and photocopying services;
6. Window cleaning, disinfecting and exterminating, dwelling and building services;
7. Automobile leasing or rental agencies (maximum storage of 50 vehicles);
8. Day care centers;
9. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(C).

SECTION 1124

Intensity

The maximum total intensity of all uses in an Office Two district shall not exceed 30,000 square feet of gross floor area per acre.

SECTION 1125

Minimum Size

The minimum size or extent required of an Office Two district is three (3) acres.

SECTION 1126

Minimum Standards

See Article 31 for dimensional standards. (Site Plan Review required for all permitted uses) (See Article 30)

SECTION 1130

INDUSTRIAL ONE (I-1)

The purpose of the Industrial One district is to allow different types of small to large scale light manufacturing, warehouse, distribution and related service uses, which require direct accessibility to a regional transportation system. Manufacturing operations in this district will generally not utilize unrefined raw materials, whose processing may potentially create undesirable noise, odors, dust, smoke, hazardous materials or waste or be delivered in large bulk transportation forms. Such districts are located in areas which provide employment opportunities for community and regional labor markets. Districts will be located on suitable lands accessible from expressways and/or arterials. In addition, this zoning district allows for integrated office campus and/or industrial/warehouse developments with a business park setting, characterized by landscaped entrances, boulevard streets, large amounts of green space and low building coverage ratio, multi-level buildings, constant architectural and signage theme, parking structures, and integrated pedestrian and recreation facilities. This district is also to provide for appropriate public facilities and/or services to the permitted uses identified in the district.

This zoning classification can range from a compact multi-level office development on several acres to an extensive mixed office/warehouse/distribution development that is located on many acres. This zoning classification often includes some limited commercial wholesale and retail uses intended to serve the district and constructed to blend in visually with the character of the area.

SECTION 1131

Principally Permitted Uses

Permitted are the wholesale distribution, storage, manufacturing and assembly of industrial products:

1. All principally permitted uses in an Office Two (O-2) zone;
2. Food and kindred products, including the manufacture or processing of grain, sugar, oil, fat, glues, grease, tallow, lard, gelatin, vinegar, yeast, starch, dextrin, glucose and sauerkraut but excluding refining or processing of biodiesel, the primary manufacture of meat and fish, which includes the stocking and storing of live animals or garbage, offal or dead animal reduction or dumping or any tanning, curing or storage of rawhides or skins;
3. Textile mill products except primary manufacture of dyes, fibers, felt, rubber goods;
4. Apparel and other finished products made from fabrics, leather and similar materials except primary manufacture of rubber;
5. Fabricated wood products including containers, building components, structural members, but excluding the primary manufacture of wood or wood products;
6. Furniture and fixtures;
7. Paper products including envelopes, bags, boxes and containers, but excluding the primary manufacture of pulp, paper, paperboard or paper products;
8. Printing industries;

9. Pharmaceutical preparations, perfumes, cosmetics and other toiletry preparations;
10. Soaps and other detergents;
11. Fabrication of metal products except firearms and accessories, large scale machinery, and transportation vehicles;
12. Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks;
13. Electric and electronic equipment;
14. Jewelry and precious metals, musical instruments and parts, toys, amusement, sporting and athletic goods, pens, pencils and other office and artists materials, brooms and brushes, lamp shades, signs and advertising displays, umbrellas, parasols and canes and other miscellaneous fabrication activities.
15. Research and development facilities;
16. Educational and governmental institutions;
17. Wholesale trade of automobile accessories and parts;
18. Wholesale trade of drugs, drug proprietaries and sundries;
19. Wholesale trade of dry goods and apparel;
20. Wholesale trade of groceries and related products in enclosed facilities except animals or raw farm materials or products;
21. Wholesale trade of electrical and electronic parts;
22. Wholesale trade of hardware, plumbing, heating, equipment and supplies;
23. Wholesale trade of small machinery, equipment (light) and supplies except transportation or farm vehicles;
24. Other wholesale trade except non-containerized or bulk raw metals and minerals, petroleum products, scrap and waste materials;
25. Laundering, dry cleaning and dyeing services including rugs, linen supply and industrial laundry services;
26. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services;
27. Refrigerated, household goods (mini-warehouses) and other general refrigerated warehousing and storage;
28. Detective and protective services;
29. Photo finishing and other photographic laboratories;
30. Electrical repair and armature rewinding services;
31. Reupholstery and furniture repairing and refinishing services;
32. Building construction, general contractor, plumbing, heating, air conditioning, painting, paper handling, decorating, electrical, masonry, stonework, tile setting, plastering, carpentry, wood flooring, roofing and sheetmetal, water-well drilling, septic and other special construction trade offices, supply, storage and related activities;

33. Postal services and related storage, distribution and transfer activities;
34. Agricultural contract sorting, grading and packaging services of fruits and vegetables;
35. Motor freight terminals, public warehousing, freight garaging and equipment maintenance;
36. Freight forwarding, packing and crating services;
37. Blueprinting and photocopying services, stenographic services and other duplicating, mailing and delivering services;
38. Equipment (light) rental and leasing services including automobiles and trucks, and sales of tractor-trailers and other commercial trucks and trailers;
39. Wholesale trade of containerized paints, varnishes, chemicals and allied products;
40. Manufacture of plastic products but not the primary manufacture of plastics;
41. Welding shops for the repair of industrial machinery and heavy equipment;
42. Truck stops;
43. Recycling centers;
44. Fire stations or fire related or protective services including rescue services;
45. Auto repair facilities, repair for tractor-trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking;
46. Commercial parking facilities and commercial recreational vehicle parking facilities;
47. Landscape contracting, grounds keeping, and wholesale nurseries;
48. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.
49. Crematoriums.

SECTION 1132

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to the purpose of the district including:

1. Recreational uses or spaces of integral relation to the purposes of the district defined to be:
 - a. Nature preserves, wildlife sanctuaries, open spaces and other natural areas;
 - b. Historic sites, structures, monuments and other exhibits available public viewing;
 - c. Auditoriums, exhibition halls and other public or miscellaneous assembly;
 - d. Golf course and tennis courts;
 - e. Swimming beaches and swimming pools;
 - f. Picnicking, hiking areas, exercise trails and other recreational uses;
 - g. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;

- h. Recreation/Health centers.
2. The administration management, stenographic reproductions, research, sales (including industrial retail sales, exhibit or display) and any related or integral office use or activity of the permitted use;
3. Railroad right-of-way including switching and marshaling trackage and freight terminals;
4. Marine freight terminals;
5. Employment services;
6. Signage (See Article 34);
7. Parking (See Article 33);
8. Outside storage, display, loading, uncrating or unpacking areas which are an integral function of a permitted use, and which are conducted in accordance with Section 3154;
9. Food service for office, manufacturing or distribution uses;
10. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
11. Recycling collection containers.

SECTION 1133

Conditional Uses and Criteria

The following uses and appropriate accessories subject to the approval and qualifications of the Board of Adjustment and Zoning Appeals provided: a) the activity is provided primarily in support of and obtains its trade from the employees of the district; or b) the activity is of integral relation to the purpose of the district; c) the use, building or structure is subservient to and not of scale, nature, trade or other character which will compete, detract or conflict with the purpose and permitted uses of the district; and d) provided the arrangement of uses, buildings or structures is mutually compatible with the organization of permitted and accessory uses to be protected in the district:

1. Uses in which the primary business activity involves the following:
 - a. the storage of explosives or fireworks according to State law, gas, biodiesel, or petroleum;
 - b. bag cleaning;
 - c. blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;
 - d. creosote treatment;
 - e. distillation of bones, coal or wood;
 - f. enameling, japanning or lacquering;
 - g. radium or radioactive elements;
 - h. crushing or other reduction or waterproofing;
 - i. the storage of chemicals;

The permission of such uses will be decided on an individual basis;
2. Poultry and small game dressing and packing;

3. Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;
4. Telephone, telegraph, radio, television or other communication relay, transmitting and receiving uses, centers and equipment of a permitted use provided the structure does not physically or visually overpower, detract from or conflict with the building design, scale or character proposed in the district;
5. Gasoline filling stations and wash services;
6. Labor unions and similar labor associations;
7. Day care centers;
8. Hotels and motels;
9. Commercial recreation such as bowling centers, roller skating rinks, miniature golf courses, golf driving ranges, soccer fields and baseball fields;
10. Retail sales or leasing of new and used motor vehicles;
11. Wholesale vehicle sales or auctions;
12. Churches, synagogues, temples and other places of religious assembly for worship;
13. Kennels for household pets; City of Florence only - kennels for household pets only when not adjoining a residential zoned property;
14. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(C);
15. Fireworks retail sales. (Does not apply in the City of Union and City of Walton).

SECTION 1134

Intensity

The maximum intensity of all uses in an Industrial One district shall not exceed 25,000 square feet of gross floor area per acre.

SECTION 1135

Minimum Size

The minimum size and extent of an Industrial One district, including all the contiguous private property so designated, shall not be less than five (5) acres.

SECTION 1137

Supplemental Zoning Map Amendment Standards

Zoning Map Amendment applications which request the I-1 zone, and which involve sites that are located within areas designated as "Business Park" by the Boone County Comprehensive Plan's Future Land Use Map, shall be assessed relative to the standards in Section 1609 "Design Standards" in conjunction with the provisions of Article 3 "Amendment."

SECTION 1140

INDUSTRIAL TWO (I-2)

The purpose of the Industrial Two district is to provide for those types of heavy industrial uses, which are of a warehouse and manufacturing type and such uses are significant in size, which cannot be accommodated in an Industrial One district since they involve heavy equipment, machinery, or other products which requires sufficient infrastructure and results in a substantial economic impact. Such districts will be organized to provide employment opportunities for regional and extra regional labor markets. Districts will be located on lands with direct access to expressways and/or arterials.

SECTION 251

Application and Standards for Variances

A variance from the terms of this order shall not be granted by the Board of Adjustment and Zoning Appeals unless and until a written and signed application for a Variance is submitted to the Zoning Administrator and the Board of Adjustment and Zoning Appeals, along with any additional information the Board may find appropriate.

1. Before any variance is granted, the Board must find that the granting of the variance will not adversely affect the public health, safety or welfare, will not alter the essential character of the general vicinity, will not cause a hazard or a nuisance to the public, and will not allow an unreasonable circumvention of the requirements of the zoning regulations. In making these findings, the board shall consider whether:
 - a. The requested variance arises from special circumstances which do not generally apply to land in the general vicinity, or in the same zone;
 - b. The strict application of the provisions of the regulations would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant;
 - c. The circumstances are the result of actions of the applicant taken subsequent to the adoption of the zoning regulations from which relief is sought.
2. The Board shall deny any request for a variance arising from circumstances that are the result of willful violations of the zoning regulation by the applicant subsequent to the adoption of the zoning regulation from which relief is sought.

Kevin Wall

From: Scott Pennington
Sent: Monday, March 25, 2019 1:27 PM
To: Kevin Wall
Subject: RE: UTZ Farm Zoning Map Amendment/TIS

Thanks, Kevin.

My comments for this Zoning Map Amendment:

- I share KYTC's concerns and support their initial comments concerning the TIS. I may have further comments once KYTC's comments are addressed.
- With our ongoing concerns about limited truck parking the in the area, this development should include an area for truck staging.
- Prior to the development opening, Riverview Drive would have to be constructed to the Boone County Sub Reg standard for industrial traffic beyond the second entrance (northernmost entrance). This would include a sidewalk. The intersection at KY 20 as well as both entrances to the site would have to be able to handle truck turning movements.

Thank you.

Scott D. Pennington, P.E.
County Engineer/Director of Public Works
Boone County Public Works
spennington@boonecountky.org
(O) 859-334-3600

From: Kevin Wall
Sent: Monday, March 25, 2019 7:29 AM
To: Scott Pennington <spennington@boonecountky.org>
Subject: FW: UTZ Farm Zoning Map Amendment/TIS

From: Brefeld, Linzy M (KYTC-D06) [<mailto:Linzy.Brefeld@ky.gov>]
Sent: Friday, March 22, 2019 2:57 PM
To: Kevin Wall
Cc: Minckley, James A (KYTC-D06)
Subject: UTZ Farm Zoning Map Amendment/TIS

Kevin,

Below is my response to the memo you sent on March 7th concerning the Zoning Map Amendment.

- KYTC is *still not* interested in permitting a second access point for this development. We have not changed our position on this.
- We have serious concerns for the impact of any development near this interchange. The operation is currently at capacity and no roadway improvements are currently planned or funded. Any additional traffic would likely add to the degradation of the interchange.

We have not completed our review of the TIS, here are some initial comments:

- Trips are low. Lots of parking spaces. Can we ask for more trip data or can we ask to use a number that is proportional to the number of parking spots?
- Several incorrect Build Traffic Volumes and New Trip Distribution, Figure 6, 7
- LOS tables are numbered wrong and values are incorrect (incorrectly pulled from HCM sheets)
- Appears only NB left was evaluated and not the off-ramp at I-275WB. This will need be evaluated. This movement was clearly in the counts and trip distribution and left out of the HCM. This is the concerning queue.
- 12' lanes seem narrow for semi traffic, need to see Auto Turn movements.
- We agree with one lane in and one lane out for the Riverview drive access point.
- Plenty more comments to follow when we complete our review

Have you finished your review of the TIS?

Thanks,

Linzy Brefeld, P.E.

Transportation Engineer Supervisor

Traffic & Permits Section

KYTC, District 6

421 Buttermilk Pike

Covington, KY 41017

859-341-2700 ext. 248

Linzy.Brefeld@ky.gov

Kevin Wall

From: Andrew Ifcic <AIfcic@hebronfire.org>
Sent: Monday, March 18, 2019 9:47 PM
To: Kevin Wall
Subject: Utz Farm Zone Change

Kevin,

We have no comments on the Utz Farm Zone Change at this time.

Thanks, Andy

Andy Ifcic, Captain

Hebron Fire Protection District
3120 Northbend Road Hebron, KY
P: 859-586-9009
F: 859-586-9059
aifcic@hebronfire.org
www.hebronfire.org

This email may contain confidential and privileged material for the sole use of the intended recipient. Any review, use, distribution, or disclosure by others is strictly prohibited. If you are not the intended recipient, please contact the sender by reply email and delete all copies of this message.

Kevin Wall

From: Aman, Andy <aaman@sd1.org>
Sent: Wednesday, March 13, 2019 7:58 AM
To: Kevin Wall
Cc: Uhlyarik, Lydia; Haggard, Greg
Subject: 5240 Petersburg Road, Zoning Map Amendment Utz Farm

Project design team has meet with SD1 to discuss project requirements for both sanitary and storm water.

Project needs to reserve sanitary sewer capacity and submit for a storm water permit meeting the requirements of the NKY Storm Water Rules and Regulation.

Regards,

--

Andy Aman

Plan Review Manager
SD1
1045 Eaton Dr
Ft. Wright, KY 41017
859-578-6880
aaman@sd1.org
www.sd1.org

Cut the clutter. [Sign up for e-bills](#) today through our customer portal run by Paymentus, SD1's secure electronic billing provider. Learn more at www.sd1.org.

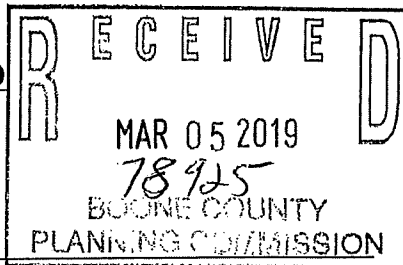
Public Records Notice: I am not the Official Custodian of Public Records at SD1. All requests for public records must be sent to SD1's Official Custodian of Records at: 1045 Eaton Dr. Ft. Wright, KY 41017, Attention: Official Custodian of Records; facsimile at (859) 331-2436 or via email to records@sd1.org. **Your request will not be forwarded.**

APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

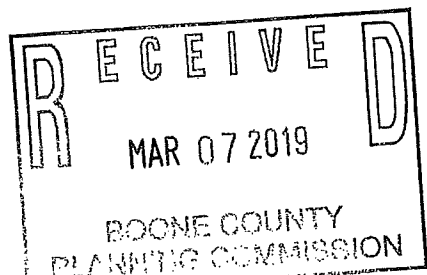
FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

(See Boone County Zoning Regulations)



SECTION A (To be completed by applicant)

- 1. Name of Project Utz Farm Zone Change
2. Location of Project 5240 Petersburg Road, Hebron KY 41048
3. Total Acreage of Site 45.6294 Acres
4. Current Zoning of Site SR-1 (Suburban Residential One), C-1 (Commercial One)
5. Proposed Zoning (Classification being requested) I-1 (Industrial One)
6. Proposed Uses (please specify each use) Industrial development
7. Names of Applicant(s) Al Neyer, LLC c/o Ryan Reardon, Vice President - Real Estate Development
8. Address of Applicant(s) 302 West 3rd Street, Suite 800 Cincinnati Ohio 45202
9. Name of Property Owner(s) Kenton County Airport Board, c/o Candace McGraw
10. Address of Property Owner(s) 77 Comair Blvd, Erlanger, KY 41018
11. Proposed Building Intensities (please specify) As permitted by the requested zoning district
12. Are there any existing buildings on the site? Storage building
13. Deed Book & Page DB470 PG78, DB470 PG76, DB470 PG218, DB458 PG299, DB483 PG105, DB464 PG65, DB521 PG244, DB599 PG272, DB495 PG 262, DB890 PG743, DB468 PG5 Group No. 2009
14. Are you also applying for: No Conditional Use Permit No Yes Dimensional Variance - SEE NARRATIVE - RMD
15. Have you submitted a Concept Development Plan? Yes
16. Have you had a pre-application meeting with BCPC Staff? Yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months: Yes Boone County Water District N/A Florence Public Services Dept. Yes Duke Energy Yes Sanitation District #1 Yes Cincinnati Bell Owen Electric Cooperative, Inc. Yes Boone County Public Works Department Yes Kentucky Transportation Cabinet Yes Cincinnati/N. KY International Airport (KY Airport Zoning-Commission for height restrictions near the airport)



**ZONING MAP AMENDMENT
APPLICATION
PAGE 2**

- _____ Boone County Building Department
- _____ Northern Kentucky Health District
- _____ USDA NRCS/Boone County Conservation District
- _____ KY Division of Water
- _____ Local School District
- Local Fire District
- _____ Other: _____

18. Project Jurisdiction/Location
- Unincorporated Boone County
 - _____ Florence

- _____ Walton
- _____ Union

19. **ORIGINAL Property Owner's Signature** _____
 (Faxed, Photocopied or Scanned Signatures will **NOT** be Accepted)
- ORIGINAL Applicant's Signature** _____
 (Faxed, Photocopied or Scanned Signatures will **NOT** be Accepted)

SECTION B (To be completed by BCPC Staff)

1. Date Received 3-5-19
2. Review Fee \$3,945.80 RH 78924
3. Check what has been submitted:
 - _____ Application
 - Fee
 - _____ Legal Description
 - _____ Concept Development Plan
 - _____ Address of Adjoining Property Owners
 - _____ Number of Copies of Plan Received**
4. _____ Date Application is **Administratively Complete** as Defined in KRS 100.211
5. Staff Reviewer KEVIN WALL
6. Committee Chairman _____
7. Scheduled Public Hearing Date 4/3/19
8. Boone County Planning Commission Action:
 - _____ **Approval**
 - _____ **Approval with Conditions**
 - _____ **Denial**
9. Other: _____ Resolution # _____

Boone County Planning Commission
Boone County Administration Building
 2950 Washington Street, Room 317
 P.O. Box 958
 Burlington, Kentucky 41005
 (859) 334-2196 - Phone
 (859) 334-2264 - Fax
 plancom@boonecountyky.org - E-mail
 www.boonecountyky.org - Web Page

NOTE: An application consists of all fees paid in full, submitted drawings and a completed application form.

APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

- 1. Name of Project Utz Farm Zone Change
2. Location of Project 5240 Petersburg Road, Hebron KY 41048
3. Total Acreage of Site 45.6294 Acres
4. Current Zoning of Site SR-1 (Suburban Residential One), C-1 (Commercial One)
5. Proposed Zoning (Classification being requested) I-1 (Industrial One)
6. Proposed Uses (please specify each use) Industrial development

7. Names of Applicant(s) Al Neyer, LLC c/o Ryan Reardon, Vice President - Real Estate Development
Phone No. 513-271-6400 Fax No. E-Mail rreardon@neyer.com

8. Address of Applicant(s) 302 West 3rd Street, Suite 800
Cincinnati Ohio 45202
City State Zip

9. Name of Property Owner(s) Kathleen Utz as Trustee of the Charles and Kathleen Utz Revocable Trust, c/o Glenn Utz
Phone No. 859-620-7870 Fax No. E-Mail glennutz@yahoo.com

10. Address of Property Owner(s) 5240 Petersburg Road
Hebron KY 41048
City State Zip

11. Proposed Building Intensities (please specify) As permitted by the requested zoning district

12. Are there any existing buildings on the site? Barn
How many? 1

13. Deed Book & Page DB814, PG567 Group No. 2009

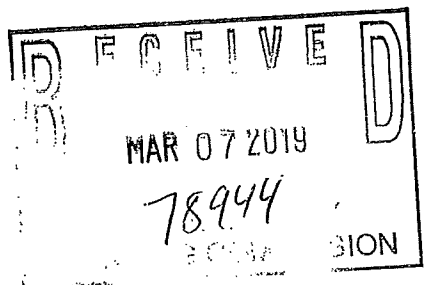
14. Are you also applying for:
No Conditional Use Permit
No Dimensional Variance

15. Have you submitted a Concept Development Plan? Yes

16. Have you had a pre-application meeting with BCPC Staff? Yes

17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

- Yes Boone County Water District
N/A Florence Public Services Dept.
Yes Duke Energy
Yes Sanitation District #1
Yes Cincinnati Bell
Owen Electric Cooperative, Inc.
Yes Boone County Public Works Department
Yes Kentucky Transportation Cabinet
Yes Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)



**ZONING MAP AMENDMENT
APPLICATION
PAGE 2**

Boone County Building Department
 Northern Kentucky Health District
 USDA NRCS/Boone County Conservation District
 KY Division of Water
 Local School District
 Local Fire District
 Other: _____

18. Project Jurisdiction/Location
 Unincorporated Boone County Walton
 Florence Union

19. ORIGINAL Property Owner's Signature Kathleen D. Utz 3.4.19
(Faxed, Photocopied or Scanned Signatures will **NOT** be Accepted)

ORIGINAL Applicant's Signature [Signature]
(Faxed, Photocopied or Scanned Signatures will **NOT** be Accepted)

SECTION B (To be completed by BCPC Staff)

1. Date Received 3-7-19
2. Review Fee \$ 650.00 R# 78944
3. Check what has been submitted:
 Application
 Fee
 Legal Description
 Concept Development Plan
 Address of Adjoining Property Owners
 Number of Copies of Plan Received**
4. Date Application is **Administratively Complete** as Defined in KRS 100.211
5. Staff Reviewer _____
6. Committee Chairman _____
7. Scheduled Public Hearing Date _____
8. Boone County Planning Commission Action:
 Approval
 Approval with Conditions
 Denial _____ Resolution # _____
9. Other: _____

**Boone County Planning Commission
Boone County Administration Building
2950 Washington Street, Room 317
P.O. Box 958
Burlington, Kentucky 41005
(859) 334-2196 - Phone
(859) 334-2264 - Fax
plancom@boonecountyky.org - E-mail
www.boonecountyky.org - Web Page**

NOTE: An application consists of all fees paid in full, submitted drawings and a completed application form.

Basis for Zone Change
C-1 and SR-1 to I-1
Boone County, Kentucky
In Relation to 2010 Boone County
Comprehensive Plan
Adopted June 6th, 2012

The area under consideration for a zone change from Commercial One (C-1), and Suburban Residential One (SR-1) to Industrial One (I-1) is located east of the intersection of Petersburg Road (SR-20) and Riverview Drive and is known as the Utz Farm and Kenton County Airport Board properties. The zone change area being requested is approximately 45.63 acres in size. There is a series of lots on the northwestern portion of the site that are part of a residential subdivision known as Riverview Estates which was platted in 1962. The residential subdivision had nearly 30 homes built until the airport expansion resulted in all but 3 of the houses being demolished.

The proposed zone change consists of changing 45.10 acres of SR-1 to I-1, and 0.53 acres of C-1 to I-1.

Land Use

The subject properties are currently vacant except for two buildings; one of which is a metal storage building, and the other is a wood barn. The 2035 Future Land Use Map identifies this land as industrial.

LAND USE TO THE NORTH

The land to the north of the area under consideration is currently zoned Suburban Residential One (SR-1). The area adjoining the north side of the site is vacant up to Riverview Drive. Northwest of Riverview Drive is one single family residence and the remaining land is vacant. The 2035 Future Land Use Map identifies this land as industrial.

LAND USE TO THE SOUTH

The land adjoining the site along Riverview Drive is currently vacant. The western portion of this land is currently zoned Commercial Three (C-3) and the eastern portion of this land is currently zoned Commercial One (C-1). Across Petersburg Road (KY20) is currently zoned Commercial Three (C-3) on the western portion and contains a gas station, car rental business, and a long-term parking lot. The 2035 Future Land Use Map identifies this area to remain as commercial. The central and eastern portion of the land is currently zoned Suburban Residential One (SR-1) and Airport (A) and is predominantly vacant. The 2035 Future Land Use Map identifies these areas as commercial, developmentally sensitive, and Business Park.

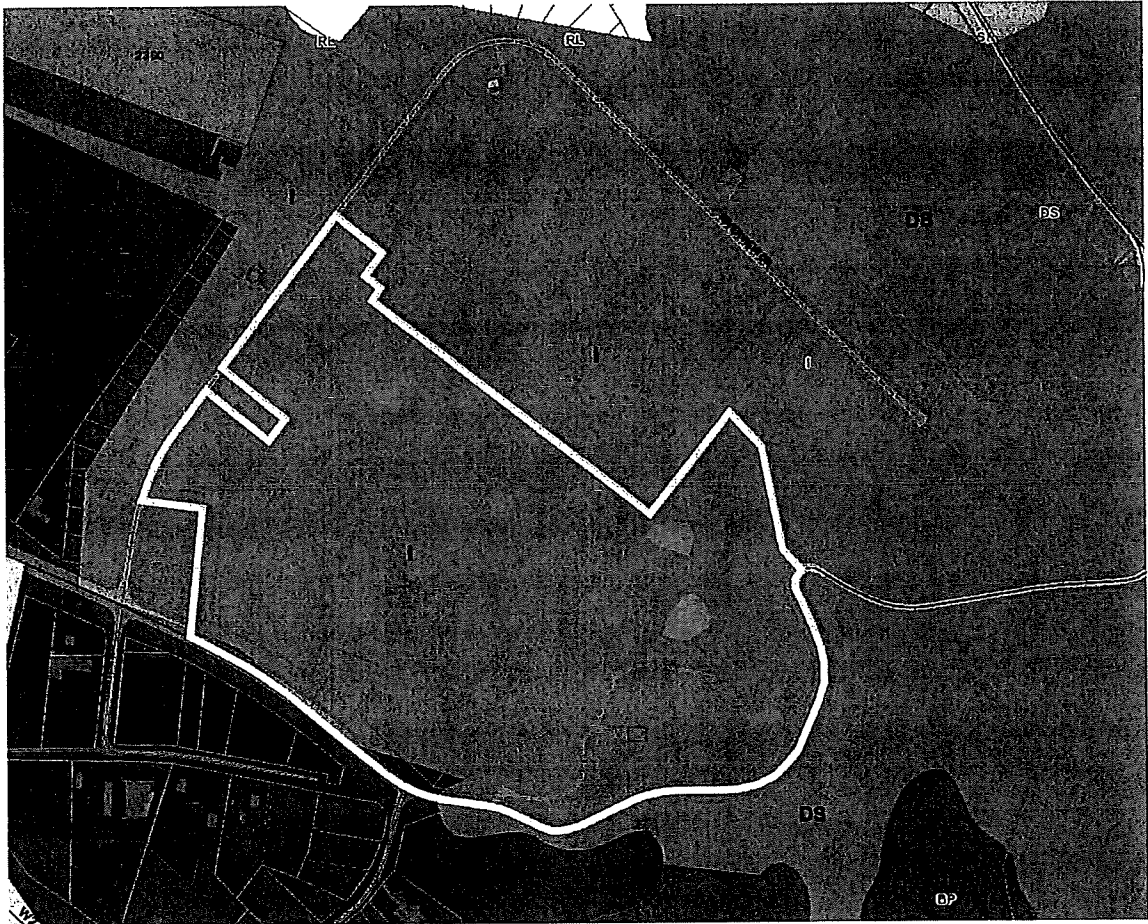
LAND USE TO THE EAST

The land to the east is currently zoned Airport (A) and is vacant. The 2035 Future Land Use Map identifies this land as developmentally sensitive.

LAND USE TO THE WEST

The land to the west of this site is currently zoned Commercial Three (C-3) and is owned by Airport Fast Park and currently being used as truck trailer storage. The 2035 Future Land Use Map identifies this area as Commercial.

Exhibit One on the following page depicts the property as it relates to the 2035 future land use map.

EXHIBIT ONE**Utilities****SANITARY SEWER**

There is an 8" sanitary sewer located southwest of the project site at the intersection of Riverview Drive and Petersburg Road that runs to the west along Petersburg Road. The sewer is owned by Sanitation District No. 1 (SD-1). The applicant is in the process of reserving of sanitary sewer capacity with SD-1.

WATER

There is a 20" transmission main owned by the Boone-Florence Water Commission that runs along Petersburg Road. Also, there is a 12" water line that is owned by Boone County Water District (BCWD) that is located southwest of the site. The applicant is planning on tying into the 12" BCWD water main. The applicant has had preliminary discussion with the BCWD to determine water availability.

GAS & ELECTRIC

Duke Energy has gas & electric along Petersburg Road. The electric lines also run along Riverview Drive west and north of the site. Additionally, there is a pole line running through the site from Petersburg Road to Riverview Road that is proposed to be removed and re-routed. The applicant has had preliminary discussions with Duke Energy to determine preliminary availability of service.

Access Management

The property is currently served by multiple access points; one on Riverview Drive in a "paper street" right-of-way. A couple of access points exist and show usage to the UTZ parcel along Petersburg Road as farm driveways – one is located next to the first utility pole east of the Riverview Drive intersection – the other is directly across from Hunter Road/Hetzel Drive. Also, a well-developed gated asphalt driveway exists to the Kenton County Airport Board property on the eastern portion of the site. Three access points for the proposed development are anticipated; one will be located at the existing access point on Riverview, an additional access point on Riverview is being proposed north of this location, and a third access point is anticipated on Petersburg Road across from Hunter Road/Hetzel Drive, just west of the existing Petersburg Road access point.

The applicant is currently discussing the scope of this plan with the Kentucky Department of Transportation. A traffic study is also being completed in accord with requirements and an agreed upon scope with the cabinet.

Design Standards

1. The height of the structure within this development will be similar to the existing warehouse buildings located in the area just northwest of the site, in the Industrial One (I-1) zone.
2. The building will be placed in a manner which will utilize the two access points from Riverview Drive, as well as the access coming from Petersburg Road. The two access drives from Riverview will connect to a front parking area, connecting from each side. Also, each Riverview access drive will have access to the dock areas along each side of the building. The access from Petersburg Road will connect to the rear parking area and will connect to the dock area on the north side of the building.

There are currently two additional "future" parking areas shown in the front of the building adjacent to Riverview Drive. These parking areas are labeled as "future" with the anticipation that they may be needed as future tenants occupy the building. Space

is also being allocated along the north dock area for potential "future" tractor trailer parking.

3. Building Design shall be compatible with surrounding structures of similar industrial use such as those along the rear portion of Progress Drive to the west of the site.
4. Landscaping will be provided in accordance with the Boone County Zoning Ordinance and integrated within parking islands, at the drive access points, and within buffer areas where sufficient existing vegetation does not exist. The elevations and grading of the site will be such that exposed foundations that are visible from the front will be minimized.
5. A cemetery has been located on the west end of this site. A detention pond for the site is being proposed just west of the cemetery and it is anticipated that this cemetery will be preserved and undisturbed.
6. Signage will be designed to comply with the Boone County Zoning Ordinance.
7. All utility service lines to the building and main lines will be installed underground. An existing overhead electric line that traverses the site will be relocated along the existing pole line along Riverview Drive
8. A detention basin is being proposed in the rear of the building on the westerly portion of the site. The basin will be properly screened from view. Surface drainage and stormwater detention will be planned to not adversely impact the adjoining, or downstream properties.

Buffer Yard Adjustments and Variances

As previously mentioned, the area in which the zone change is being proposed, is located within an area that is currently zoned Suburban Residential One (SR-1). It is understood that the buffer yard requirements between residential zones and industrial zones are designed with the intent to minimize the adverse impacts of noise, light, air pollution, and visual impacts of these incompatible uses. The required buffer yard between SR-1 and I-1, according to the Boone County Zoning Regulations, is 80' wide in an effort to minimize the previously mentioned adverse impacts between the two uses.

The originally platted use for this area was to be residential in nature; however, with the evolving community policies, goals, and objectives derived from the Boone County Comprehensive Plan, the use in this area has been realized to be better suited for an industrial & commercial use. Referring back to Exhibit 1, the 2035 future land use map has indicated this entire area as industrial & commercial.

Presuming that the goal for this entire area, per the 2035 future land use map, is to be industrial/commercial, the applicant is asking for the following buffer yard adjustments and variances.

Variations Requested:

- Property line along north & northeast
Adjoining zone: SR-1 (**future industrial**)
Buffer yard required: 80' (SR-1), 10' (I-1 thru I-3)
Buffer yard requested: 10'
Variance requested: 70'

- South property line (only where adjacent to SR-1)
Adjoining zone: SR-1 (**future commercial**)
Buffer yard required: 80' (SR-1), 20' (C-1 thru C-4)
Buffer yard requested: 20'
Variance requested: 60'

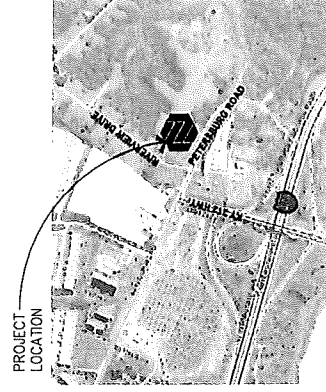
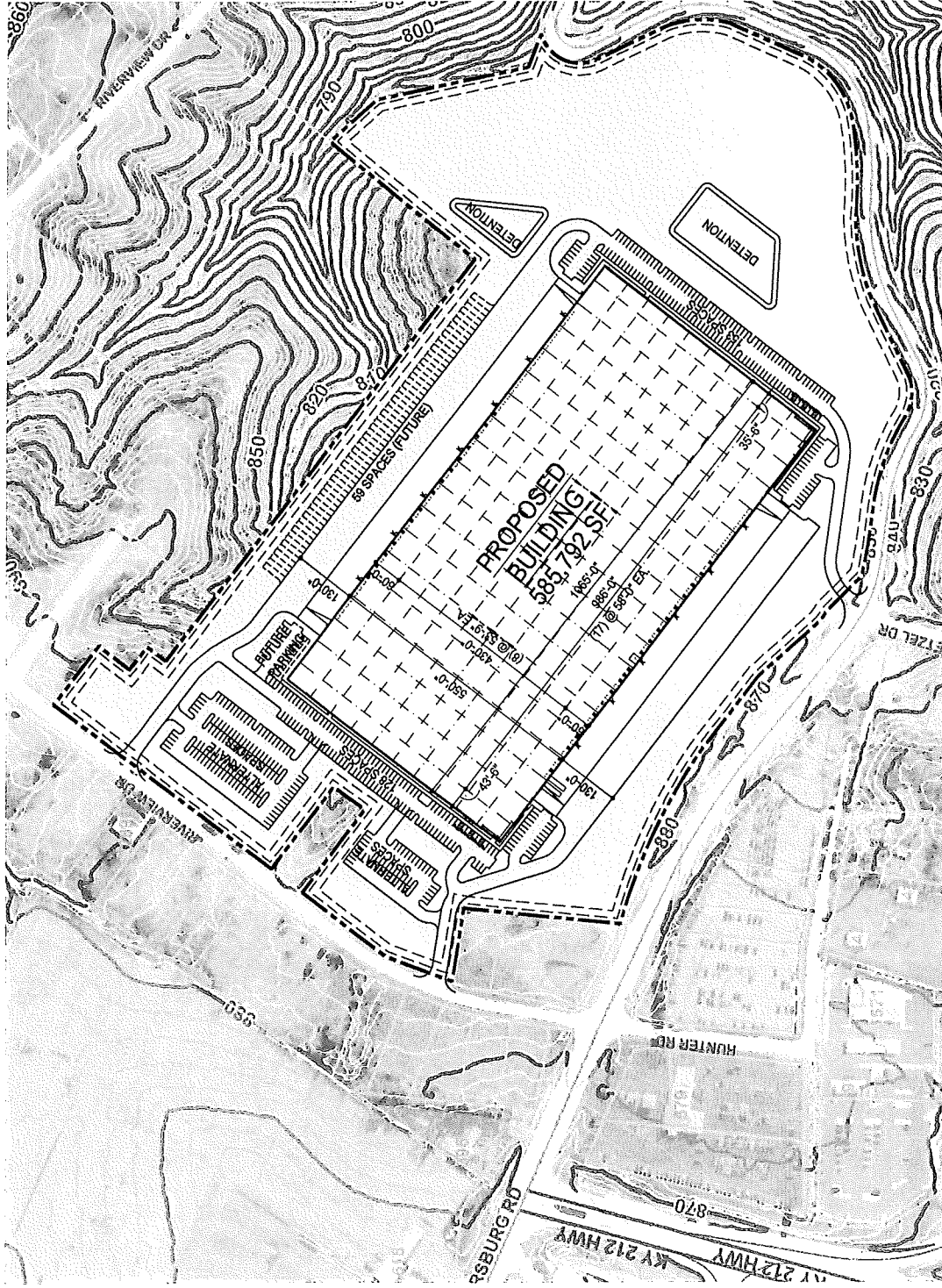
- West property lines (only at undeveloped parcel east of Riverview Drive)
Adjoining zone: SR-1 (**future industrial**)
Buffer yard required: 80' (SR-1), 10' (I-1 thru I-3)
Buffer yard requested: 10'
Variance requested: 70'

Adjustment Requested:

- West property line (only where directly adjacent to Riverview Drive & SR-1)
Adjoining zone: SR-1 (**future industrial**)
Buffer yard required: 80' (SR-1)
Buffer yard requested: 40'
Adjustment: According to Buffer Yard Regulations, buffer yard may be reduced 50% to 40' if a 6' berm is provided.

Basis for Zone Change

Since the original residential development of this area, there have been substantial changes of an economic, physical, or social nature that were not anticipated. The "business activity" element of the Boone County Comprehensive Plan point out the relevance in developing the industrial, business park, and commercial development "hand-in-hand" with the expansion of the Cincinnati/Northern Kentucky International Airport. The 2035 future land use map is evidence of this as indicating this entire area as industrial & commercial. This proposed zone change appears to be in accord with the County's plan to foster industrial & commercial development in the area.



VICINITY MAP
NO SCALE

Utz Industrial

PRELIMINARY SITE PLAN



Architects, Inc.
A1

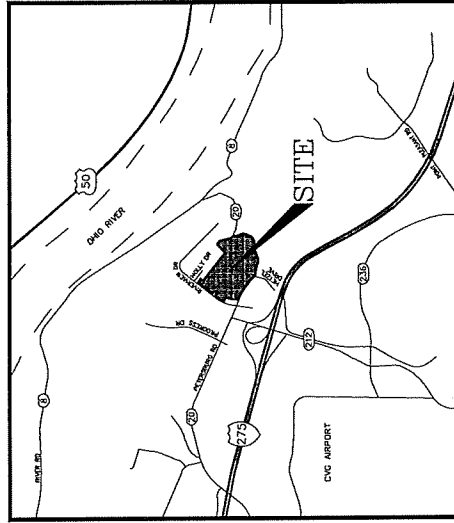
MARCH 1, 2019



SCALE: 1"=100'

PROJECT: Utz Industrial
DATE: 03/01/19
DRAWN: [Name]
CHECKED: [Name]
APPROVED: [Name]

UTZ FARM P.D. 5240 PETERSBURG ROAD HEBRON, KENTUCKY



VICINITY MAP

- T-1.0 - TITLE SHEET & VICINITY MAP
- C-1.0 - ZONE CHANGE PLAN - PLANNED DEVELOPMENT
- C-2.0 - CONCEPT DEVELOPMENT PLAN - SITE LAYOUT PLAN
- C-3.0 - CONCEPT DEVELOPMENT PLAN - GRADING & UTILITY PLAN
- C-4.0 - VEHICLE LINE OF SIGHT PLAN & PROFILE

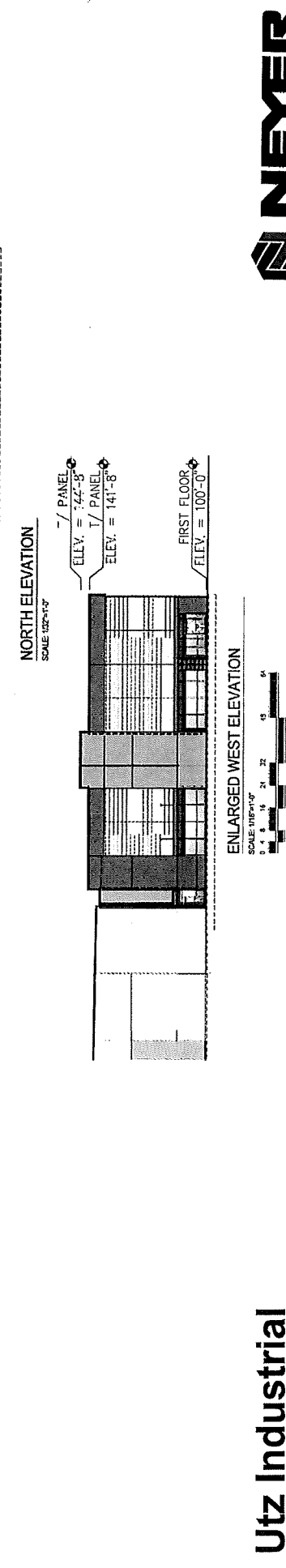
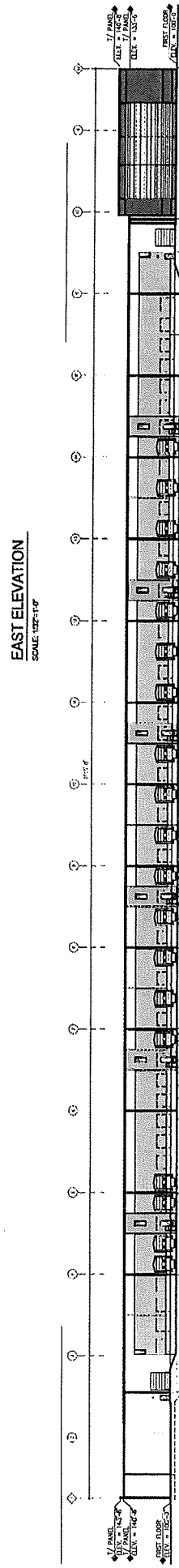
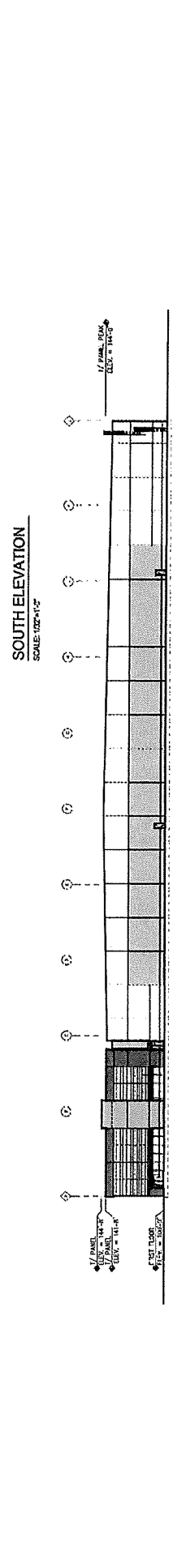
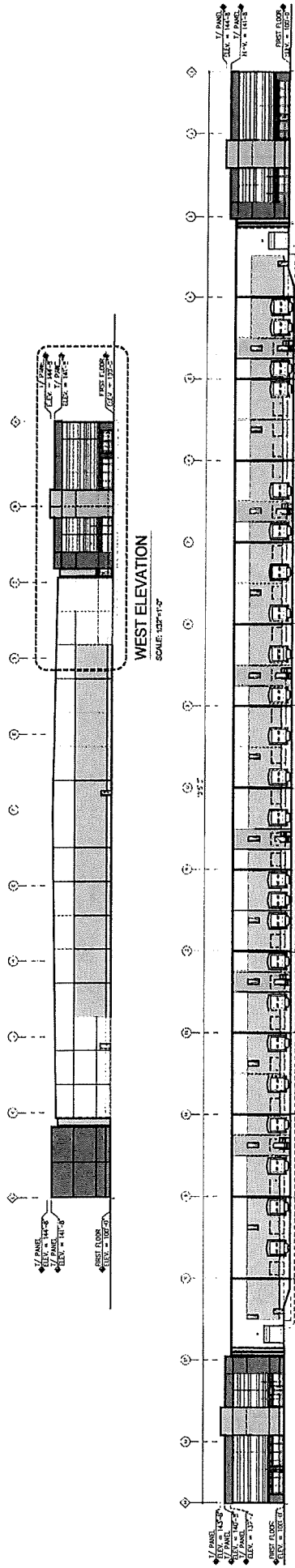
ZONING SUMMARY

SITE	TOTAL ZONE CHANGE AREA=45.6734 ACRES
PROPERTY ID:	058.00-02-015.00, 058.00-02-014.00, 058.00-02-013.00, 058.00-02-012.00, 058.00-02-011.00, 058.00-02-010.00, 058.00-02-009.00, 058.00-02-008.00, 058.00-02-007.00, 058.00-02-006.00, 058.00-02-005.00, 058.00-02-004.00, 058.00-02-003.00, 058.00-02-002.00, 058.00-02-001.00, 058.00-00-028.00, 058.00-00-037.00, 058.00-02-016.00
EXISTING ZONING:	SR-1 (SUBURBAN RESIDENTIAL ONE), C-1 (COMMERCIAL ONE)
PROPOSED ZONING:	I-1 (INDUSTRIAL ONE) P.D.

NOTES:
1. CHARLES & KATHLEEN UTZ, CO-TRUSTEES;
KENTON COUNTY AIRPORT BOARD;

2. EXISTING ZONE OF SUBJECT PROPERTY: SR-1 (SUBURBAN RESIDENTIAL ONE), & C-1 (COMMERCIAL ONE).
3. EXISTING USE OF SUBJECT PROPERTY: FARM LAND.
4. EXISTING BUILDINGS ON SUBJECT PROPERTY: STORAGE GARAGE & BARN.
5. PROPOSED LAND USES FOR SUBJECT PROPERTY: INDUSTRIAL DEVELOPMENT.
6. SUBJECT PROPERTY USE PER KENTON COUNTY ZONING ORDINANCE AS REPEALED JANUARY 1, 2007.
7. SOLE PROPERTY WITHIN SUBJECT PROPERTY PER USDA INCLUDES: C&G (CONTINUUM) CLAYEY SILTY CLAY LOAM (2X TO 20X SLOPES), C&G (CONTINUUM) FLAGGY SILTY CLAY LOAM (20X TO 50X SLOPES), AND (LESSUP) SILT LOAM (2X TO 20X SLOPES), Rd (ROSSMORNE) SILT LOAM (5X TO 6X SLOPES), AND Rd (ROSSMORNE) SILT LOAM (5X TO 12X SLOPES).
8. ACCESS TO SUBJECT PROPERTY WILL BE IN ACCORD WITH THE REQUIREMENTS OF THE KENTUCKY DEPARTMENT OF TRANSPORTATION.

REVISIONS DATE #			PROJECT: UTZ FARM P.D. 5240 PETERSBURG ROAD HEBRON, KY 41048	CLIENT: AL NEYER LLC 302 WEST 3RD STREET CINCINNATI, OH 45202	VICINITY MAP SCALE: 1" = 100'
PROJECT NO. 18-169 SCALE: NTS DATE: 03-05-2019 TITLE SHEET & VICINITY MAP SHEET: T-1.0					



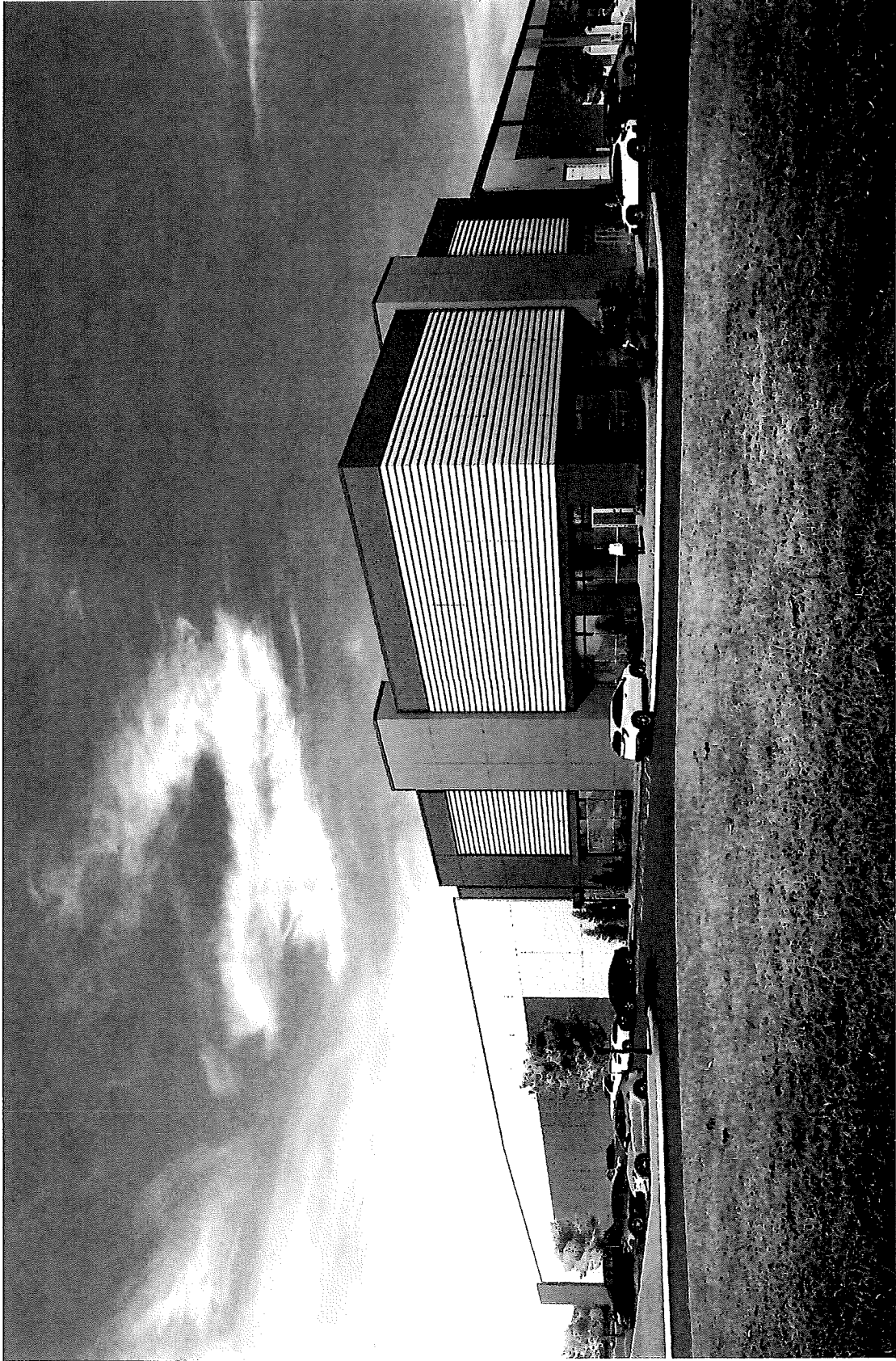
Utz Industrial



JANUARY 24, 2019

A3

NEVER ARCHITECTS, INC. IS AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER. WE DO NOT DISCRIMINATE ON THE BASIS OF RACE, GENDER, RELIGION, NATIONAL ORIGIN, ANCESTRY, COLOR, SEX, SEXUAL ORIENTATION, AGE, MARITAL STATUS, PREGNANCY, OR ANY OTHER CHARACTERISTIC PROTECTED BY FEDERAL, STATE, OR LOCAL LAWS. NEVER ARCHITECTS, INC. IS AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER. WE DO NOT DISCRIMINATE ON THE BASIS OF RACE, GENDER, RELIGION, NATIONAL ORIGIN, ANCESTRY, COLOR, SEX, SEXUAL ORIENTATION, AGE, MARITAL STATUS, PREGNANCY, OR ANY OTHER CHARACTERISTIC PROTECTED BY FEDERAL, STATE, OR LOCAL LAWS.



Utz Industrial



Architects, Inc.

JANUARY 24, 2019

A0

NEYER ARCHITECTS, INC. IS AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER. WE ENCOURAGE ALL QUALIFIED INDIVIDUALS TO APPLY. NEYER ARCHITECTS, INC. IS AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER. WE ENCOURAGE ALL QUALIFIED INDIVIDUALS TO APPLY. NEYER ARCHITECTS, INC. IS AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER. WE ENCOURAGE ALL QUALIFIED INDIVIDUALS TO APPLY.

7. Findings and Conclusions

The preceding analysis and recommendations listed below are based on the typical procedure used for evaluating the impact of the proposed development on the adjacent roadway infrastructure and usual customary traffic engineering standards.

The findings of the analysis completed for the three existing intersections and Proposed Access Locations are summarized below.

Intersection of KY 212 and KY 20

The intersection is operating as a signalized intersection. The analysis completed for the intersection shows that the intersection operates at an acceptable LOS during the AM and PM Peak Hours. The additional traffic generated by the proposed development will not have significant impact on the flow of traffic through the intersection.

Intersection of KY 212 and I-275 Eastbound Ramps

The intersection is operating as a signalized intersection. The analysis completed for the intersection shows that the intersection operates at an acceptable LOS B when analyzed using the 2020 AM Peak Hour No Build and Build traffic volumes; whereas 2030 No Build and Build scenario show a LOS C. The analysis completed with PM Peak Hour traffic volumes shows LOS C for the 2020 No Build and Build scenarios; whereas the analysis with 2030 No Build and Build scenarios show LOS D for the intersection, with an average delay of 40.4 seconds/vehicles and 44.0 seconds/vehicles (an increase of 3.6 seconds/vehicles). The southbound left turn shows LOS F for the 2030 No Build and Build traffic volumes. The analysis at the intersection indicates that the added traffic generated by the proposed development has no significant impact on the flow of traffic. The increased delay for the southbound left turns is a result of an increase in the demand volume due to regional growth and is not related to the added traffic from the proposed development.

Intersection of KY 212 and I-275 westbound ramps

The existing westbound exit ramps from I-275 to northbound and southbound traffic on KY 212 are merging with the through traffic on KY 212 and yields to the traffic on KY 212. The northbound left turns from KY 212 to the I-275 westbound entrance ramp yields to the southbound traffic on KY 212. The analysis completed at the intersection summarized the delay observed for the northbound left turns at the intersection. The analysis completed shows LOS A for the northbound left turns for all scenarios analyzed with AM Peak Hour traffic volumes. The analysis completed with PM Peak Hour traffic volumes shows LOS C for the 2020 No Build and Build scenarios; whereas LOS D is observed with 2030 No Build and Build traffic volumes.

The additional traffic generated by the proposed development will not have significant impact on the flow of traffic through the intersection.

Intersection of KY 20 and Riverview Drive

The intersection under existing conditions is operating with stop control on the northbound and southbound approaches on Riverview Drive. The traffic data recorded at the intersection shows minimal traffic volumes on the north leg of the intersection in the vicinity of the access locations for the Proposed Development. The analysis completed at the intersection shows that the northbound and southbound approaches at the intersection are operating at acceptable LOS under the existing conditions as well as for the Build traffic volumes. The existing geometry at the intersection is adequate to handle the additional traffic generated by the Proposed Development.

Proposed Access Locations on Riverview Drive

Traffic data collected for the study indicates the existing traffic volumes are minimal during AM and PM Peak on the section of Riverview Drive in the vicinity of the Proposed Access Locations. Therefore, the traffic flow at the two access locations will be acceptable and minimal delays are expected on the westbound approaches on Access Drives 1 and 2.

Recommendations

General

Implementation of all work to be completed as part of the recommendations in this report shall be completed using the standards followed by KYTC. This will include the construction for installation of new lanes, pavement markings & signage.

Riverview Drive

- The section of Riverview Drive from the intersection of KY 20 to the north Access (Access Drive 2) should be improved to provide 2-12' lanes (A lane each for the northbound and southbound traffic). The improvement along Riverview Drive should include adequate signage and pavement marking as the standards followed by Boone County/KYTC.

Proposed Access Drive 1 and Riverview Drive

- The westbound approach along Proposed Access Drive 1 shall be constructed with one incoming and one outgoing lane.

Proposed Access Drive 2 and Riverview Drive

- The westbound approach along Proposed Access Drive 2 shall be constructed with one incoming and one outgoing lane.

EXHIBIT

“B”

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Janet Kegley, Chairwoman

DATE: June 5, 2019

RE: Request of AI Neyer, LLC c/o Ryan Reardon, Vice President - Real Estate Development (applicant) for Kenton County Airport Board c/o Candace McGraw and Kathleen Utz as Trustee of the Charles and Kathleen Utz Revocable Trust c/o Glenn Utz (owners) for a Zoning Map Amendment from Suburban Residential One (SR-1) and Commercial One (C-1) to Industrial One (I-1), and Variances from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations, for a 45.6294 acre site located on the north side of Petersburg Road, across from the Petersburg Road/Hetzel Drive intersection, and on the east side of Riverview Drive, approximately 300 feet north of the Petersburg Road/Riverview Drive intersection, Boone County, Kentucky. The request is for a zone change to allow uses permitted in the I-1 zone and Variances to allow reductions in the perimeter landscape buffer yards.

REMARKS:

The Committee reviewed this request on April 17, 2019 and May 15, 2019. At the conclusion of the April 17, 2019 meeting, the Committee recommended conditional approval of the Zoning Map Amendment and Variances. At the request of the applicant, the Committee reviewed the application again on May 15, 2019 to evaluate minor changes to the Concept Development Plan and phasing options in response to a private deed restriction(s) which only permits residential uses on certain lots within the project site. The applicant has stated that they are seeking to have this private restriction(s) lifted, but that this will not likely occur in the immediate term. In accordance with the vote at the May 15, 2019 meeting regarding the modified proposal, the Committee recommends approval of the above referenced requests based on the following findings of fact and with the following conditions.

FINDINGS OF FACT

1. The Committee has concluded that the proposed Zoning Map Amendment is in agreement with the 2010 Boone County Comprehensive Plan due to the following reasons.

The 2010 Boone County Comprehensive Plan's Future Land Use Map designates the site substantially as "Industrial" (I). This designation is described as "manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses." The Area 14 "Airport" text of the Land Use Element states, "Riverview Subdivision and the residential area on Hunter Drive and Hetzel Drive

have been purchased lot-by-lot by the airport, and should eventually redevelop into industrial uses to take advantage of the proximity to the interstate" (p. 176), and "industrial development to the north of KY 20 should not locate on any portion of the Developmentally Sensitive hillsides, and a buffer area for the preservation of those hillsides may be required. Throughout these hillside areas, stands of existing trees should be retained between individual developments" (pp. 176-177). These principles are reinforced by the Business Activity Element which states, "Property on the north side of KY 20 and near existing Airport runways should be developed with a planned combination of industrial and office uses if existing and future land uses are properly buffered from adjoining uses" ("Recommended Areas of Industrial and Office Activity," p. 71). Part of the subject site is in Riverview Estates Subdivision and the remainder of the site adjoins this subdivision along the north side of KY 20. The proposal is for an industrial building. In accordance with the adopted 2017 Goals and Objectives ("Economy," Goal B, Objective 5), the development is located near the Airport. Also in accordance with the 2017 Goals and Objectives ("Economy," Goal B, Objective 7), the development will "enable a favorable relationship with adjoining uses" through "effective site placement, architectural design, and landscape design."

The Future Land Use Map designates incidental areas of the site as "Developmentally Sensitive" (DS). The DS areas generally correspond to the steeper portions of the wooded hillsides, particularly in the eastern part of the site where they are proposed to be retained. This retention of the wooded hillsides agrees with the Future Land Use Development Guidelines which state, "Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole, rather than leveling an entire site to meet a pre-conceived project design" ("Utilization of Existing Vegetation and Topography," pp. 161 and 162). Although the Committee is recommending approval of the requested Variances to reduce the widths of certain landscape buffer yards as explained below, effective buffering will be provided per the revised Concept Development Plan and the agreed conditions.

2. The site is in proximity to the KY 212 interchange and a variety of commercial and industrial uses which have developed in the area, creating an environment with a "highway" character. Most of the homes in Riverview Estates Subdivision have been bought by the Kenton County Airport Board for aircraft noise mitigation purposes and only three homes remain in the overall subdivision. Thus, the site is not conducive to residential development. When considering these facts, the Committee has concluded that the existing zoning classification is inappropriate and that the proposed zoning classification is appropriate.
3. The applicant has agreed, in accordance with the requirements of the Boone County Subdivision Regulations, to upgrade affected portions of Riverview Drive to

a subcollector road (28' pavement width with a sidewalk on one side). The Traffic Impact Study has concluded that the development does not warrant special improvements such as turn lanes. The Kentucky Transportation Cabinet, District 6, has indicated that it will not approve the access point that is proposed on Petersburg Road at the intersection with Hetzel Drive. In case this access point is formally denied by KYTC, the applicant has provided an alternate plan which eliminates the Petersburg Road access point. The applicant has agreed to a condition which requires the combined traffic generated by the individual users/tenants to not exceed the traffic generation figures for the overall building that are outlined in the Traffic Impact Study.

4. Variances from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations have been requested to allow reductions from Buffer Yard D (80') to Buffer Yard A (10') along: 1.) the north and northeast property lines; and 2.) an SR-1 zoned lot on the east side of Riverview Drive that is surrounded by the subject tract on three sides. These are described on pages 4 and 5 of the project narrative and are more specifically shown on the revised Concept Development Plan sheets.

Like the subject tract, the adjoining tracts to the north and west are also largely designated as "Industrial" by the Comprehensive Plan's Future Land Use Map. As discussed above, most of the homes in Riverview Estates Subdivision have been removed for aircraft noise mitigation purposes. The portion of the site along the north and northeast property lines have substantial grades and adjoin a wooded area. The SR-1 zoned lot on the east side of Riverview Drive is vacant and is not conducive to residential development. Based on these facts, the Committee has concluded that the requested Variances arise from special circumstances which do not generally apply to land in the general vicinity, or in the same zone, and that the strict application of the provisions of the regulations would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant. The circumstances are not the result of actions of the applicant taken subsequent to the adoption of the zoning regulations from which relief is sought. Therefore, the Committee recommends approval of the requested Variances.

5. The Committee has concluded that the attached conditions are necessary to achieve consistency with the specific goals, objectives, and policies of the 2010 Boone County Comprehensive Plan and the 2017 Boone County Comprehensive Plan Goals and Objectives. The Committee has also concluded that the attached conditions are necessary to mitigate foreseeable community impacts that may be created by the development. The property owners have signed a letter demonstrating agreement with these conditions.

CONDITIONS

1. The development shall follow the revised Concept Development Plan sheets presented at the 5/15/19 Zone Change Committee meeting (attached) and the

project narrative except where modified or superceded by the conditions herein. The conditions of approval shall prevail first, the revised Concept Development Plan sheets shall prevail second, and the project narrative shall prevail third.

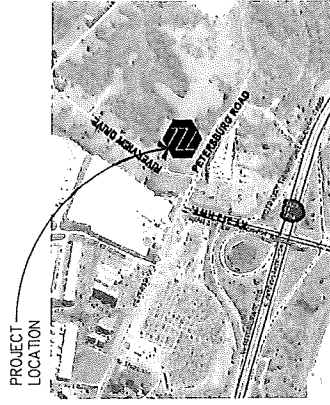
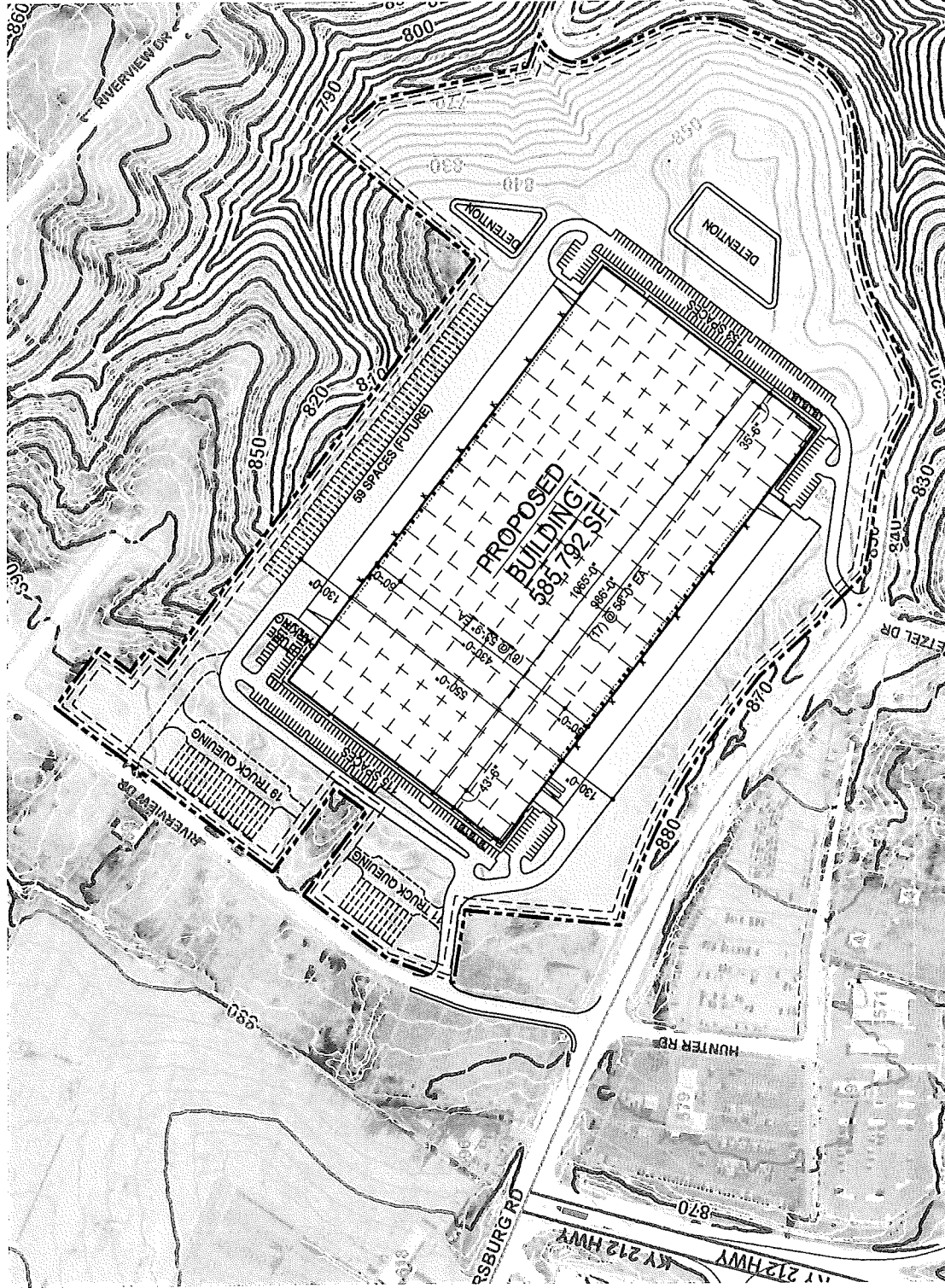
2. If the proposed access point on Petersburg Road is denied, then: A.) the development shall follow the alternate scheme with an internal loop driveway as shown on the attached "Preliminary Site Plan" (sheet B1) and "Concept Development Plan Site Layout Plan (Alternate)" (sheet C-2.1); and B.) the northern access point on Riverview Drive and the accompanying on-site access drive, both shown in hatched lines on the revised Concept Development Plan sheets, shall be constructed if and when the residential deed restriction(s) is lifted. If the access point on Petersburg Road is approved, construction of the northern access point on Riverview Drive and the accompanying on-site access drive shall be at the developer's option.
3. If warranted by individual tenants in the building and if the residential deed restriction(s) has been lifted, parking for "truck queuing" (or "future truck queuing" depending on the sheet) shown in hatched lines on the revised Concept Development Plan sheets in the west part of the site along Riverview Drive shall be provided.
4. Landscaping on the site shall follow the attached landscape concepts (sheets L1, L2, and L3) Landscaping which is not detailed or explained on these three sheets shall follow the normal requirements of Article 36 of the Boone County Zoning Regulations.
5. The architectural design of the building shall follow the attached elevation sheet (A3a) dated April 15, 2019. Per this sheet, the colors shall consistent largely of warm gray tones with accent colors.
6. Retaining walls which are visible from public vantage points shall have an architectural finish which correlates to the design of the building.
7. The developer shall upgrade Riverview Drive to a subcollector road per the Boone County Subdivision Regulations (28' pavement width with a sidewalk on one side) from the intersection with Petersburg Road through the first (southern) entrance. If and when the northern access point on Riverview Drive is constructed, the developer shall upgrade Riverview Drive from the southern access point through the northern access point to the same subcollector standard.
8. The traffic generated by all tenants in the building combined shall be equal to or less than the trip generation determined in the submitted Traffic Impact Study.

A copy of the Public Hearing minutes accompanies the findings and recommendation serving as a summary of the evidence and testimony presented by the proponents and

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT
Neyer/KCAB/Utz
June 5, 2019

PAGE 5

opponents of this request. Attached is the signature page for the Zone Change/Concept Plan Committee Vote.



VICINITY MAP
NO SCALE

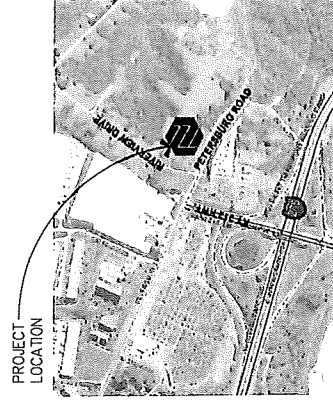
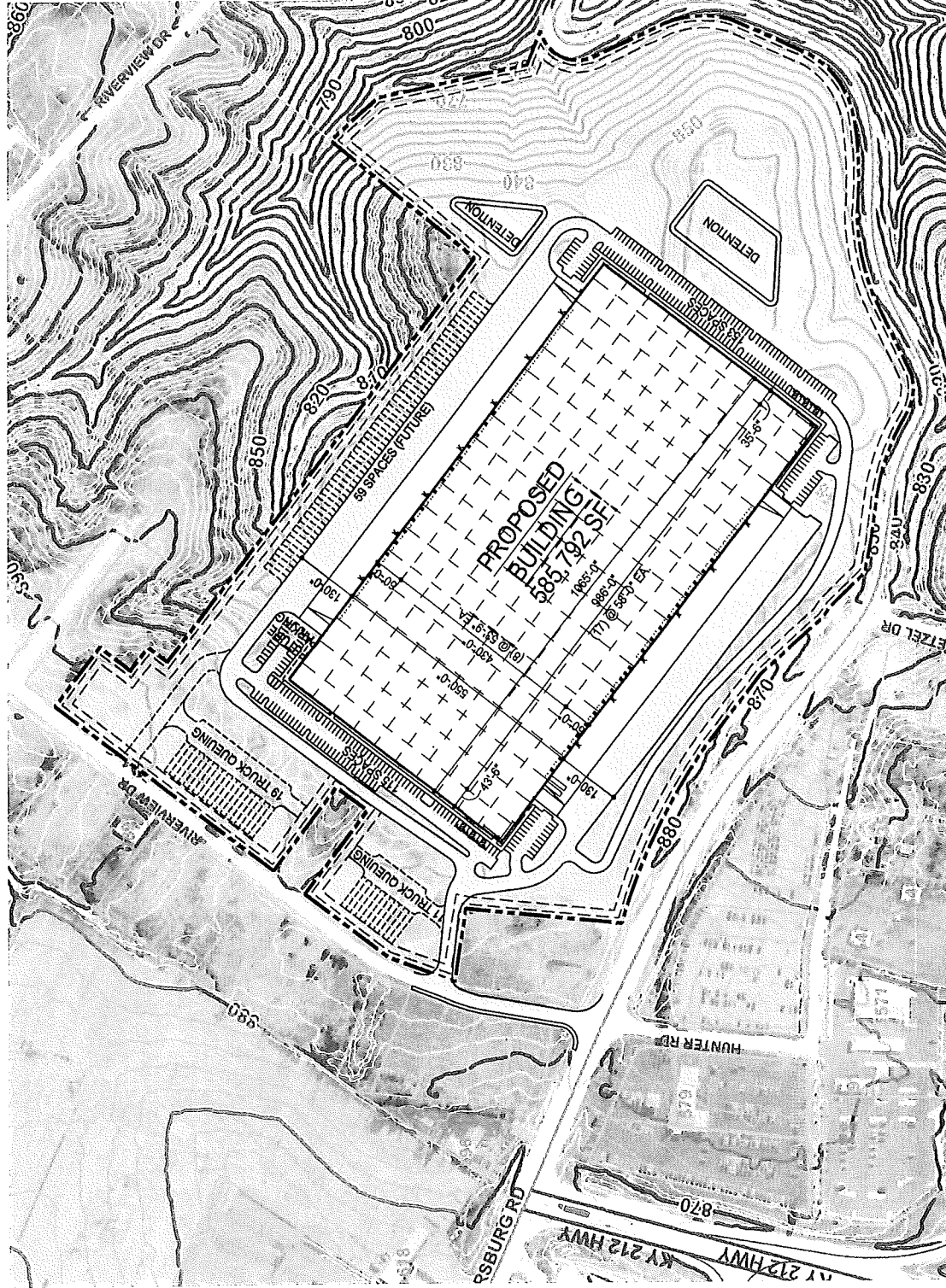
Utz Industrial

PRELIMINARY SITE PLAN



NEYER ARCHITECTS, INC. 1000 W. HUNTER ROAD, SUITE 100, HUNTER, KY 40339
 PHONE: (502) 738-1111 FAX: (502) 738-1112
 WWW.NEYERARCHITECTS.COM
 PROJECT: UTZ INDUSTRIAL
 DATE: MAY 13, 2019
 SHEET: A1

SCALE: 1"=100'
 0 50 100 150 200 250
 MAY 13, 2019



VICINITY MAP
NO SCALE

Utz Industrial



PRELIMINARY SITE PLAN



NEyer Architects, Inc. is a professional architectural firm providing a wide range of services including architectural design, interior design, landscape architecture, and engineering. The firm is located at 10000 N. 100th St., Suite 100, Omaha, NE 68164. For more information, please contact us at (402) 426-1111. NEyer Architects, Inc. is an Equal Opportunity Employer. Project No. 19-004-01. Date: May 13, 2019. Scale: 1"=100'-0".

MAY 13, 2019

SCALE: 1"=100'-0"



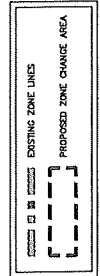
B1

SETBACK SUMMARY

ZONE	MINIMUM FRONT YARD SETBACK	MINIMUM SIDE YARD SETBACK	MINIMUM REAR YARD SETBACK	MAXIMUM BUILDING HEIGHT
I-1 INDUSTRIAL ONE	150 FEET	50 FEET	50 FEET	50 FEET
I-2 INDUSTRIAL TWO	10 FEET	50 FEET	50 FEET	50 FEET
I-3 INDUSTRIAL THREE	30 FEET	50 FEET	50 FEET	50 FEET

* SHOW ALL DIMENSIONS AND SETBACKS IN FEET AND INCHES TO THE CENTERLINE OF THE FOLLOWING ZONE BOUNDARIES: I-1, I-2, I-3, I-4, I-5, I-6, I-7, I-8, I-9, I-10, I-11, I-12, I-13, I-14, I-15, I-16, I-17, I-18, I-19, I-20, I-21, I-22, I-23, I-24, I-25, I-26, I-27, I-28, I-29, I-30, I-31, I-32, I-33, I-34, I-35, I-36, I-37, I-38, I-39, I-40, I-41, I-42, I-43, I-44, I-45, I-46, I-47, I-48, I-49, I-50, I-51, I-52, I-53, I-54, I-55, I-56, I-57, I-58, I-59, I-60, I-61, I-62, I-63, I-64, I-65, I-66, I-67, I-68, I-69, I-70, I-71, I-72, I-73, I-74, I-75, I-76, I-77, I-78, I-79, I-80, I-81, I-82, I-83, I-84, I-85, I-86, I-87, I-88, I-89, I-90, I-91, I-92, I-93, I-94, I-95, I-96, I-97, I-98, I-99, I-100.

BUFFER YARD- PROPOSED VARIANCE.
VARIANCE * PROVIDE A 10' WHITE BUFFER YARD ADJACENT TO ADJACENT FUTURE INDUSTRIAL PER BOONE COUNTY COMPREHENSIVE PLAN



REVISIONS

NO.	DATE	DESCRIPTION
1	04/26/2019	ISSUE FOR PERMITTING

CARDINAL
 ENGINEERING
 LAND SURVEYING
 1000 W. MAIN ST. SUITE 200
 CINCINNATI, OH 45202
 TEL: 513.251.1111
 FAX: 513.251.1112
 WWW.CARDINAL-ENGINEERING.COM

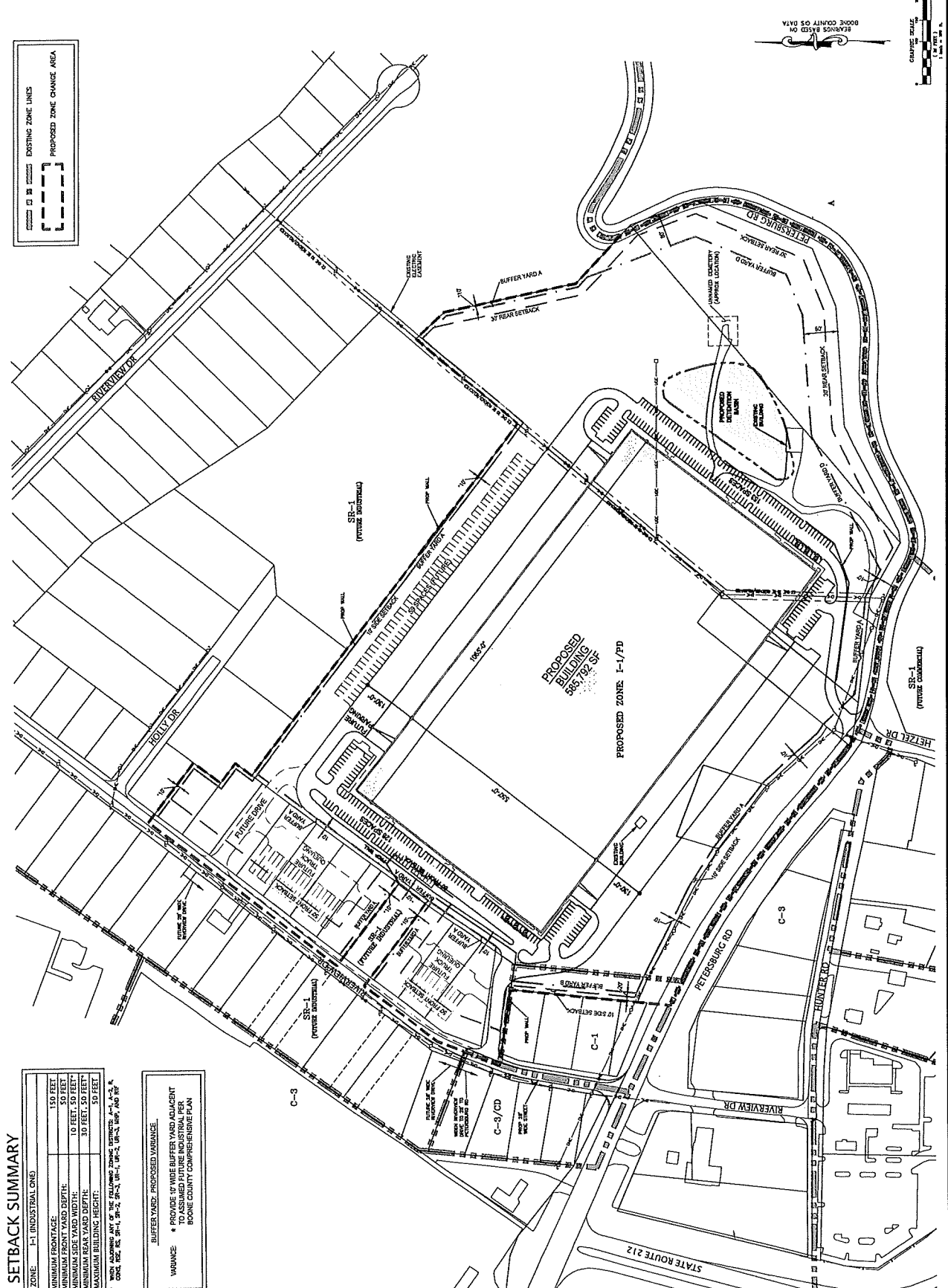
PROJECT:
 UTZ FARM P.D.
 5240 PETERSBURG ROAD
 HEHRON, KY 41048

CLIENT:
 AL NEYER LLC
 302 WEST 3RD STREET
 CINCINNATI, OH 45202

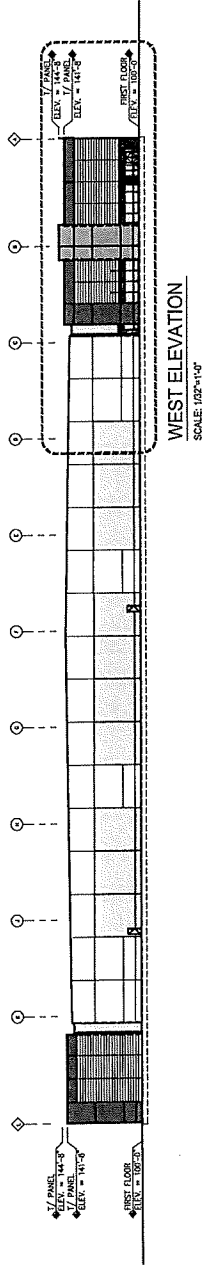
VICINITY MAP

PROJECT NO. 18-169
 SCALE 1" = 100'
 DATE 04-26-2019
 CONSENT DEVELOPMENT PLAN
 SITE LAYOUT PLAN

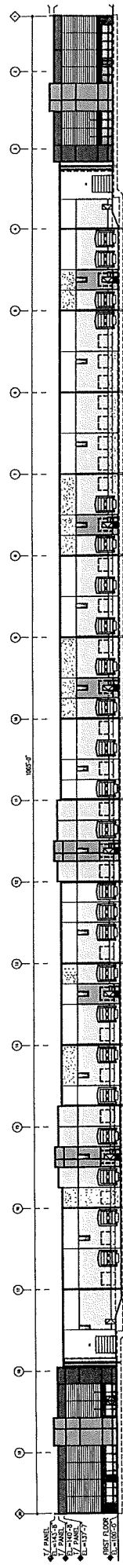
SHEET C-2.0



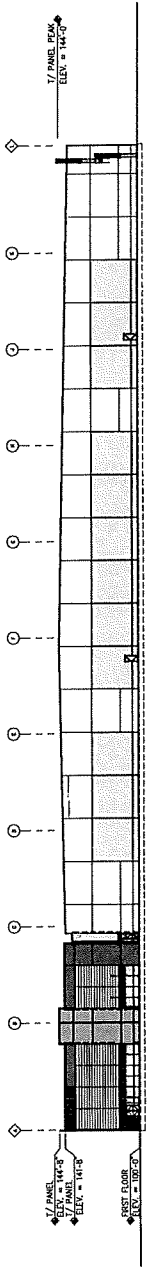
BOONE COUNTY ENGINEERING DEPARTMENT



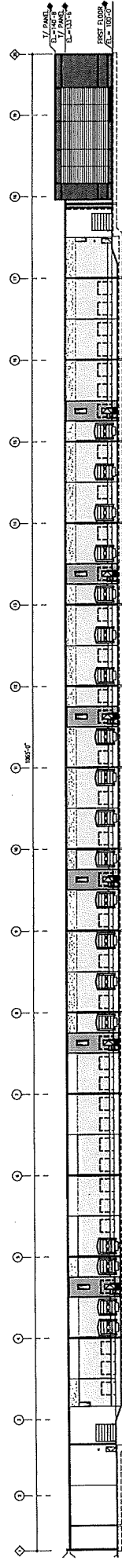
WEST ELEVATION
SCALE: 1/32"=1'-0"



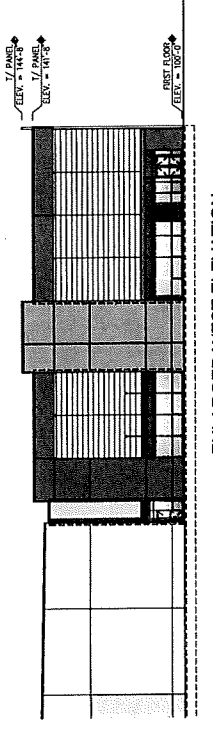
SOUTH ELEVATION
SCALE: 1/32"=1'-0"



EAST ELEVATION
SCALE: 1/32"=1'-0"



NORTH ELEVATION
SCALE: 1/32"=1'-0"



ENLARGED WEST ELEVATION
SCALE: 1/16"=1'-0"



Utz Industrial



APRIL 15, 2019
A3a

PROJECT: 2019-04-15_A3a.dwg
DATE: 04/15/2019 10:00 AM
DRAWN BY: J. W. WILSON
CHECKED BY: J. W. WILSON
SCALE: 1/32"=1'-0"

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
APRIL 4, 2019
7:00 P.M.**

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Kim Bunger, Secretary/Treasurer
Mr. Steve Harper
Mr. Mark Hicks
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Don McMillian
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mr. Brad Shipe
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Ms. Corrin Gulick
Mrs. Lori Heilman
Mr. Kim Patton

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
Mr. Michael D. Schwartz, Planner

Chairman Rolfsen introduced the first item on the Agenda at 7:10 p.m.

ZONING MAP AMENDMENT - Janet Kegley, Chairwoman, Kevin Wall, Staff

1. Request of Al Neyer, LLC c/o Ryan Reardon, Vice President - Real Estate Development (applicant) for Kenton County Airport Board c/o Candace McGraw and Kathleen Utz as Trustee of the Charles and Kathleen Utz Revocable Trust c/o Glenn Utz (owners) for a Zoning Map Amendment from Suburban Residential One (SR-1) and Commercial One (C-1) to Industrial One (I-1), and Variances from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations, for a 45.6294 acre site located on the north side of Petersburg Road, across from the Petersburg Road/Hetzel Drive intersection, and on the east side of Riverview Drive, approximately 300 feet north of the Petersburg Road/Riverview Drive intersection, Boone County, Kentucky. The request is for a zone change to allow uses permitted in the I-1 zone and Variances to allow reductions in the perimeter landscape buffer yards.

Staff Member, Kevin Wall, presented the Staff Report, which included a PowerPoint presentation. The request is to rezone the site to Industrial One (I-1) and to seek variances in order to allow reductions in the perimeter landscape buffer yards. The site is located on the north side of KY 20 and on the east side of Riverview Drive at the I-275/KY 212 Interchange. The SR-1 portion of the site is about 45 acres. The C-1 portion is about a half of an acre. Mr. Wall showed a map of the current zoning and land use of the adjoining properties. The Comprehensive Plan's 2035 Future Land Use Map designates 85% of the site as Industrial (I). The remaining portion of the site is designated as Developmentally Sensitive (DS).

The proposed project is a 586,000 square foot industrial building. It has 3 access points - two off Riverview Drive and the other off KY 20 across from Hetzel Drive. Truck courts are planned on the north and south sides. Parking is located at both short ends of the building. There is a cemetery located on the site that is intended to be retained. A portion of the existing trees on the eastern side will be retained. The applicant is requesting variances to the required buffer yards. They are requesting to reduce the buffer yard from a D to an A. The building will set lower than the KY 20/Riverview Drive intersection - about 22 feet lower. The applicant has submitted a landscaping plan and building elevations. It will be a 45 feet high tilt up building. Mr. Wall showed photos of the site and adjoining properties.

In terms of Staff Comments, Mr. Wall referred to the Comprehensive Plan's Land Use and Business Activity Elements on pages 9-11 of the Staff Report. The proposed used is a generic industrial building. The Board should review the list of industrial uses allowed in an I-1 zoning district. A Traffic Impact Study (TIS) has been submitted as part of the request. The findings and conclusion sections of the study are attached to the Staff Report. He offered to provide a copy of the entire study if requested. The TIS is based upon a warehousing use. A 40 foot wide Buffer Yard D option including a 6 foot high berm is being proposed along Riverview Drive. This is beyond what is required - street frontage landscaping. Screening is being proposed along the dock area near KY 20. It is recommended that the trees be moved up the hill to screen the dock area more near the KY 20 access point. The applicant's project narrative commits to meeting the landscaping requirements. Mr. Wall suggested adequate lighting/illumination at each access point. However, there is a residence located next to the northern access point off Riverview Drive. Mr.

Wall recommended changes to the building design on page 12 of the Staff Report since the proposed building is located on a primary road or KY 20. Four retaining walls are being proposed of which 2 of them are publicly visible. The applicant is willing to upgrade Riverview Drive to being classified as a local street (25 feet wide). The Subdivision Regulations require a 28 foot wide sub-collector street and a sidewalk on one side. There really isn't much room on the site for truck stacking. The TIS states that the project will have a little or no effect on the surrounding road network based upon the warehouse use. Comments are included in the Staff Report from the County Engineer and the KYTC District 6. One concern from KYTC is the proposed curb cut opposite of Hetzel Drive. The State will not allow it unless there is a better analysis. It also appears that the applicant can fit all of the plants in the 40 foot buffer area along the north property line. If approved, the buffer yard variance around the SR-1 outlot on the east side of Riverview Drive will require at least a partial reduction in the amount of required plantings. The Board shall consider the standards for granting variances as outlined in Section 251 of the Zoning Regulations.

Mr. Wall concluded that the Board should evaluate the request in accordance to the 3 statutory criteria for approving a zone change, the Comprehensive Plan, the 2017 Goals and Objectives and the Variance criteria.

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

Mr. Ryan Reardon, Al Neyer, LLC, reviewed the history of Al Neyer. They are a design/build employee owned company. They have offices in Cincinnati, Pittsburg and Nashville. They focus on medical office and industrial buildings. The company also does third party construction. They also do multi-family development. Project samples include Erlanger Commerce Center, Aero Commerce Center and UC Health Florence. The proposed use is a bulk warehouse and they are actually working with a tenant. They have a letter of intent for a lease. The proposed tenant will lease 75% of the building and will also be part owner of the building. The parcels in question are owned by the Utz family and the Kenton County Airport Board. Not included in the project are 4 parcels located across the street that Neyer will purchase. The proposed access across from Hetzel Drive will be for auto use only. The access point off KY 20 will serve employees from the second tenant.

Mr. Don Stegman, Cardinal Engineering, explained that the Ravenscrafts developed the original subdivision in 2 phases. At one time, the subdivision had 20-30 homes located on it. Now Runway 18L is in direct line with the project. That is the reason why the Airport bought the lots in the subdivision. Currently, there are 3 houses left in the subdivision. The only utility left in the subdivision is electric. There is no public water or sanitary sewer. Today, it is mostly vacant land. Since the Comprehensive Plan suggests Industrial in the future, it makes sense to request variances in the buffer requirements. If the land next door was already zoned Industrial, they wouldn't be asking for variances. Public water and sanitary sewer are available at the intersection of Riverview Drive and KY 20. In terms of the traffic impact, 85% of the traffic on KY 212 turn left at KY 20. Their traffic will be turning right. Riverview Drive will be improved with a 28 foot wide pavement width, curb and gutter design and a sidewalk on one side. The proposed curb cut off KY 20 opposite of Hetzel Drive may become a four way intersection in the future. He has not been

informed by the State of the reason for their concern about the proposed curb cut. The findings from the Traffic Impact Study indicate there are no improvements required for the intersection of KY 212/KY 20 - only Riverview Drive. The total traffic counts at peak time increased by 6-7%. Truck staging or queing is not a concern because the tenant is not a delivery timed company and the site doesn't have closed off security. They have adequate parking areas on-site for the proposed use. There are 128 parking spaces in front and 153 parking spaces in the rear. The building sits back from the road so there is enough room for truck storage if necessary.

Mr. Pat Moore, Al Neyer, LLC, stated that the proposed building has great depth (550 feet) and a 130 foot truck court on both sides. It has balanced parking. Office areas will be on th southwest and southeast sides of the building. Mr. Moore referred to the building elevations. They altered the height of the building panels. The building will have different textures and colors. At 100 foot intervals, it will have accent panels.

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

Mr. Dale Losey, Chavez Properties, stated that his Company did not receive a notice of the Public Hearing. He is not in favor or against the project. He hasn't had enough time to evaluate the project. He asked if there would be an opportunity outside of the Public Hearing to voice an opinion? Mr. Wilson stated that the Public Hearing was advertised and it is where the public record is made. Unless the Planning Commission decides to hold another Public Hearing, tonight's Public Hearing is it. The matter will be referred to the Zone Change Committee and the Committee will make a recommendation in the form of a report to the full Planning Commission. However, there is a 60 day time limit for the Planning Commission to act. Mr. Losey asked to be put on a list for notification in the future. Mr. Wall replied that Chavez Properties is not an adjoining property owner so that is why they didn't receive a letter. In addition, 2 signs were posted on the subject property. Mr. Costello also stated that Chavez Properties is familiar with the process since they went through the same process with one of their sites in the past. Mr. Wilson also noted that a legal ad was placed in the Boone County Recorder. He also stated that Mr. Losey could contact the Boone County Fiscal Court for future comments after it receives the Planning Commission recommendation.

Ms. Cathleen Matchinga, Zollars, Inc., expressed a concern about traffic. There seems to be some open items about the traffic study. Is the traffic study available to be reviewed? She referred to the items in an email dated March 29, 2019 from the Kentucky Transportation Cabinet. Were the items ever addressed by the applicant? The intersection is very busy. Even though only 15% of the traffic turns right at the intersection, nobody knows what the load will be from the proposed development. Is there more trip data available to know the impact on her business? Her business is growing because of low fares at the Airport. Local traffic has picked up. The prime time for her business is 4:00 - 7:00 a.m. and 5:00 - 8:00 p.m. She is interested in getting a copy of the traffic study.

Ms. Jeanette Mahan, River Road, stated that she lives below the project. How many semi-trucks will be coming to and from the site on a daily basis? There isn't much storage or stacking space for the trucks to turn left onto KY 212 from leaving KY 20. The other issue is the deterioration of

Mile Hill. It is constantly being repaired because of slippage. The amount of earthwork and weight will impact Mile Hill. It will be detrimental to the bottom. How many employees will be at the facility? Mile Hill has a lot of gravel truck traffic.

Mr. Joyce Ravenscraft, 2263 Kyle Drive, stated that she owns the lots on both side of the development. It seems unusual to put the type of development next to a residential area. Does the applicant plan to buy the homes already there? It won't be pleasant for those residents.

Ms. Shirley Ellison, 2729 Riverview Drive, asked how will the proposed project affect her house? She has a great view of the river and it is peaceful. She doesn't want to move.

Mr. Glenn Utz, stated that the site is his Mom's property. It was a farm and it became severely impacted by the flight path. It became more polluted. The Future Land Use Map changed it to Industrial (I). If you pull back, you would see 30 other warehouses in the area surrounding the subject site. It looks like what they are proposing. It is the proper land use. The traffic impact is very little compared with other industrial uses. He recommended that the Planning Commission approve the use because everything in the area is heading into the industrial direction. It is low impact in that area.

Ms. Jeanette Mahan expressed a concern about the stormwater runoff from the project. From her experience, a stream that was once 1.5 feet wide is now 7 feet wide. It is from the detention ponds above her property. Think about the hillside. It will cave.

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

Mr. Hicks inquired on why the extra lots off Riverview Drive were not part of the application? Mr. Reardon replied that they don't have a contract to purchase them. They are owned by Mrs. Ravenscraft or her family. He continues to talk to her about the lots. Mr. Hicks stated that the one lot is greatly impacted by the proposed development especially with the variance requests.

Mr. Bungler asked if the 2 proposed parking lots would be owned by Al Neyer? Mr. Reardon responded yes.

Chairman Rolfsen asked the applicant to identify the tenant name. Mr. Reardon replied that he cannot reveal the name of the tenant because of confidentiality. It is not a heavy truck use. They only have 20 trucks per day. It does not involve on-time delivery or e-commerce.

Mr. Lunnemann asked if the proposed business is a larger operation of a current business in existence? Mr. Reardon responded that it is similar in size.

Mr. Bungler asked how many dock doors on the building? Mr. Reardon replied 35 dock doors. Based upon the proposed tenant's current operation, the stacking of trucks will not be an issue. If it ever becomes an issue, there are options to address the issue like the two parking areas out front. Twenty trucks won't be leaving at the same time. It will be spread throughout the day. Mr. Costello asked if the Traffic Impact Study was based upon the proposed tenant's current practice or operations? Mr. Reardon responded no. It is based upon a general warehouse use and

not the specific tenant. Mr. Stegman mentioned that the ITE manual made them model 90-98 trucks in the peak hours based on a general warehouse use not trucks a day. With that in mind, the Study did not recommend improvements.

Chairman Rolfsen asked what was the distance in terms of number of trucks between KY 212 and Riverview Drive on KY 20 and along Riverview Drive. Mr. Stegman replied that it would be approximately 4-5 trucks. Mr. Bunger asked if the applicant could obtain more accurate information from the proposed tenant.

Chairman Rolfsen asked if the applicant had any interest in purchasing the 3 homes in the subdivision? Mr. Reardon replied not in connection with the current development.

Mr. Schwenke asked if the applicant was seeking a variance in the landscape buffer next to the 3 lots at the Riverview/KY 20 Intersection? Mr. Wall responded no since the lots are zoned C-1. The applicant will follow the current landscaping requirements. In regard to the middle lot, the applicant is seeking a variance on the three sides including the back.

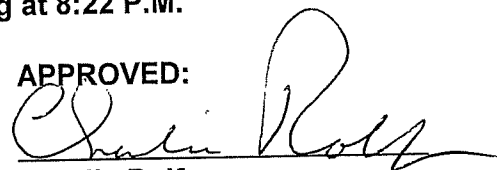
Mr. Bunger asked if the curb cut on KY 20 is not allowed, what are the options for the applicant? Will the automobiles have to travel through the dock area? Mr. Reardon stated that they would evaluate another auto only road that fronts and runs parallel to KY 20. They don't want to mix auto and truck traffic.

Mr. McMillian inquired whether the Traffic Study involved both tenants? Mr. Reardon explained that it factored in the use of entire building. He will provide more information about the tenant's traffic and whether they garage the trucks overnight.

Mr. Hicks stated that he would feel better if the applicant removed the one lot closest to the commercial area.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on April 17, 2019 at 5:00 P.M. in the Fiscal Courtroom. This item will be on the Agenda for the Business Meeting on May 1, 2019 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 8:22 P.M.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Janet Kegley, Chairman

DATE: April 17, 2019

ZONING MAP AMENDMENT - Janet Kegley, Chairwoman, Kevin Wall, Staff

5. Request of **AI Neyer, LLC c/o Ryan Reardon, Vice President - Real Estate Development (applicant) for Kenton County Airport Board c/o Candace McGraw and Kathleen Utz as Trustee of the Charles and Kathleen Utz Revocable Trust c/o Glenn Utz (owners)** for a Zoning Map Amendment from Suburban Residential One (SR-1) and Commercial One (C-1) to Industrial One (I-1), and Variances from Section 3645 "Buffer Yards" of the **Boone County Zoning Regulations**, for a 45.6294 acre site located on the north side of Petersburg Road, across from the Petersburg Road/Hetzel Drive intersection, and on the east side of Riverview Drive, approximately 300 feet north of the Petersburg Road/Riverview Drive intersection, Boone County, Kentucky. The request is for a zone change to allow uses permitted in the I-1 zone and Variances to allow reductions in the perimeter landscape buffer yards.

REMARKS:

We, the Committee Members were present at the Committee Meeting and voted on the above request or else were absent from voting. Further, based upon the vote, the Committee directs the Staff to draft the findings of fact and conditions if deemed necessary in order to complete the Committee Report.

Kim Bunger
For Project ____ Absent ____
Against Project ____
Abstain ____ Deferred ____

Mark Hicks (Alternate)
For Project ____ Absent ____
Against Project ____
Abstain ____ Deferred ____

Janet Kegley

Janet Kegley (Chairwoman)
For Project ____ Absent ____
Against Project ____
Abstain ____ Deferred ____

Lisa Heilman (Alternate)
For Project ____ Absent ____
Against Project ____

Rick Lunnemann

Rick Lunnemann
For Project Absent ____
Against Project ____
Abstain ____ Deferred ____

Steve Turner (Alternate)
For Project ____ Absent ____
Against Project ____
Abstain ____ Deferred ____

Kim Patton
For Project ____ Absent ____
Against Project ____
Abstain ____ Deferred ____

For Project ____ Absent ____
Against Project ____
Abstain ____ Deferred ____

Brad Shipe

Brad Shipe
For Project Absent ____
Against Project ____
Abstain ____ Deferred ____

TOTAL: ____ DEFERRED ____ FOR PROJECT ____ ABSENT ____
____ AGAINST PROJECT ____ ABSTAIN ____

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Janet Kegley, Chairman

DATE: May 15, 2019

ZONING MAP AMENDMENT - Janet Kegley, Chairwoman, Kevin Wall, Staff

1. Request of **AI Neyer, LLC c/o Ryan Reardon, Vice President - Real Estate Development (applicant) for Kenton County Airport Board c/o Candace McGraw and Kathleen Utz as Trustee of the Charles and Kathleen Utz Revocable Trust c/o Glenn Utz (owners)** for a Zoning Map Amendment from Suburban Residential One (SR-1) and Commercial One (C-1) to Industrial One (I-1), and Variances from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations, for a 45.6294 acre site located on the north side of Petersburg Road, across from the Petersburg Road/Hetzel Drive intersection, and on the east side of Riverview Drive, approximately 300 feet north of the Petersburg Road/Riverview Drive intersection, Boone County, Kentucky. The request is for a zone change to allow uses permitted in the I-1 zone and Variances to allow reductions in the perimeter landscape buffer yards.

REMARKS:

We, the Committee Members were present at the Committee Meeting and voted on the above request or else were absent from voting. Further, based upon the vote, the Committee directs the Staff to draft the findings of fact and conditions if deemed necessary in order to complete the Committee Report.

Kim Bunger
Kim Bunger

For Project Absent
Against Project
Abstain Deferred

Mark Hicks (Alternate)
Mark Hicks (Alternate)

For Project Absent
Against Project
Abstain Deferred

Janet Kegley
Janet Kegley (Chairwoman)

For Project Absent
Against Project
Abstain Deferred

Lisa Heilman (Alternate)
Lisa Heilman (Alternate)

For Project Absent
Against Project

Rick Lunnemann
Rick Lunnemann

For Project Absent
Against Project
Abstain Deferred

Steve Turner (Alternate)
Steve Turner (Alternate)

For Project Absent
Against Project
Abstain Deferred

Kim Patton
Kim Patton

For Project Absent
Against Project
Abstain Deferred

For Project Absent
Against Project
Abstain Deferred

Brad Shipe
Brad Shipe

For Project Absent
Against Project
Abstain Deferred

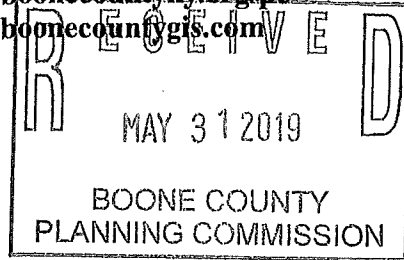
TOTAL: <input type="checkbox"/> DEFERRED <input type="checkbox"/> FOR PROJECT <input type="checkbox"/> ABSENT
<input type="checkbox"/> AGAINST PROJECT <input type="checkbox"/> ABSTAIN

SUPPORTING INFORMATION



BOONE COUNTY PLANNING COMMISSION

www.boonecountkyky.org/pc
www.boonecountkygis.com



Boone County Administration Building
2950 Washington Street, Room 317
P.O. Box 958
Burlington, KY 41005

Phone (859) 334-2196; Fax (859) 334-2264
plancom@boonecountkyky.org

May 29, 2019

Ms. Candace McGraw
Kenton County Airport Board
c/o Ryan Reardon
Al Neyer, Inc.
302 West 3rd Street, #800
Cincinnati, OH 45202

Ms. Kathleen Utz
Charles and Kathleen Utz Revocable Trust
c/o Ryan Reardon
Al Neyer, Inc.
302 West 3rd Street, #800
Cincinnati, OH 45202

RE: Recommended Conditions of Approval for Neyer/KCAB/Utz Zoning Map Amendment Application from SR-1 and C-1 to I-1 and Variances for 45.6294 Acre Site Located on Riverview Drive and Petersburg Road, Boone County, Kentucky.

Dear Ms. McGraw and Ms. Utz:

The following represents the recommended conditions of approval for the above referenced application as discussed by the Planning Commission's Zone Change Committee at their May 15, 2019 meeting and later clarified by the Committee Chair. If you, as the authorized representatives of the property owners agree to these conditions, please so indicate by signing in the space provided at the end of this letter and return the original letter to the Planning Commission's office by Friday, May 31, 2019.

CONDITIONS

1. The development shall follow the revised Concept Development Plan sheets presented at the 5/15/19 Zone Change Committee meeting (attached) and the project narrative except where modified or superceded by the conditions herein. The conditions of approval shall prevail first, the revised Concept Development Plan sheets shall prevail second, and the project narrative shall prevail third.
2. If the proposed access point on Petersburg Road is denied, then: A.) the development shall follow the alternate scheme with an internal loop driveway as shown on the attached "Preliminary Site Plan" (sheet B1) and "Concept Development Plan Site Layout Plan (Alternate)" (sheet C-2.1); and B.) the northern access point on Riverview Drive and the accompanying on-site access drive, both shown in hatched lines on the revised Concept Development Plan sheets, shall be constructed if and when the residential deed restriction(s) is lifted. If the access point on Petersburg Road is approved, construction of the northern access point on Riverview Drive and the accompanying on-site access drive shall be at the developer's option.

3. If warranted by individual tenants in the building and if the residential deed restriction(s) has been lifted, parking for "truck queuing" (or "future truck queuing" depending on the sheet) shown in hatched lines on the revised Concept Development Plan sheets in the west part of the site along Riverview Drive shall be provided.
4. Landscaping on the site shall follow the attached landscape concepts (sheets L1, L2, and L3) Landscaping which is not detailed or explained on these three sheets shall follow the normal requirements of Article 36 of the Boone County Zoning Regulations.
5. The architectural design of the building shall follow the attached elevation sheet (A3a) dated April 15, 2019. Per this sheet, the colors shall consistent largely of warm gray tones with accent colors.
6. Retaining walls which are visible from public vantage points shall have an architectural finish which correlates to the design of the building.
7. The developer shall upgrade Riverview Drive to a subcollector road per the Boone County Subdivision Regulations (28' pavement width with a sidewalk on one side) from the intersection with Petersburg Road through the first (southern) entrance. If and when the northern access point on Riverview Drive is constructed, the developer shall upgrade Riverview Drive from the southern access point through the northern access point to the same subcollector standard.
8. The traffic generated by all tenants in the building combined shall be equal to or less than the trip generation determined in the submitted Traffic Impact Study.

Sincerely,




Kevin T. Wall
Director, Zoning Services

AGREEMENT

We the authorized representatives of the property owners of the 45.6294 acre site located on Riverview Drive and Petersburg Road, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment and Variance application.

Candace McGraw, Authorized Representative for
Kenton County Airport Board

Date



Kathleen Utz, Authorized Representative for
Charles and Kathleen Utz Revocable Trust

5.29.19

Date

KTW/tlc

Enclosures

Ms. Candace McGraw/Ms. Kathleen Utz
May 29, 2019
Page 2

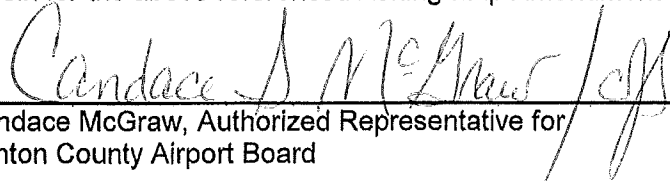
3. If warranted by individual tenants in the building and if the residential deed restriction(s) has been lifted, parking for "truck queuing" (or "future truck queuing" depending on the sheet) shown in hatched lines on the revised Concept Development Plan sheets in the west part of the site along Riverview Drive shall be provided.
4. Landscaping on the site shall follow the attached landscape concepts (sheets L1, L2, and L3) Landscaping which is not detailed or explained on these three sheets shall follow the normal requirements of Article 36 of the Boone County Zoning Regulations.
5. The architectural design of the building shall follow the attached elevation sheet (A3a) dated April 15, 2019. Per this sheet, the colors shall consistent largely of warm gray tones with accent colors.
6. Retaining walls which are visible from public vantage points shall have an architectural finish which correlates to the design of the building.
7. The developer shall upgrade Riverview Drive to a subcollector road per the Boone County Subdivision Regulations (28' pavement width with a sidewalk on one side) from the intersection with Petersburg Road through the first (southern) entrance. If and when the northern access point on Riverview Drive is constructed, the developer shall upgrade Riverview Drive from the southern access point through the northern access point to the same subcollector standard.
8. The traffic generated by all tenants in the building combined shall be equal to or less than the trip generation determined in the submitted Traffic Impact Study.

Sincerely,


Kevin T. Wall
Director, Zoning Services

AGREEMENT

We the authorized representatives of the property owners of the 45.6294 acre site located on Riverview Drive and Petersburg Road, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment and Variance application.


Candace McGraw, Authorized Representative for
Kenton County Airport Board

5/30/2019
Date

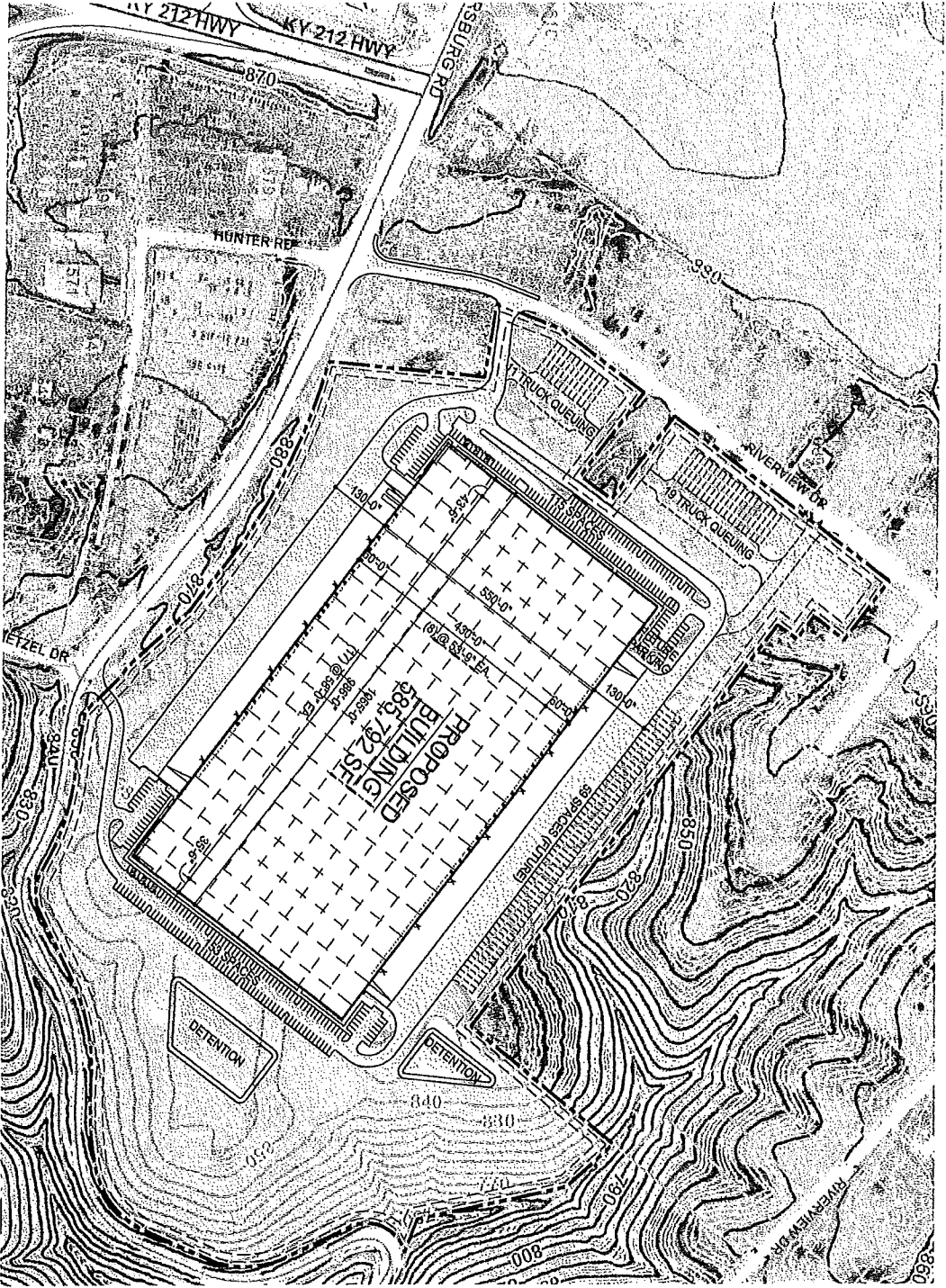
Kathleen Utz, Authorized Representative for
Charles and Kathleen Utz Revocable Trust

Date

KTW/tlb

Enclosures

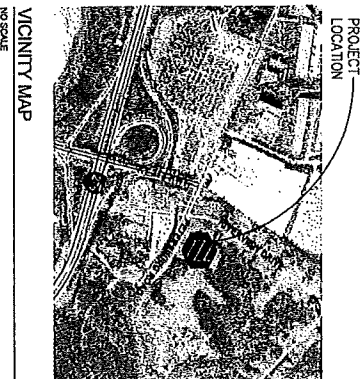
Utz Industrial



PRELIMINARY SITE PLAN



MAY 13, 2019

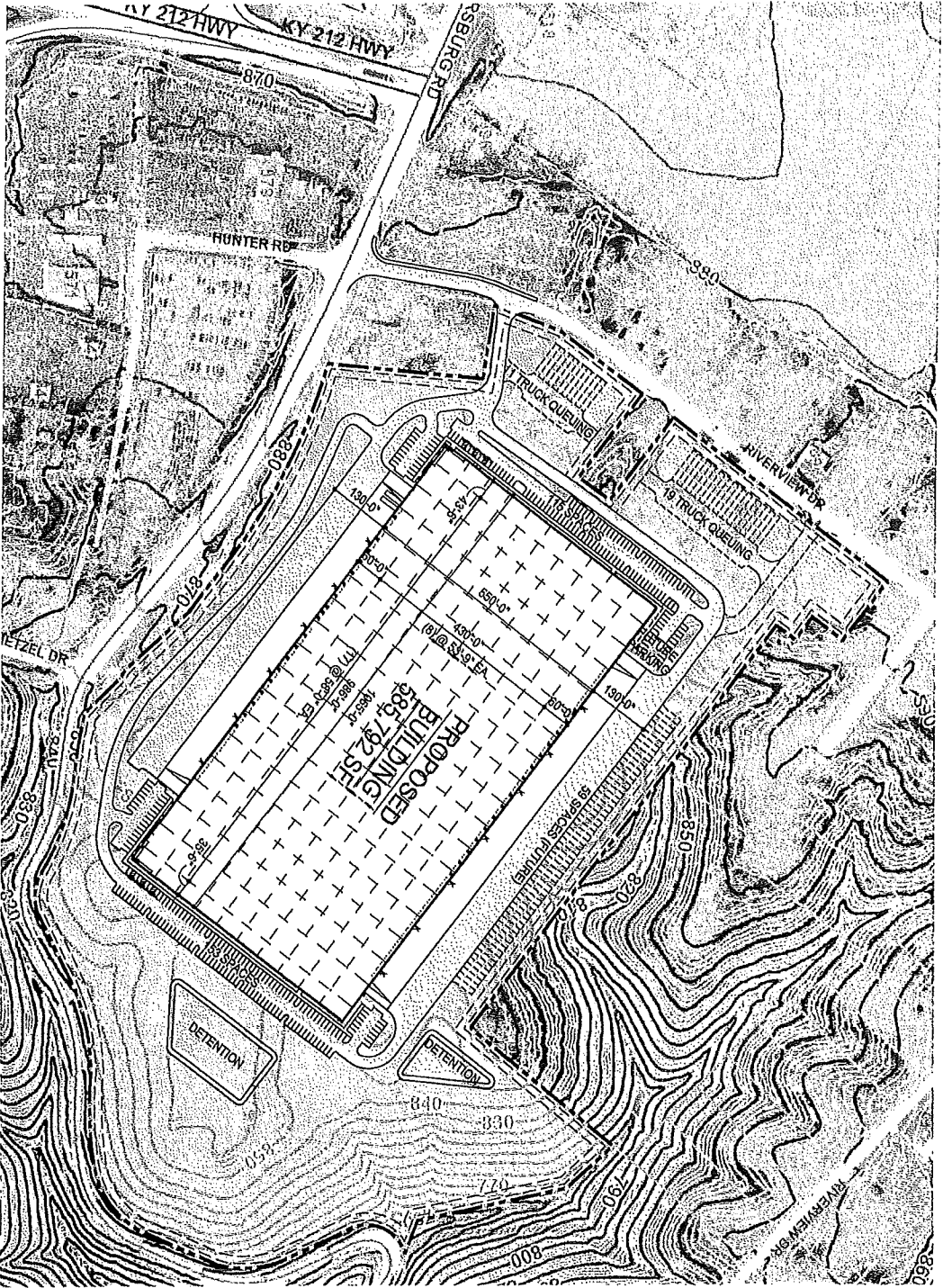


VICINITY MAP
NO SCALE



NEYER
Architects, Inc.
A1

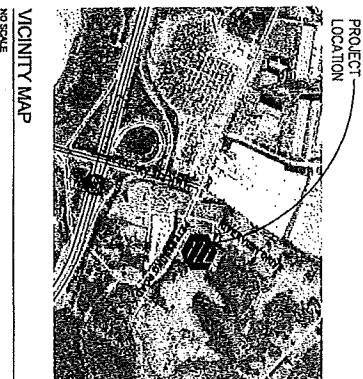
Utz Industrial




PRELIMINARY SITE PLAN



MAY 13, 2019



VICINITY MAP
NO SCALE

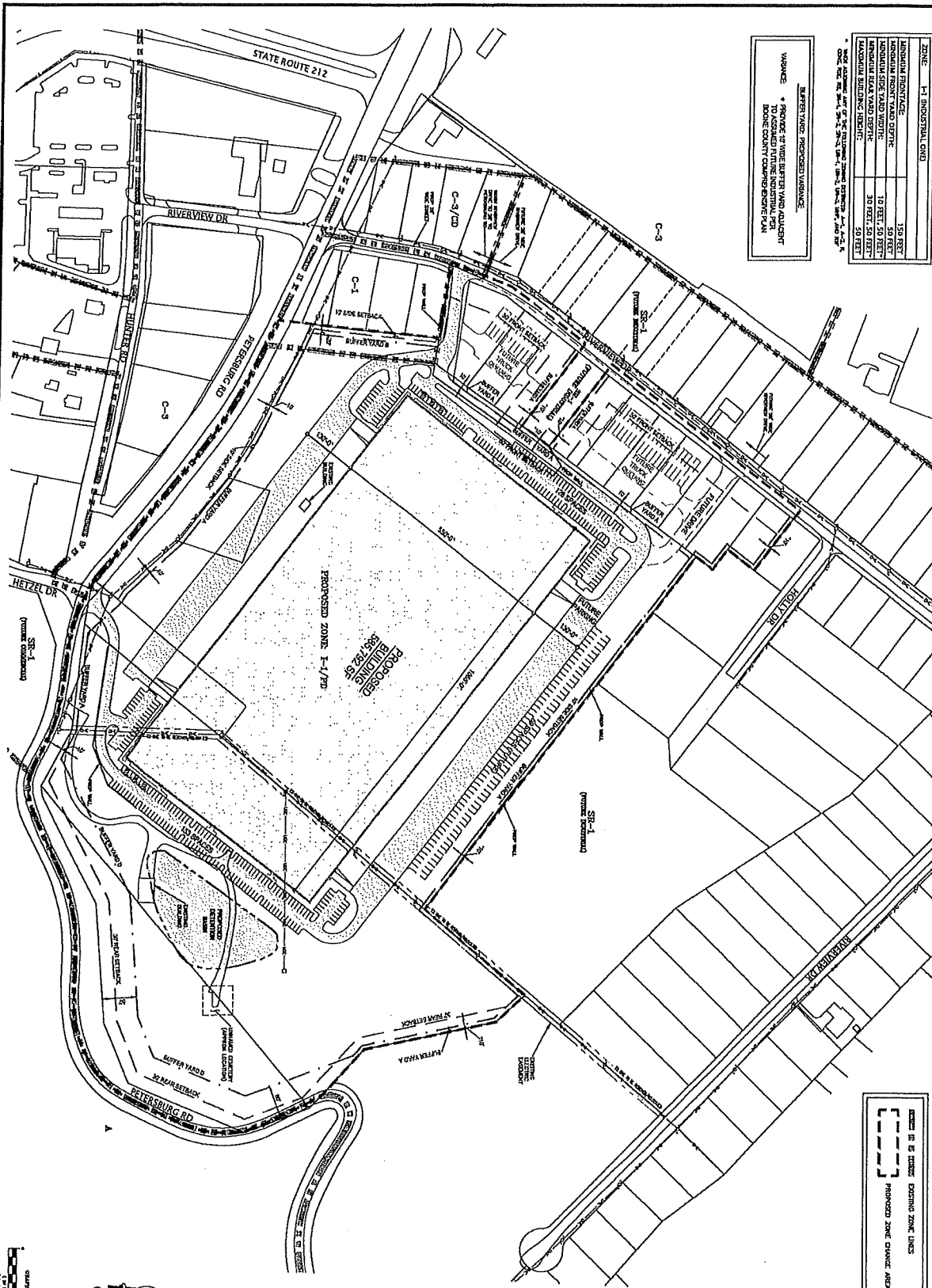


 Neyer Architects Inc.

SETBACK SUMMARY

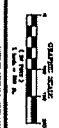
ZONE:	H-1 (RESIDENTIAL SUBD)	150 FEET
MINIMUM FRONT YARD:		50 FEET
MINIMUM SIDE YARD W/TH:		10 FEET, 50 FEET
MINIMUM REAR YARD W/TH:		30 FEET, 50 FEET
MINIMUM SETBACK FROM:		50 FEET

SETBACKS SHALL BE MEASURED FROM THE ADJACENT PROPERTY LINE TO THE EXTERIOR FINISH OF THE EXTERIOR WALL OF THE BUILDING.

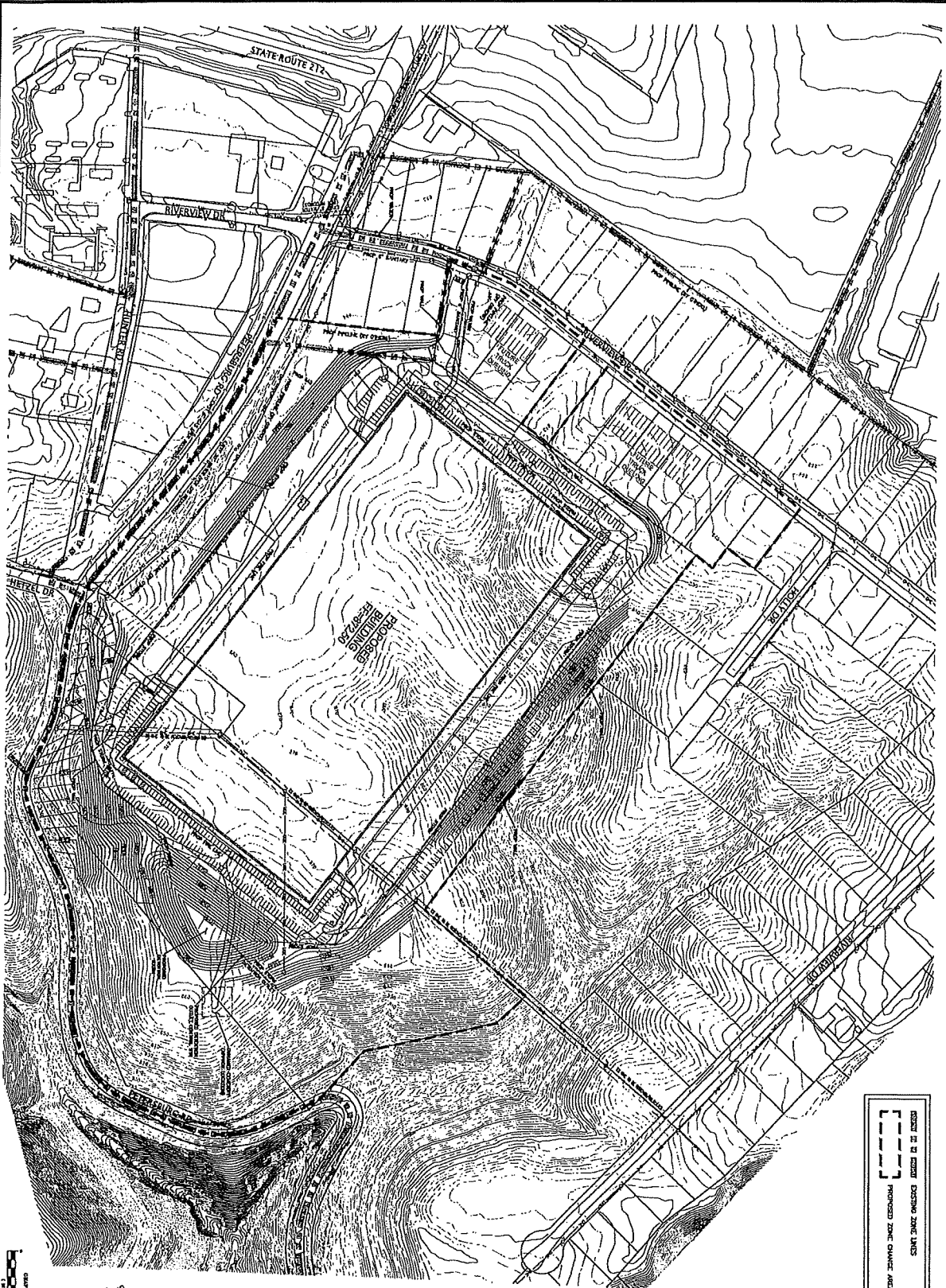




BOUNDARY OF EXISTING ZONING DISTRICT LINES
 PROPOSED ZONE CHANGE AREA

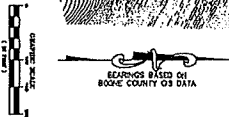
<p>CARDINAL ENGINEERING</p>	<p>PROJECT: UTZ FARM P.D. 5240 PETERSBURG ROAD HEBRON, KY 41048</p>
	<p>CLIENT: AL NEYER LLC 302 WEST 3RD STREET CINCINNATI, OH 45202</p>
<p>PROJECT NO. 18-169 DATE 04-26-2013 SCALE 1" = 100'</p>	<p>CONCEPT DEVELOPMENT PLAN SITE LAYOUT PLAN STREET</p>




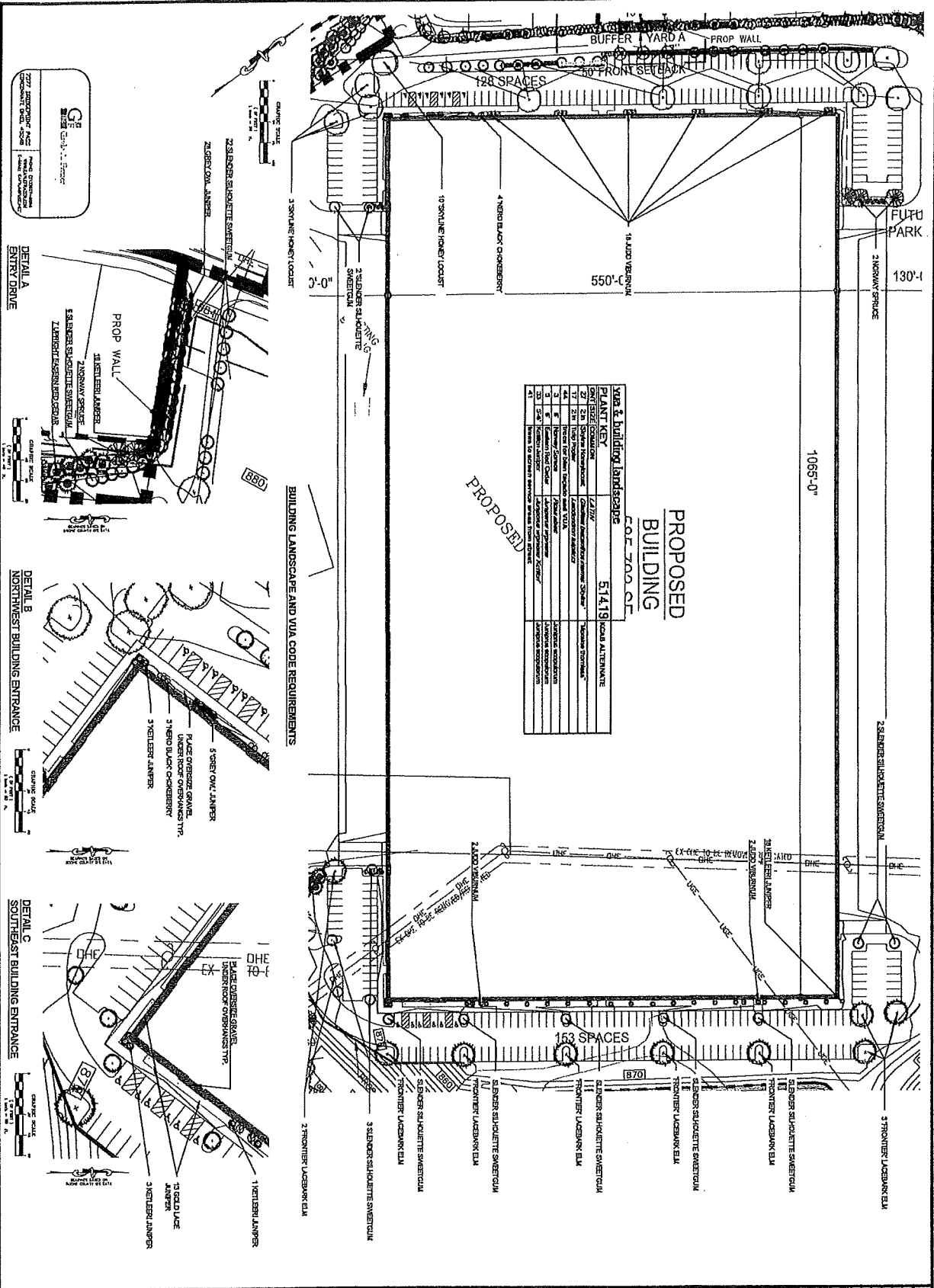
BEARINGS BASED ON BOONE COUNTY GIS DATA




 PROPOSED ZONE CHANGE AREA

 EXISTING ZONE BOUNDARIES



PROJECT: UTZ FARM P.D. 5240 PETERSBURG ROAD HEBRON, KY 41048	CLIENT: AL NEYER LLC 302 WEST 3RD STREET CINCINNATI, OH 45202	 CARDINAL ENGINEERING LAND SURVEYING 1000 W. WILSON AVENUE SUITE 1000 CINCINNATI, OH 45228 TEL: 513-351-8888	DATE: 04-26-2019 SHEET: C-3.0
			PROJECT NO.: 14-110 DATE: 04-26-2019 SHEET: C-3.0



yuz & building landscape

PLANT KEY

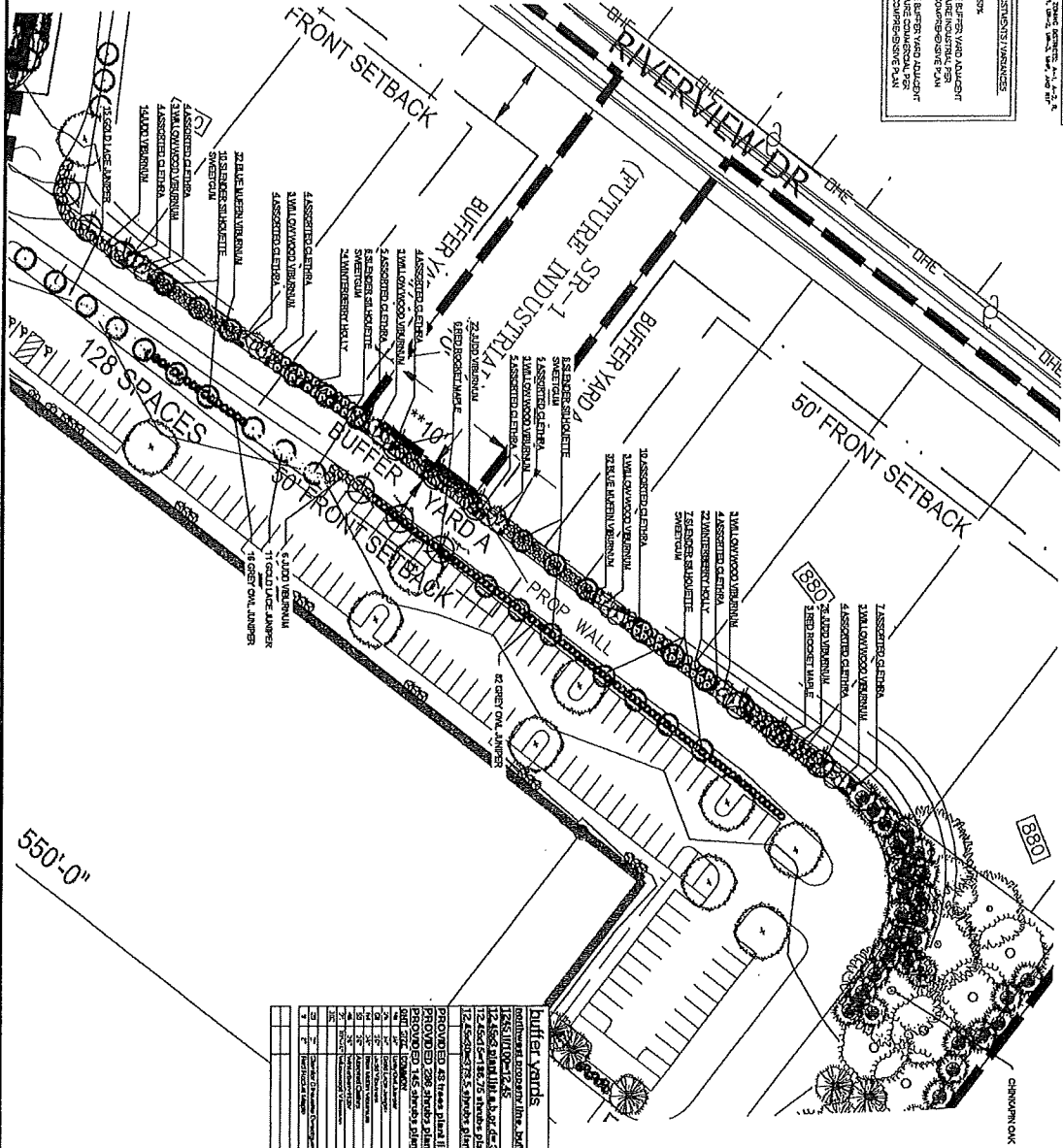
PLANT KEY	51418 (LOCAL ALTERNATE)
1	1.12 WHITEBARK LAMBER
2	2.31 NORWAY SPRUCE
3	3.1 SPANISH HOLLY
4	4.1 NERO BLACK CHERRY
5	5.1 NERO BLACK CHERRY
6	6.1 NERO BLACK CHERRY
7	7.1 NERO BLACK CHERRY
8	8.1 NERO BLACK CHERRY
9	9.1 NERO BLACK CHERRY
10	10.1 NERO BLACK CHERRY
11	11.1 NERO BLACK CHERRY
12	12.1 NERO BLACK CHERRY
13	13.1 NERO BLACK CHERRY
14	14.1 NERO BLACK CHERRY
15	15.1 NERO BLACK CHERRY
16	16.1 NERO BLACK CHERRY
17	17.1 NERO BLACK CHERRY
18	18.1 NERO BLACK CHERRY
19	19.1 NERO BLACK CHERRY
20	20.1 NERO BLACK CHERRY
21	21.1 NERO BLACK CHERRY
22	22.1 NERO BLACK CHERRY
23	23.1 NERO BLACK CHERRY
24	24.1 NERO BLACK CHERRY
25	25.1 NERO BLACK CHERRY
26	26.1 NERO BLACK CHERRY
27	27.1 NERO BLACK CHERRY
28	28.1 NERO BLACK CHERRY
29	29.1 NERO BLACK CHERRY
30	30.1 NERO BLACK CHERRY
31	31.1 NERO BLACK CHERRY
32	32.1 NERO BLACK CHERRY
33	33.1 NERO BLACK CHERRY
34	34.1 NERO BLACK CHERRY
35	35.1 NERO BLACK CHERRY
36	36.1 NERO BLACK CHERRY
37	37.1 NERO BLACK CHERRY
38	38.1 NERO BLACK CHERRY
39	39.1 NERO BLACK CHERRY
40	40.1 NERO BLACK CHERRY
41	41.1 NERO BLACK CHERRY
42	42.1 NERO BLACK CHERRY
43	43.1 NERO BLACK CHERRY
44	44.1 NERO BLACK CHERRY
45	45.1 NERO BLACK CHERRY
46	46.1 NERO BLACK CHERRY
47	47.1 NERO BLACK CHERRY
48	48.1 NERO BLACK CHERRY
49	49.1 NERO BLACK CHERRY
50	50.1 NERO BLACK CHERRY
51	51.1 NERO BLACK CHERRY
52	52.1 NERO BLACK CHERRY
53	53.1 NERO BLACK CHERRY
54	54.1 NERO BLACK CHERRY
55	55.1 NERO BLACK CHERRY
56	56.1 NERO BLACK CHERRY
57	57.1 NERO BLACK CHERRY
58	58.1 NERO BLACK CHERRY
59	59.1 NERO BLACK CHERRY
60	60.1 NERO BLACK CHERRY
61	61.1 NERO BLACK CHERRY
62	62.1 NERO BLACK CHERRY
63	63.1 NERO BLACK CHERRY
64	64.1 NERO BLACK CHERRY
65	65.1 NERO BLACK CHERRY
66	66.1 NERO BLACK CHERRY
67	67.1 NERO BLACK CHERRY
68	68.1 NERO BLACK CHERRY
69	69.1 NERO BLACK CHERRY
70	70.1 NERO BLACK CHERRY
71	71.1 NERO BLACK CHERRY
72	72.1 NERO BLACK CHERRY
73	73.1 NERO BLACK CHERRY
74	74.1 NERO BLACK CHERRY
75	75.1 NERO BLACK CHERRY
76	76.1 NERO BLACK CHERRY
77	77.1 NERO BLACK CHERRY
78	78.1 NERO BLACK CHERRY
79	79.1 NERO BLACK CHERRY
80	80.1 NERO BLACK CHERRY
81	81.1 NERO BLACK CHERRY
82	82.1 NERO BLACK CHERRY
83	83.1 NERO BLACK CHERRY
84	84.1 NERO BLACK CHERRY
85	85.1 NERO BLACK CHERRY
86	86.1 NERO BLACK CHERRY
87	87.1 NERO BLACK CHERRY
88	88.1 NERO BLACK CHERRY
89	89.1 NERO BLACK CHERRY
90	90.1 NERO BLACK CHERRY
91	91.1 NERO BLACK CHERRY
92	92.1 NERO BLACK CHERRY
93	93.1 NERO BLACK CHERRY
94	94.1 NERO BLACK CHERRY
95	95.1 NERO BLACK CHERRY
96	96.1 NERO BLACK CHERRY
97	97.1 NERO BLACK CHERRY
98	98.1 NERO BLACK CHERRY
99	99.1 NERO BLACK CHERRY
100	100.1 NERO BLACK CHERRY
101	101.1 NERO BLACK CHERRY
102	102.1 NERO BLACK CHERRY
103	103.1 NERO BLACK CHERRY
104	104.1 NERO BLACK CHERRY
105	105.1 NERO BLACK CHERRY
106	106.1 NERO BLACK CHERRY
107	107.1 NERO BLACK CHERRY
108	108.1 NERO BLACK CHERRY
109	109.1 NERO BLACK CHERRY
110	110.1 NERO BLACK CHERRY
111	111.1 NERO BLACK CHERRY
112	112.1 NERO BLACK CHERRY
113	113.1 NERO BLACK CHERRY
114	114.1 NERO BLACK CHERRY
115	115.1 NERO BLACK CHERRY
116	116.1 NERO BLACK CHERRY
117	117.1 NERO BLACK CHERRY
118	118.1 NERO BLACK CHERRY
119	119.1 NERO BLACK CHERRY
120	120.1 NERO BLACK CHERRY
121	121.1 NERO BLACK CHERRY
122	122.1 NERO BLACK CHERRY
123	123.1 NERO BLACK CHERRY
124	124.1 NERO BLACK CHERRY
125	125.1 NERO BLACK CHERRY
126	126.1 NERO BLACK CHERRY
127	127.1 NERO BLACK CHERRY
128	128.1 NERO BLACK CHERRY
129	129.1 NERO BLACK CHERRY
130	130.1 NERO BLACK CHERRY
131	131.1 NERO BLACK CHERRY
132	132.1 NERO BLACK CHERRY
133	133.1 NERO BLACK CHERRY
134	134.1 NERO BLACK CHERRY
135	135.1 NERO BLACK CHERRY
136	136.1 NERO BLACK CHERRY
137	137.1 NERO BLACK CHERRY
138	138.1 NERO BLACK CHERRY
139	139.1 NERO BLACK CHERRY
140	140.1 NERO BLACK CHERRY
141	141.1 NERO BLACK CHERRY
142	142.1 NERO BLACK CHERRY
143	143.1 NERO BLACK CHERRY
144	144.1 NERO BLACK CHERRY
145	145.1 NERO BLACK CHERRY
146	146.1 NERO BLACK CHERRY
147	147.1 NERO BLACK CHERRY
148	148.1 NERO BLACK CHERRY
149	149.1 NERO BLACK CHERRY
150	150.1 NERO BLACK CHERRY
151	151.1 NERO BLACK CHERRY
152	152.1 NERO BLACK CHERRY
153	153.1 NERO BLACK CHERRY
154	154.1 NERO BLACK CHERRY
155	155.1 NERO BLACK CHERRY
156	156.1 NERO BLACK CHERRY
157	157.1 NERO BLACK CHERRY
158	158.1 NERO BLACK CHERRY
159	159.1 NERO BLACK CHERRY
160	160.1 NERO BLACK CHERRY
161	161.1 NERO BLACK CHERRY
162	162.1 NERO BLACK CHERRY
163	163.1 NERO BLACK CHERRY
164	164.1 NERO BLACK CHERRY
165	165.1 NERO BLACK CHERRY
166	166.1 NERO BLACK CHERRY
167	167.1 NERO BLACK CHERRY
168	168.1 NERO BLACK CHERRY
169	169.1 NERO BLACK CHERRY
170	170.1 NERO BLACK CHERRY
171	171.1 NERO BLACK CHERRY
172	172.1 NERO BLACK CHERRY
173	173.1 NERO BLACK CHERRY
174	174.1 NERO BLACK CHERRY
175	175.1 NERO BLACK CHERRY
176	176.1 NERO BLACK CHERRY
177	177.1 NERO BLACK CHERRY
178	178.1 NERO BLACK CHERRY
179	179.1 NERO BLACK CHERRY
180	180.1 NERO BLACK CHERRY
181	181.1 NERO BLACK CHERRY
182	182.1 NERO BLACK CHERRY
183	183.1 NERO BLACK CHERRY
184	184.1 NERO BLACK CHERRY
185	185.1 NERO BLACK CHERRY
186	186.1 NERO BLACK CHERRY
187	187.1 NERO BLACK CHERRY
188	188.1 NERO BLACK CHERRY
189	189.1 NERO BLACK CHERRY
190	190.1 NERO BLACK CHERRY
191	191.1 NERO BLACK CHERRY
192	192.1 NERO BLACK CHERRY
193	193.1 NERO BLACK CHERRY
194	194.1 NERO BLACK CHERRY
195	195.1 NERO BLACK CHERRY
196	196.1 NERO BLACK CHERRY
197	197.1 NERO BLACK CHERRY
198	198.1 NERO BLACK CHERRY
199	199.1 NERO BLACK CHERRY
200	200.1 NERO BLACK CHERRY

	PROJECT: UTZ FARM P.D. 5240 PETERSBURG ROAD HEBRON, KY 41048
	CLIENT: AL NEYER LLC 302 WEST 3RD STREET CINCINNATI, OH 45202
PROJECT NO.: 18-1-09 SCALE: VARIOUS DATE: 05-15-2019 CONCEPT DEVELOPMENT PLAN SITE LAYOUT PLAN	WICINITY MAP
SHEET 12	REVISIONS: NONE

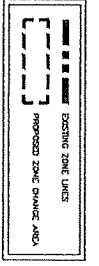
SETBACK SUMMARY

ZONE	H-1 INDUSTRIAL ONE
MINIMUM FRONTAGE	150 FEET
MINIMUM FRONT YARD DEPTH	50 FEET
MINIMUM SIDE YARD WIDTH	10 FEET, 50 FEET
MINIMUM REAR YARD DEPTH	30 FEET, 50 FEET
MINIMUM REAR YARD WIDTH	50 FEET

1. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 2. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 3. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 4. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 5. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 6. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 7. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 8. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 9. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.
 10. ALL SETBACKS SHALL BE MEASURED FROM THE EXISTING OR PROPOSED BOUNDARY LINE.

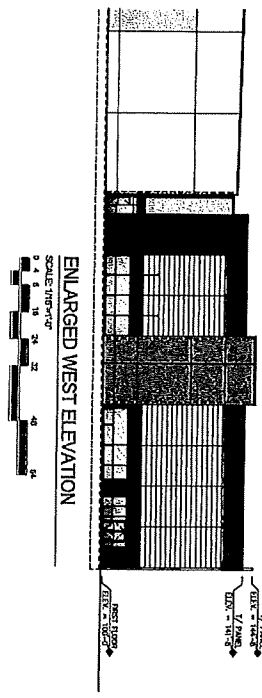
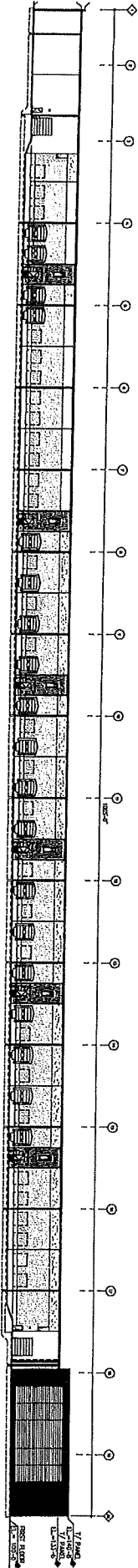
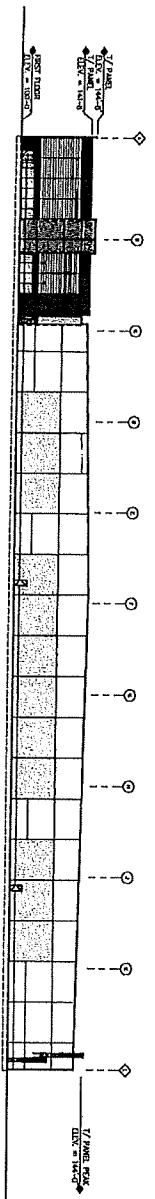
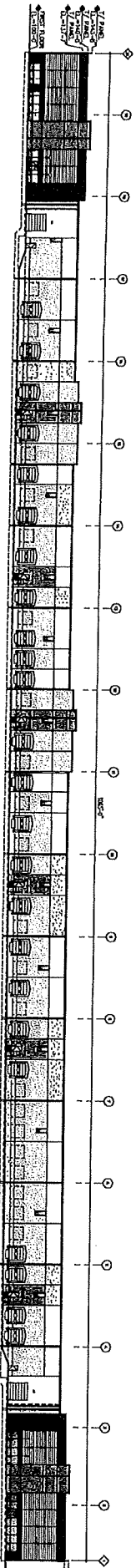
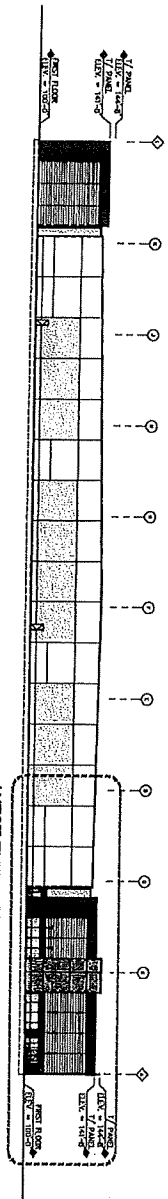


buffer yards	51419
1. 10' BUFFER	10' BUFFER
2. 10' BUFFER	10' BUFFER
3. 10' BUFFER	10' BUFFER
4. 10' BUFFER	10' BUFFER
5. 10' BUFFER	10' BUFFER
6. 10' BUFFER	10' BUFFER
7. 10' BUFFER	10' BUFFER
8. 10' BUFFER	10' BUFFER
9. 10' BUFFER	10' BUFFER
10. 10' BUFFER	10' BUFFER
11. 10' BUFFER	10' BUFFER
12. 10' BUFFER	10' BUFFER
13. 10' BUFFER	10' BUFFER
14. 10' BUFFER	10' BUFFER
15. 10' BUFFER	10' BUFFER
16. 10' BUFFER	10' BUFFER
17. 10' BUFFER	10' BUFFER
18. 10' BUFFER	10' BUFFER
19. 10' BUFFER	10' BUFFER
20. 10' BUFFER	10' BUFFER
21. 10' BUFFER	10' BUFFER
22. 10' BUFFER	10' BUFFER
23. 10' BUFFER	10' BUFFER
24. 10' BUFFER	10' BUFFER
25. 10' BUFFER	10' BUFFER
26. 10' BUFFER	10' BUFFER
27. 10' BUFFER	10' BUFFER
28. 10' BUFFER	10' BUFFER
29. 10' BUFFER	10' BUFFER
30. 10' BUFFER	10' BUFFER
31. 10' BUFFER	10' BUFFER
32. 10' BUFFER	10' BUFFER
33. 10' BUFFER	10' BUFFER
34. 10' BUFFER	10' BUFFER
35. 10' BUFFER	10' BUFFER
36. 10' BUFFER	10' BUFFER
37. 10' BUFFER	10' BUFFER
38. 10' BUFFER	10' BUFFER
39. 10' BUFFER	10' BUFFER
40. 10' BUFFER	10' BUFFER
41. 10' BUFFER	10' BUFFER
42. 10' BUFFER	10' BUFFER
43. 10' BUFFER	10' BUFFER
44. 10' BUFFER	10' BUFFER
45. 10' BUFFER	10' BUFFER
46. 10' BUFFER	10' BUFFER
47. 10' BUFFER	10' BUFFER
48. 10' BUFFER	10' BUFFER
49. 10' BUFFER	10' BUFFER
50. 10' BUFFER	10' BUFFER
51. 10' BUFFER	10' BUFFER
52. 10' BUFFER	10' BUFFER
53. 10' BUFFER	10' BUFFER
54. 10' BUFFER	10' BUFFER
55. 10' BUFFER	10' BUFFER
56. 10' BUFFER	10' BUFFER
57. 10' BUFFER	10' BUFFER
58. 10' BUFFER	10' BUFFER
59. 10' BUFFER	10' BUFFER
60. 10' BUFFER	10' BUFFER
61. 10' BUFFER	10' BUFFER
62. 10' BUFFER	10' BUFFER
63. 10' BUFFER	10' BUFFER
64. 10' BUFFER	10' BUFFER
65. 10' BUFFER	10' BUFFER
66. 10' BUFFER	10' BUFFER
67. 10' BUFFER	10' BUFFER
68. 10' BUFFER	10' BUFFER
69. 10' BUFFER	10' BUFFER
70. 10' BUFFER	10' BUFFER
71. 10' BUFFER	10' BUFFER
72. 10' BUFFER	10' BUFFER
73. 10' BUFFER	10' BUFFER
74. 10' BUFFER	10' BUFFER
75. 10' BUFFER	10' BUFFER
76. 10' BUFFER	10' BUFFER
77. 10' BUFFER	10' BUFFER
78. 10' BUFFER	10' BUFFER
79. 10' BUFFER	10' BUFFER
80. 10' BUFFER	10' BUFFER
81. 10' BUFFER	10' BUFFER
82. 10' BUFFER	10' BUFFER
83. 10' BUFFER	10' BUFFER
84. 10' BUFFER	10' BUFFER
85. 10' BUFFER	10' BUFFER
86. 10' BUFFER	10' BUFFER
87. 10' BUFFER	10' BUFFER
88. 10' BUFFER	10' BUFFER
89. 10' BUFFER	10' BUFFER
90. 10' BUFFER	10' BUFFER
91. 10' BUFFER	10' BUFFER
92. 10' BUFFER	10' BUFFER
93. 10' BUFFER	10' BUFFER
94. 10' BUFFER	10' BUFFER
95. 10' BUFFER	10' BUFFER
96. 10' BUFFER	10' BUFFER
97. 10' BUFFER	10' BUFFER
98. 10' BUFFER	10' BUFFER
99. 10' BUFFER	10' BUFFER
100. 10' BUFFER	10' BUFFER



GF
 GEORGE F. FRANKS
 2772 BROADVIEW ROAD
 CINCINNATI, OH 45209
 (513) 524-1111
 www.georgefranks.com

<p> UTZ FARM P.D. 5240 PETERSBURG ROAD HEBRON, KY 41048 </p>	<p> AL NEYER LLC 302 WEST 3RD STREET CINCINNATI, OH 45202 </p>
<p> CARBINAL ENGINEERING 1000 W. WASHINGTON CINCINNATI, OH 45203 (513) 263-1111 www.carbinal.com </p>	<p> PROJECT: CONCEPT DEVELOPMENT PLAN SHEET: 13 </p>
<p> PROJECT NO. 18-159 SCALE: 1" = 100' DATE: 05-15-2019 </p>	<p> VICINITY MAP </p>



Utz Industrial

APRIL 15, 2019

NEYER
Architects, Inc.
A3a

**TRAFFIC IMPACT STUDY
FOR**

**UTZ Industrial Development
KY 20 and Riverview Drive
Boone County, KY**

Prepared For:

**Al. Neyer, LLC
302 West 3rd Street, Suite 800
Cincinnati, OH 45202**

Prepared By:

**Jamal Adhami, PE, PTOE
SHA Engineering, LLC
March 01, 2019
Updated April 08, 2019**

Table of Contents

1. Introduction 4

2. Scope of Work..... 1

3. Existing Conditions 3

4. Proposed Development 7

5. Trip Generations 8

6. Analysis 13

 Capacity Analysis 13

 KY 20 and KY 212..... 14

 KY 212 and I-275 EB Exit Ramp 15

 KY 212 and I-275 WB Entrance Ramp 17

 KY 20 and Riverview Drive 18

 Access Drives on Riverview Drive 19

 Turn Lane Warrants..... 20

7. Findings and Conclusions 21

 Intersection of KY 212 and KY 20 21

 Intersection of KY 212 and I-275 Eastbound Ramps 21

 Intersection of KY 212 and I-275 Westbound Ramps 21

 Intersection of KY 20 and Riverview Drive 22

 Proposed Access Locations on Riverview Drive 22

 Recommendations 23

 General..... 23

 Riverview Drive 23

 Proposed Access Drive 1 and Riverview Drive..... 23

 Proposed Access Drive 2 and Riverview Drive 23

Figures

Figure 1 - Site Location..... 4

Figure 2 - 2019 – No Build Traffic Volumes..... 4

Figure 3 - 2020 – No Build Traffic Volumes..... 5

Figure 4 - 2030 – No Build Traffic Volumes..... 6

Figure 5 - Trip Distribution (Percent) 9

Figure 6 - New Trip Distribution..... 10

Figure 7 - 2020 – Build Traffic Volumes 11

Figure 8 - 2030 – Build Traffic Volumes 12

Tables

Table 1 – Estimated New Trips.....	8
Table 2 - Signalized Intersection LOS Criteria (Exhibit 18-4 HCM).....	13
Table 3- Unsignalized Intersection LOS Criteria (Exhibit 19-1 HCM)	13
Table 4 – KY 212 and KY 20 - Level of Service/Delay (Seconds/Vehicle) -	14
Table 5 - KY 212 and KY 20 - Level of Service/Delay (Seconds/Vehicle) -	15
Table 6 - KY 212 at I-275 EB Exit Ramp - Level of Service/Delay (Seconds/Vehicle) -.....	16
Table 7 - KY 212 at I-275 EB Exit Ramp - Level of Service/Delay (Seconds/Vehicle) -.....	16
Table 8 - KY 212 at I-275 WB Entrance Ramp - Level of Service/Delay (Seconds/Vehicle) -	17
Table 9 - KY 212 at I-275 WB Entrance Ramp - Level of Service/Delay (Seconds/Vehicle) -	18
Table 10 - KY 20 at Riverview Drive - Level of Service/Delay (Seconds/Vehicle) -.....	19
Table 11 - KY 20 at Riverview Drive - Level of Service/Delay (Seconds/Vehicle) -.....	19

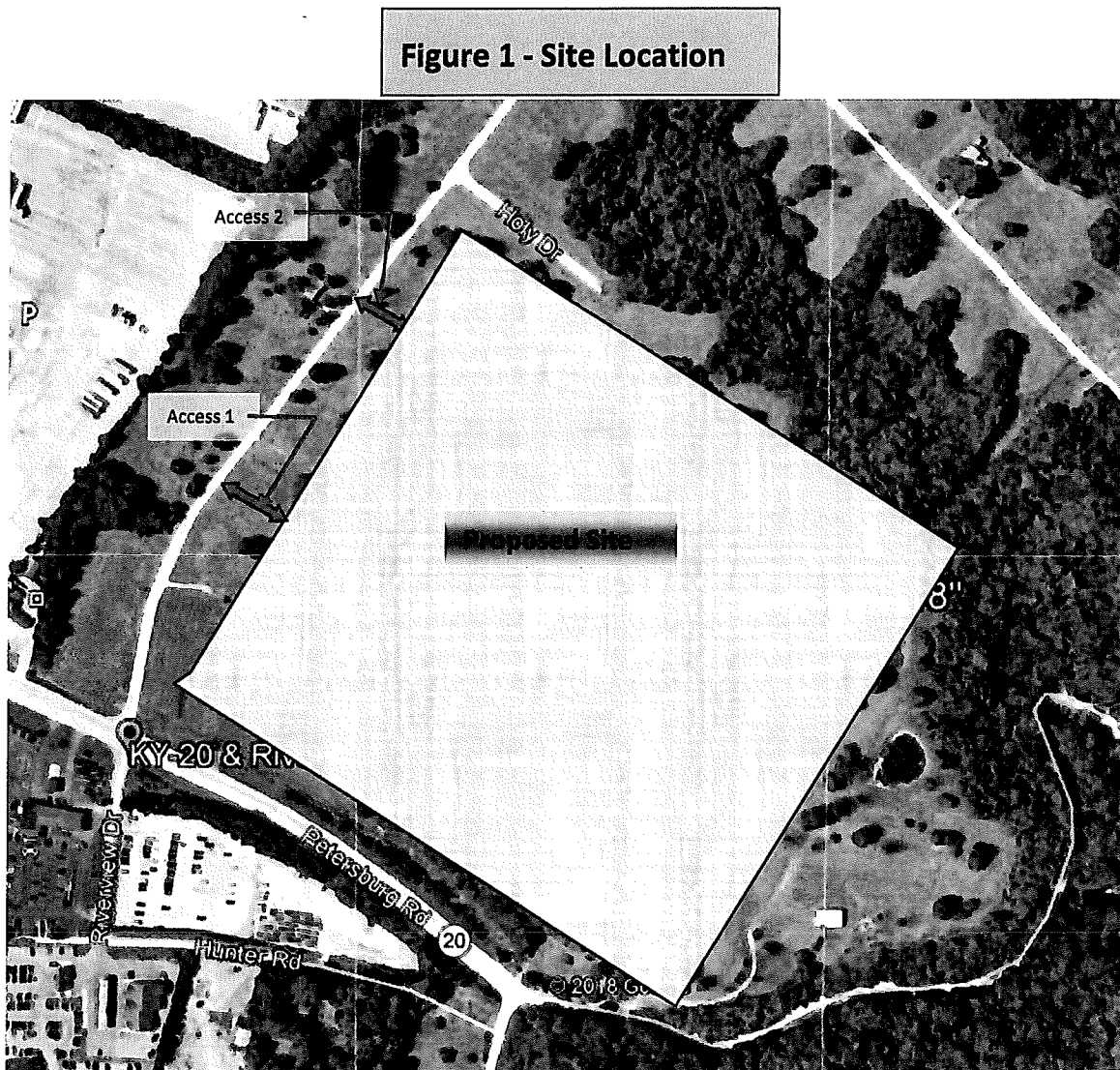
Appendix

- A – Site Plan
- B – Traffic Data
- C – Capacity Analysis
- D – Turn Lane Warrants
- E- ITE Trip Generation Charts

1. Introduction

This Study was prepared to evaluate the traffic impact of a proposed development on the northeast quadrant of the intersection of KY 20 and Riverview Drive located in Boone County, Kentucky. The proposed development will include a 585,792 SF Warehouse facility. The access to the proposed facility will be provided via two access drives on Riverview Drive.

Figure 1 below shows the location of the proposed development. The site plan is included in Appendix A.



2. Scope of Work

1. Traffic Counts

SHA Engineering completed peak hour Turning Movement Counts (TMC) at the following intersections. The intersections included were approved by KYTC and Boone County. The counts were recorded during the AM and PM Peak Hours on an average weekday.

- Petersburg Road and River View Drive
- Petersburg Road and Airport Access Road (KY 212)
- KY 212 and I-275 westbound ramps
- KY 212 and I-275 eastbound ramps.

2. Trip Generation and Distribution

The new trips generated by the proposed development were estimated using the 10th edition of ITE Trip Generation Manual. The trips were estimated for the AM and PM peak hours on the adjacent roadway.

The new trips were distributed on the existing roadway network and were combined with exiting traffic volumes for generating Build Traffic Volumes for the AM and PM peak periods at the proposed driveway locations. The existing traffic counts will be used to estimate 10-year projected traffic volumes, using a growth factor estimated using KYTC guidelines. The analysis in the report was completed for the following scenarios.

- a. 2019 Existing Traffic
- b. 2020 No-Build Scenario (Opening Year)
- c. 2030 Build Scenario (Opening Year)
- d. 2020 No-Build Scenario (10 years beyond Opening Day)
- e. 2030 Build Scenario (10 years beyond Opening Day)

3. Traffic Analysis

The Traffic analysis was completed for the intersections included in the study area. The intersections listed in item 2 and all site access locations were analyzed. It is anticipated a total of Six intersections were included (**4 existing intersections and 2 access drives for the development**) in the analysis. The analysis was completed to investigate the following:

1. Capacity Analysis
2. Exclusive Turn Lanes Evaluation
3. Storage length required for the exclusive turn lanes that may be warranted at site access locations being analyzed.
4. Intersection Sight Distance at Access Locations

5. Traffic Impact Study Report

SHA Engineering LLC completed a report summarizing the analysis and findings completed as per the scope of work included in this proposal. The report includes recommendations for the proposed improvements, if any, and proposed geometry for the site access locations for the new development.

3. Existing Conditions

KY 20 (Petersburg) in the vicinity of the site is a 2-lane highway posted at 45 mph with a lane each for the eastbound and westbound traffic. KY 20 connects with KY 8 (River Road) to the east, the west serves predominately industrial and commercial development and connects with KY 237.

KY 212 provides access to I-275 and the Greater Cincinnati/Northern KY Airport. The intersection of KY 212 and KY 20 is operating with a traffic signal. KY 20 carries the traffic on the east and west leg of the intersections, whereas KY 212 serves the south leg. The northbound movement on KY 212 is operating with exclusive lanes for the left and right turns. The eastbound approach includes a lane for the through traffic and an exclusive lane for the eastbound right turns. The westbound approach is operating with a lane for the through traffic and an exclusive lane for the left turns.

The I-275 westbound entrance and exit ramps are operating without a traffic signal. The traffic entering from the I-275 westbound exit ramps yields to the traffic on KY 212. The northbound approach on KY 212 at I-275 westbound entrance ramp is operating with an exclusive left turn lane.

The eastbound ramps are operating with a traffic signal. The I-275 eastbound exit ramp is operating with exclusive lanes for the left and right turns. The southbound movement on KY 212 is operating with an exclusive lane for the left turns. KY 212 at the eastbound and westbound ramps is operating with two lanes for the northbound and southbound traffic. The movement from KY 212 northbound to eastbound on I-275 is using a slip ramp and is not controlled by the traffic signal.

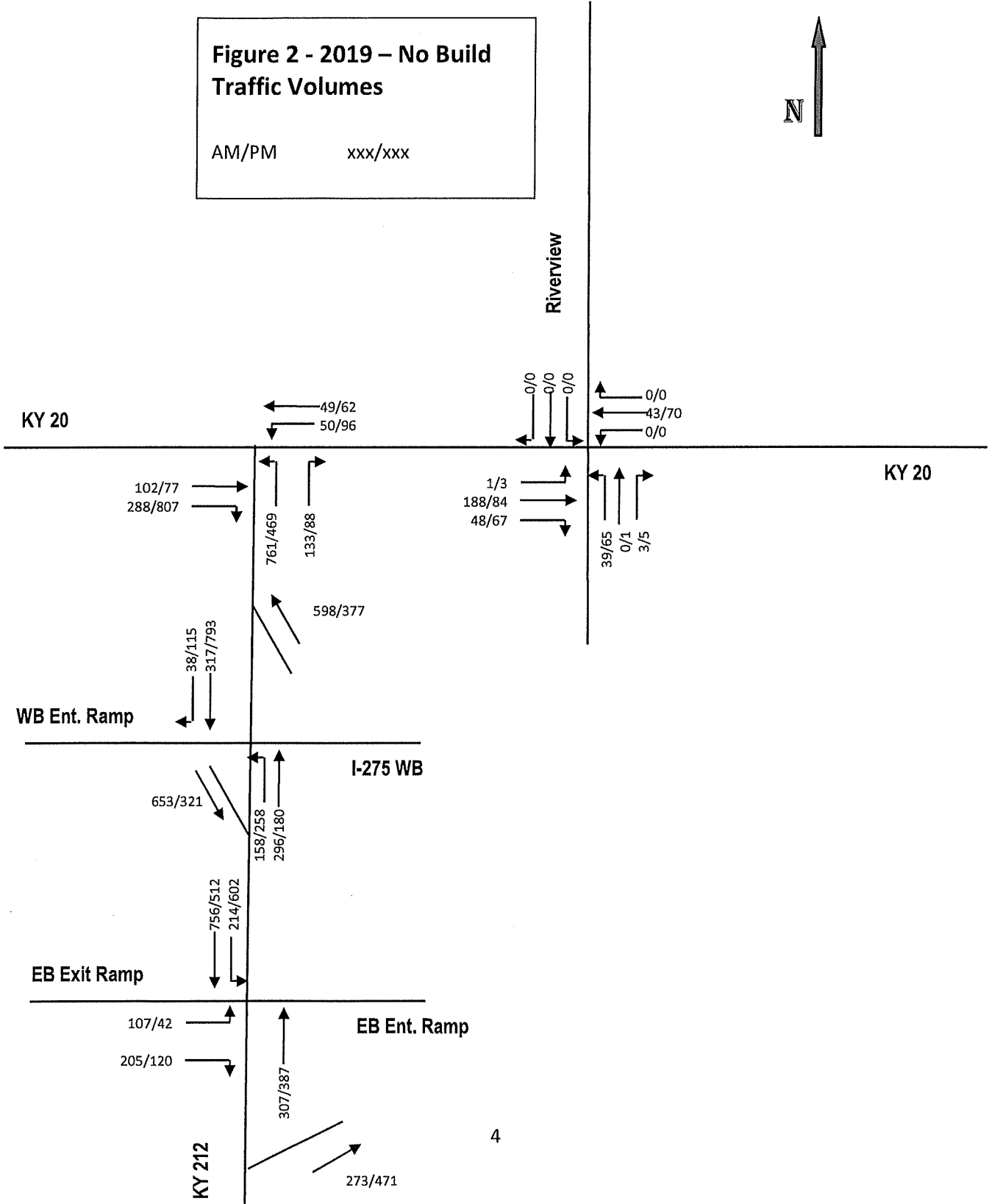
Turning movement counts (TMC) were recorded at the three existing intersections within the study area. The TMC's were recorded between the hours of 6:00 AM to 9:00 AM and from 3:00 PM to 6:00 PM. The TMC's were recorded on February 05, 2019. The AM and PM Peak Hours were established as 6:00 AM to 7:00 AM and 4:30 PM to 5:30 PM.

The existing turning movement counts for 2019 AM and Peak Hours are shown in Figure 2. The existing counts were used to obtain No-Build traffic volumes for the years 2022 and 2032. The future estimated volumes were estimated using a growth factor of 2.00%/year. Year 2022 and 2032 No Build traffic volumes are shown in Figures 3 and 4.

Summary of traffic data used in the analysis is included in Appendix B.

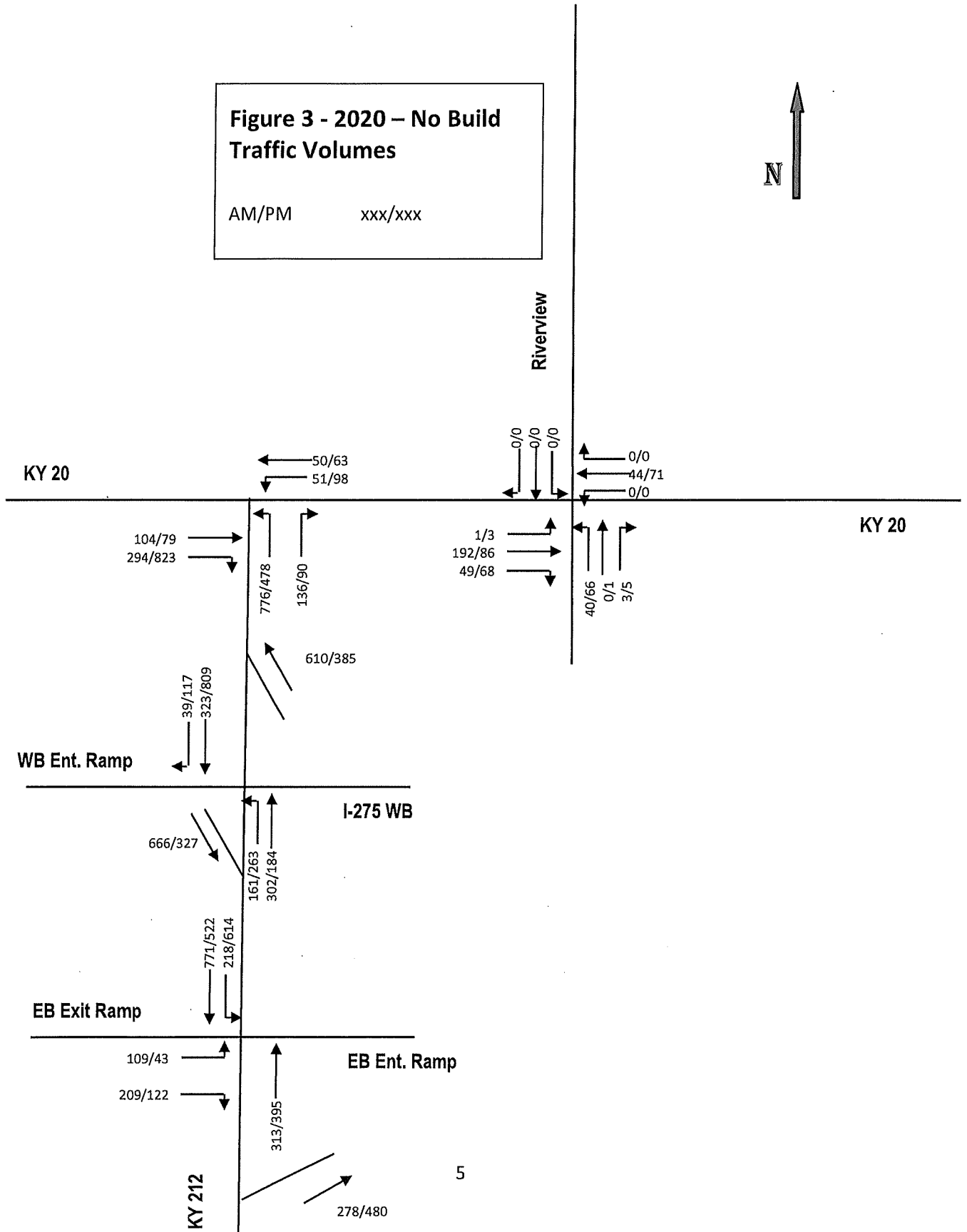
**Figure 2 - 2019 – No Build
Traffic Volumes**

AM/PM xxx/xxx



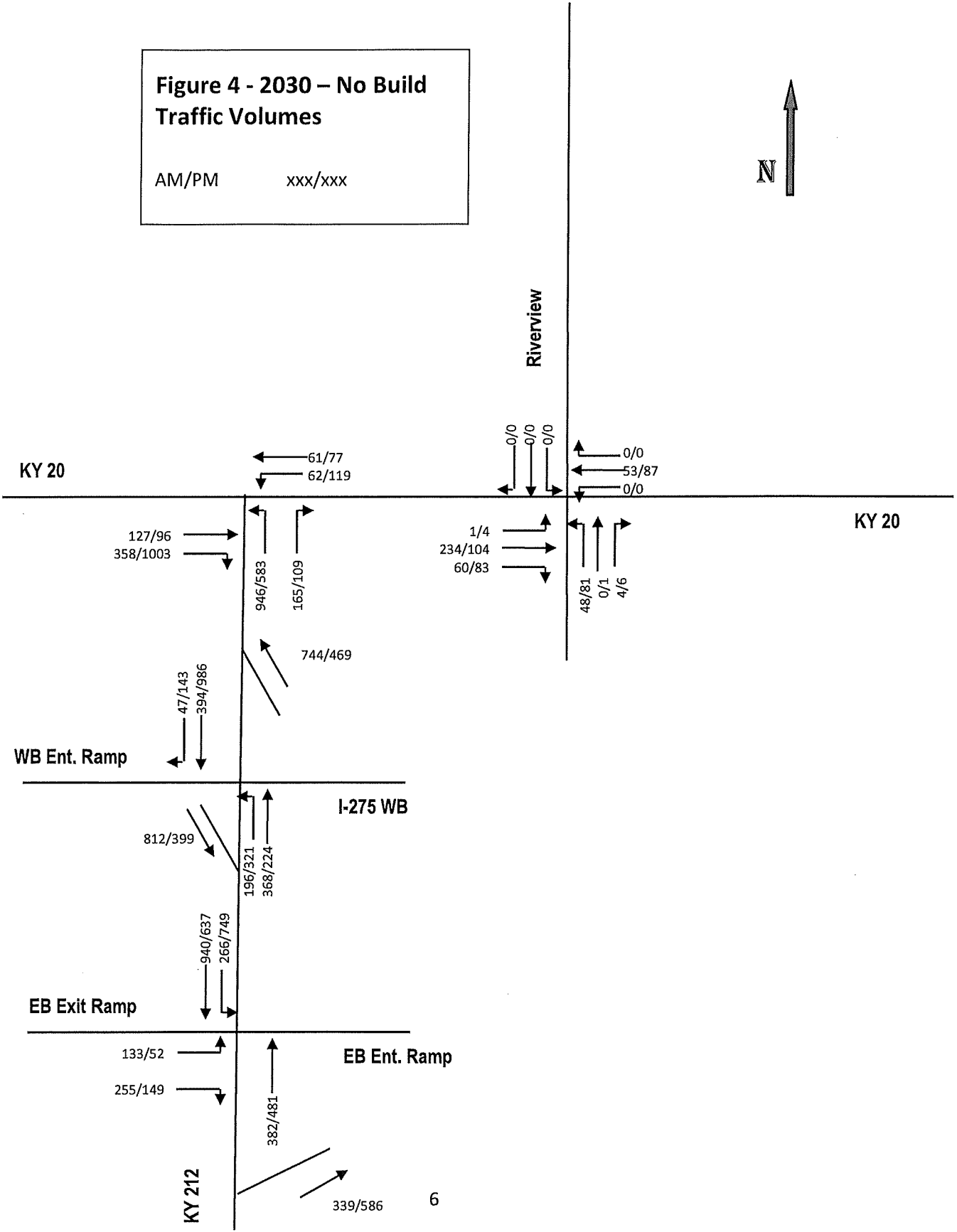
**Figure 3 - 2020 – No Build
Traffic Volumes**

AM/PM xxx/xxx



**Figure 4 - 2030 – No Build
Traffic Volumes**

AM/PM xxx/xxx



4. Proposed Development

The new development is proposed on a 45.3 acres site, located at the northeast quadrant of the intersection of KY 20 and Riverview Drive. The development will include a Warehouse facility with a Gross Floor Area of 585,792 SF. The access to the proposed facility will be provided through access drives on Riverview Drive, shown in Figure 1. The southern drive is referred to as Access 1 in subsequent sections of this report; and the northern drive is referred to as Access 2.

The site plan for the proposed development is included in Appendix A.

5. Trip Generations

New trips were estimated based on the ITE Trip Generation Manual, Tenth Edition. Table 1 below shows the summary of new trips generated by the proposed development. The table provides a summary of trips for the proposed development. The trips are summarized for the AM and PM Peak Hour on the adjacent street, for completing various analyses completed in subsequent section of this report.

Table 1 – Estimated New Trips

Land Use	Units	Total	Weekday - total			AM Peak Hour			PM Peak Hour		
			Ent.	Exit	Tot.	Ent.	Exit	Tot.	Ent.	Exit	Tot.
Proposed Development											
<i>150 - Warehousing</i>	GFA (SFT)	585,792	485	486	971	74	22	96	26	72	98
Total New Trips			485	486	971	74	22	96	26	72	98

The new trips were distributed to the existing roadways. The trip distribution percentages are shown in Figure 5 and new trips are shown in Figure 6.

The estimated new trips were combined with 2020 and 2030 No Build traffic volumes. The 2020 and 2030 Build traffic volumes are shown in Figures 7 and 8.

Figure 5 - Trip Distribution (Percent)
 AM/PM xxx/xxx

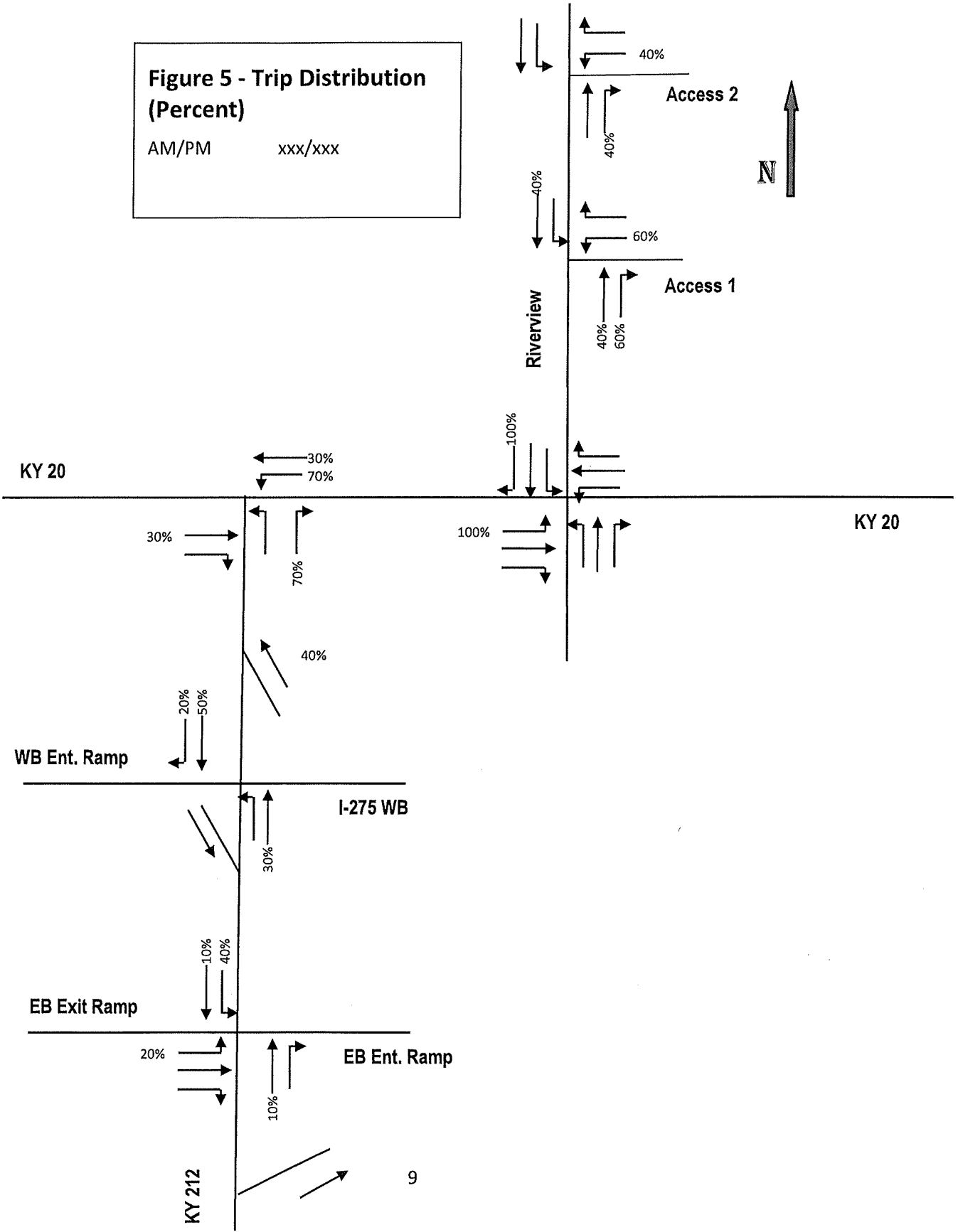
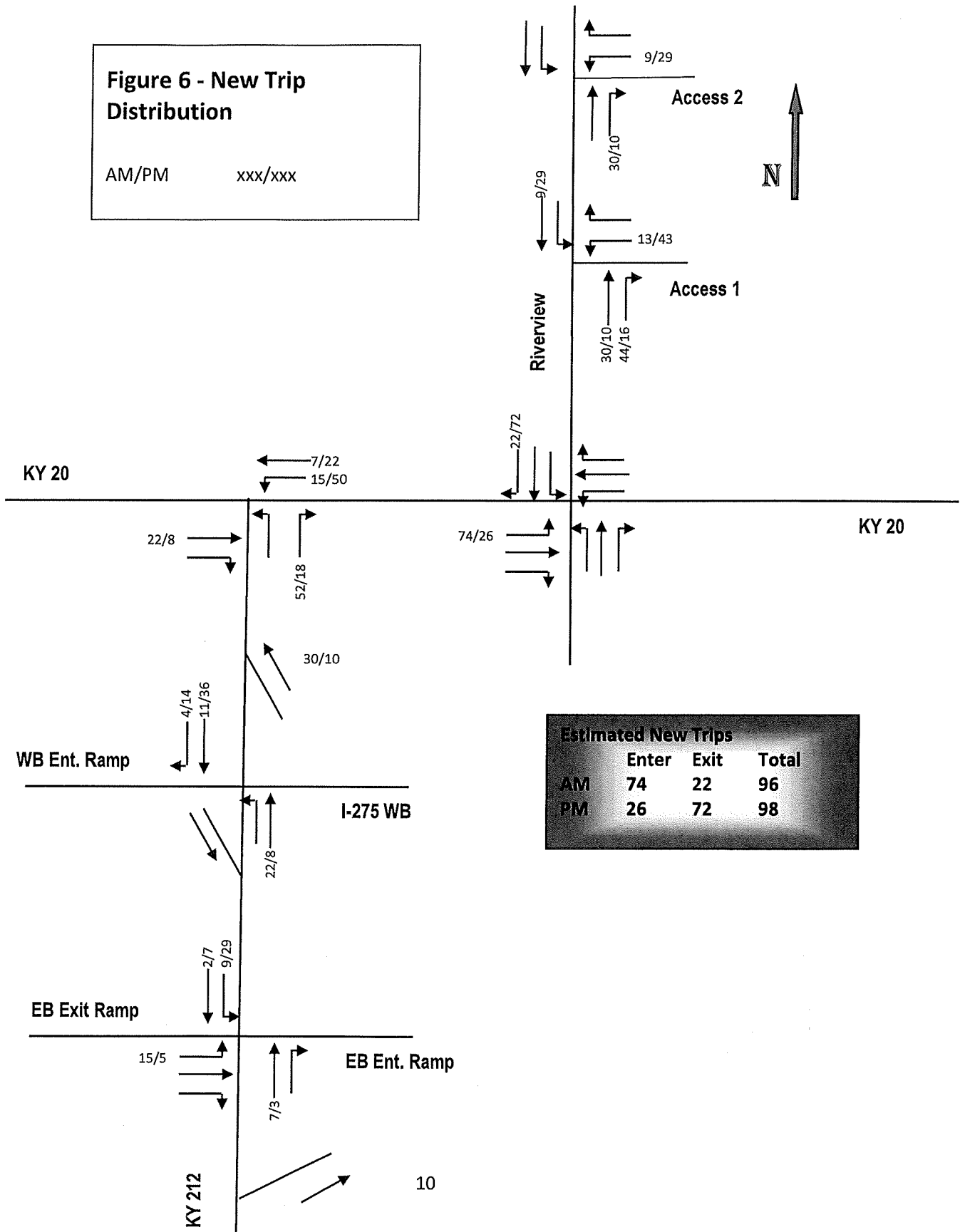


Figure 6 - New Trip Distribution

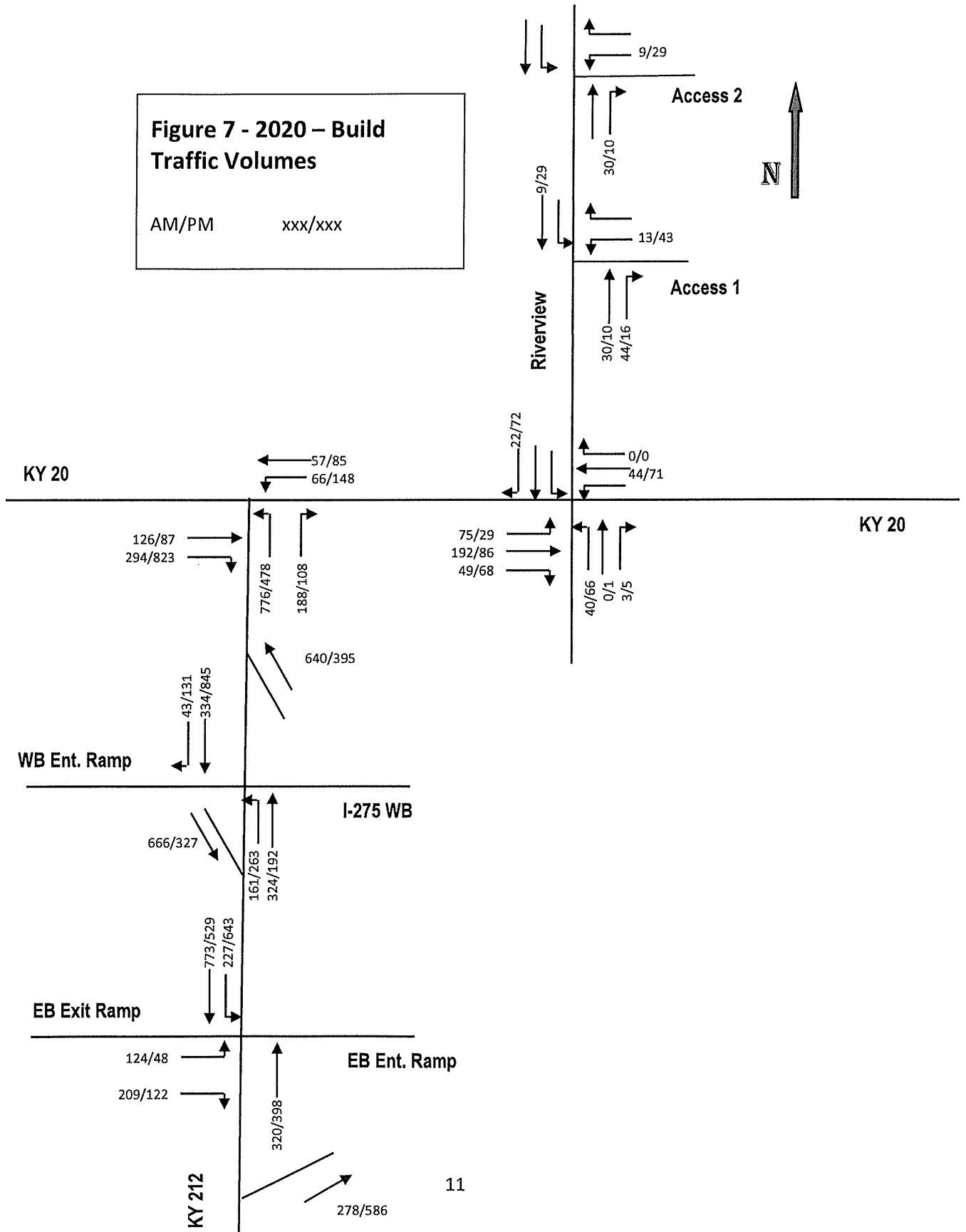
AM/PM xxx/xxx



Estimated New Trips			
	Enter	Exit	Total
AM	74	22	96
PM	26	72	98

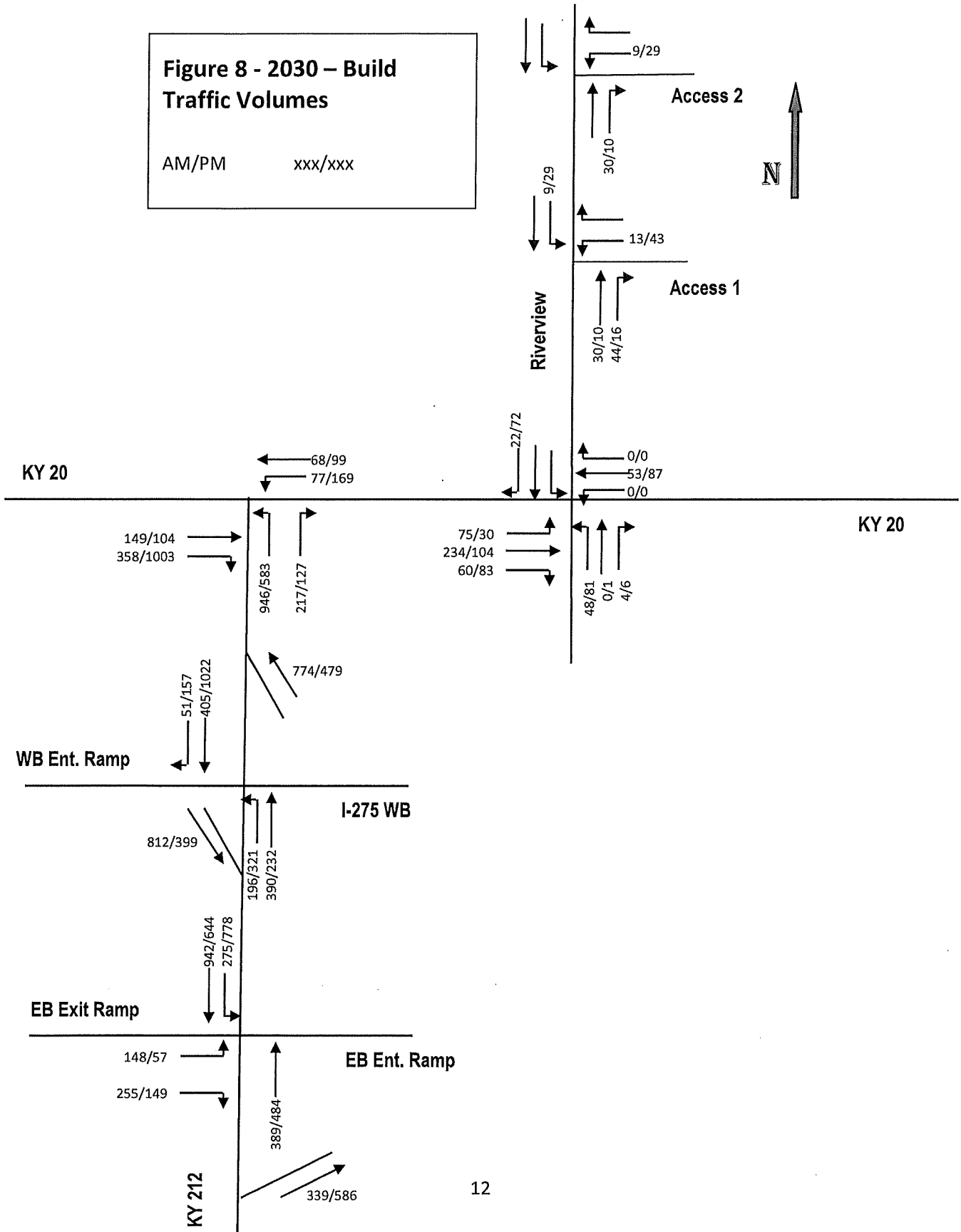
**Figure 7 - 2020 – Build
Traffic Volumes**

AM/PM xxx/xxx



**Figure 8 - 2030 – Build
Traffic Volumes**

AM/PM xxx/xxx



6. Analysis

Capacity Analysis

A capacity analysis was performed for the study area intersections as indicated in the previous sections of this report. All the analyses were completed for existing conditions/opening day traffic using Highway Capacity Software (HCS). A capacity of an intersection is quantified by the Level of Service (LOS) which is based upon the amount of delay a vehicle experiences while at an intersection. The criterion for both signalized and unsignalized intersections are listed below as defined in Chapter 18 and 19 of the most recent Highway Capacity Manual (HCM 2010), Volume 3.

Table 2 and Table 3-Level of Service Criteria

Table 2 - Signalized Intersection LOS Criteria (Exhibit 18-4 HCM)	
Level of Service	Control Delay (seconds/vehicle)
<i>A</i>	<i>0-10</i>
<i>B</i>	<i>>10 – 20</i>
<i>C</i>	<i>>20 – 35</i>
<i>D</i>	<i>>35 – 55</i>
<i>E</i>	<i>>55 – 80</i>
<i>F</i>	<i>>80</i>

Table 3- Unsignalized Intersection LOS Criteria (Exhibit 19-1 HCM)	
LOS	Control Delay per Vehicle (seconds/vehicle)
<i>A</i>	<i>< 10</i>
<i>B</i>	<i>>10 – 15</i>
<i>C</i>	<i>>15 – 25</i>
<i>D</i>	<i>>25 – 35</i>
<i>E</i>	<i>>35 – 50</i>
<i>F</i>	<i>>50</i>

For signalized intersections, a LOS is given for the lane, group, intersection approach and entire intersection. However, for the un-signalized intersection LOS criteria apply to each lane on a given approach and to each approach on Side Street. LOS is not calculated for the major-street approaches or for the intersection.

The following is a list of code definitions that are used in the capacity analysis results:

- EB/WB/NB/SB – Eastbound/Westbound/Northbound/Southbound
- L – Left Turn Movement (exclusive left-turn lane or lanes)

- T – Through Movement (exclusive through lane or lanes)
- R – Right Turn Movement (exclusive right turn lane or lanes)
- LT– Shared left turn and through movement lane
- LTR – This provides movements in all directions
- TR – Shared through and right turn movement lane

The analysis at each intersection is completed for the following scenarios:

- Scenario A – 2019 - Existing Traffic
- Scenario B – 2020 No Build
- Scenario C – 2030 No Build
- Scenario D – 2020 Build
- Scenario E – 2030 Build

KY 20 and KY 212

The analysis completed for the intersection is summarized in Tables 4 and 5 and the results of HCS analysis are included in Appendix C.

The results of the analysis completed for AM Peak Period shows LOS B for the 2019 existing traffic volumes as well as for the 2020 No Build and Build scenarios. The analysis completed with 2030 No Build and Build traffic volume show LOS C for the intersection. All movements show LOS C or better.

Table 4 – KY 212 and KY 20 - Level of Service/Delay (Seconds/Vehicle) - AM Peak – Signalized Conditions																	
Ex. Lane Use	EB (KY 20)				WB (KY 20)				NB (KY 212)				SB (N/A)				Intersection
	-	T	R	App.	L	T	-	App.	L	-	R	App	-	-	-	-	
2019 – Ex.		C	A	A	C	B		C	C		A	C					B
		21.3	1.8	69	23.3	20.0		21.6	23.2		7.4	20.9					17.0
2020 No-Build		C	A	A	C	C		C	C		A	C					B
		21.5	1.8	7.0	23.6	20.2		21.9	24.5		7.3	22.0					17.7
2030 No-Build		C	A	A	C	C		C	C		A	C					C
		28.7	2.1	9.1	31.4	25.4		28.4	31.7		5.1	27.7					22.5
2020-Build		C	A	A	C	B		C	C		A	C					B
		21.9	1.8	7.8	24.7	20.1		22.6	25.6		7.8	22.1					18.2
2030 - Build		C	A	B	C	C		C	C		A	C					C
		29.3	2.1	10.1	33.5	25.1		29.6	34.6		5.5	29.2					23.9

The analysis completed for the PM Peak Hour traffic volumes show LOS B for intersection for all scenarios. All movements show a LOS C or better.

Table 5 - KY 212 and KY 20 - Level of Service/Delay (Seconds/Vehicle) -																	
PM Peak – Signalized Conditions																	
Ex. Lane Use	EB (KY 20)				WB (KY 20)				NB (KY 212)				SB (N/A)				Intersection
	-	T	R	App.	L	T	-	App.	L	-	R	App	-	-	-	-	
2019 – Ex.		B	A	A	B	B		B	B		B	B					B
		14.9	6.2	7.0	17.3	14.7		16.3	16.9		11.0	15.9					11.0
2020 No-Build		B	A	A	B	B		B	B		B	B					B
		14.9	6.6	7.3	17.4	14.7		16.3	17.2		11.0	16.2					11.3
2030 No-Build		B	B	B	C	B		B	B		B	B					B
		16.6	14.2	14.4	20.3	16.3		18.7	19.9		10.1	18.3					16.2
2020-Build		B	A	A	B	B		B	B		B	B					B
		14.3	6.6	7.3	18.2	14.3		16.8	18.6		11.8	17.3					12.0
2030 - Build		B	B	B	C	B		B	C		B	B					B
		16.0	14.2	14.4	21.4	15.9		19.4	22.0		10.8	20.0					16.9

KY 212 and I-275 EB Exit Ramp

The analysis completed for the intersection is summarized in Tables 6 and 7 and the results of HCS analysis are included in Appendix C.

The results of the analysis completed for the AM Peak Period shows a LOS B for the 2019 existing traffic volumes as well as for the 2020 No Build and Build scenarios. The analysis completed with 2030 No Build and Build traffic volume shows a LOS C for the intersection. All movements show LOS C or better.

Table 6 - KY 212 at I-275 EB Exit Ramp - Level of Service/Delay (Seconds/Vehicle) -

AM Peak Hour – Signalized Conditions

Ex. Lane Use	EB (I-275 Exit Ramp)				WB (N/A)				NB (KY 212)				SB (KY 212)				Intersection
	L		R	App.	-	-	-	-	-	2T	-	App	L	2T	-	App.	
2019 – Ex.	C		C	C						C		C	B	B		B	B
	23.5		25.6	24.9						24.9		24.9	15.3	14.9		15.0	18.9
2020 No-Build	C		C	C						C		C	B	B		B	B
	23.8		26.3	25.4						25.0		25.0	15.7	15.9		15.9	19.4
2030 No-Build	C		C	C						C		C	B	B		B	C
	24.2		28.5	27.0						26.5		26.5	18.5	18.0		18.2	21.5
2020-Build	C		C	C						C		C	B	B		B	B
	20.6		24.1	22.8						22.7		22.7	11.5	10.7		10.9	15.6
2030 - Build	C		C	C						C		C	B	B		B	C
	24.6		28.5	27.0						26.7		26.7	19.3	18.1		18.3	21.7

The results of the analysis completed for the PM Peak Period shows a LOS C for the 2019 existing traffic volumes as well as for the 2020 No Build and Build scenarios. However, the eastbound and northbound approaches show LOS D for the 2020 No Build and Build traffic volumes. The analysis completed with 2030 No Build and Build traffic volume show a LOS D for the intersection. The southbound left turns show a LOS F. The analysis with 2030 Build traffic volumes show a LOS E for the eastbound and northbound approaches at the intersection.

Table 7 - KY 212 at I-275 EB Exit Ramp - Level of Service/Delay (Seconds/Vehicle) -

PM Peak Hour – Signalized Conditions

Ex. Lane Use	EB (I-275 Exit Ramp)				WB (N/A)				NB (KY 212)				SB (KY 212)				Intersection
	L		R	App.	-	-	-	-	-	2T	-	App	L	2T	-	App.	
2019 – Ex.	C		C	C						C		C	C	A		C	C
	32.3		34.8	34.2						33.5		33.5	34.7	7.0		22.0	25.9
2020 No-Build	C		D	D						D		D	C	A		B	C
	34.0		36.8	36.1						36.1		36.1	29.2	6.3		18.7	24.4
2030 No-Build	D		E	D						D		D	F	A		D	D
	37.8		56.0	51.3						50.4		50.4	61.0	5.1		35.3	40.4
2020-Build	D		D	D						D		D	C	A		B	C
	35.4		39.0	38.0						38.3		38.3	30.1	5.7		19.1	25.3
2030 - Build	D		E	E						E		E	F	A		D	D
	38.8		64.5	57.4						56.8		56.8	65.0	4.8		37.7	44.0

KY 212 and I-275 WB Entrance Ramp

The analysis completed for the intersection is summarized in Tables 8 and 9 and the results of HCS analysis are included in Appendix C.

The analysis completed using AM Peak Hour traffic volumes shows LOS A for the northbound left turns for all scenarios.

Table 8 - KY 212 at I-275 WB Entrance Ramp - Level of Service/Delay (Seconds/Vehicle) - AM Peak Hour – Un-Signalized Conditions																
Ex. Lane Use	EB (N/A)				WB (Entrance Ramp)				NB (KY 212)				SB (CKY 212I)			
										L						
2019 – Ex.									A							
									8.7							
2020 No-Build									A							
									8.7							
2030 No-Build									A							
									9.2							
2020-Build									A							
									8.8							
2030 - Build									A							
									9.3							

The analysis completed using PM Peak Hour traffic volumes shows LOS B for the northbound left turns with 2019 existing and Build traffic volumes. The northbound left turns show LOS C with 2030 No Build and Build traffic volumes.

**Table 9 - KY 212 at I-275 WB Entrance Ramp - Level of Service/Delay (Seconds/Vehicle) -
PM Peak Hour – Un-Signalized Conditions**

Ex. Lane Use	EB (N/A)				WB (Entrance Ramp)				NB (KY 212)				SB (CKY 212I)			
										L						
2019 – Ex.									B							
									13.1							
2020 No-Build									B							
									13.4							
2030 No-Build									C							
									19.2							
2020-Build									B							
									14.0							
2030 - Build									C							
									20.5							

KY 20 and Riverview Drive

The analysis completed for the intersection is summarized in Tables 10 and 11 and the results of HCS analysis are included in Appendix C. Please note the existing counts completed at the intersection shows no traffic on the southbound approach along Riverview Road. Also, the westbound left and right turns also show 0 vehicles making these turns during AM and Peak Hours. Therefore, the summary tables show no results for the scenarios with zero volumes for these movements.

The analysis completed using AM Peak Hour traffic volumes shows LOS A for the eastbound left turns for all scenarios. The northbound movement on Riverview Drive shows LOS B for all scenarios. The southbound approach on Riverview for the Build scenarios show LOS A. on the southbound approach on Drive 2 for 2020 Build traffic volumes, whereas the approach shows LOS C with 2030 Build traffic volumes.

Table 10 - KY 20 at Riverview Drive - Level of Service/Delay (Seconds/Vehicle) -

AM Peak Hour –Un-Signalized Conditions

Ex. Lane Use	Eastbound (KY 20)				Westbound (KY 20)				Northbound (Riverview)			Southbound (Riverview)			Intersection		
	L				L	-			-	LTR	-	App		LTR			App
2019 – Ex.	A				*					B		B		*		*	
	7.3									10.7		10.7					
2020 No-Build	A				*					B		B		*		*	
	7.3									10.8		10.8					
2030 No-Build	A				*					B		B		*		*	
	7.3									11.5		11.5					
2020-Build	A				*					B		B		A		A	
	7.5									13.1		13.1		8.6		8.6	
2030 - Build	A				*					B		B		A		A	
	7.5									14.2		14.2		8.7		8.7	

The analysis completed using PM Peak Hour traffic volumes also shows LOS A for the eastbound left turns; and LOS B for the northbound movement along Riverview Road. The southbound movement shows LOSA with Build scenarios.

Table 11 - KY 20 at Riverview Drive - Level of Service/Delay (Seconds/Vehicle) -

PM Peak Hour –Un-Signalized Conditions

Ex. Lane Use	Eastbound (KY 20)				Westbound (KY 20)				Northbound (Riverview)			Southbound (Riverview)			Intersection		
	L				L	-			-	LTR	-	App		LTR			App
2019 – Ex.	A				*					B		B		*			
	7.4									10.3		10.3					
2020 No-Build	A				*					B		B		*			
	7.4									10.4		10.4					
2030 No-Build	A				*					B		B		*			
	7.4				*					11.0		11.0		*			
2020-Build	A				*					B		B		A		A	
	7.4									12.0		12.0		9.0		9.0	
2030 - Build	A				*					B		B		A		A	
	7.5									12.9		12.9		9.1		9.1	

Access Drives on Riverview Drive

The existing traffic data completed shows zero vehicles on the southbound approach on Riverview Drive and only 2 to 3 vehicles for the northbound traffic on Riverview Drive in the vicinity of the proposed access locations. Therefore, with almost no traffic volumes on Riverview Drive at the Proposed Access Drives, there will be no capacity issues with added traffic entering and exiting the site at Access Locations 1 and 2.

Turn Lane Warrants

The turn lane warrants were examined for the eastbound left turn lane at the intersection of KY 20 and Riverview Drive. The turn lane warrant completed shows the eastbound left turn lane from KY 20 to northbound on Riverview Drive is ***not warranted***. The detailed turn lane warrants analysis is included in Appendix D.

7. Findings and Conclusions

The preceding analysis and recommendations listed below are based on the typical procedure used for evaluating the impact of the proposed development on the adjacent roadway infrastructure and usual customary traffic engineering standards.

The findings of the analysis completed for the three existing intersections and Proposed Access Locations are summarized below.

Intersection of KY 212 and KY 20

The intersection is operating as a signalized intersection. The analysis completed for the intersection shows that the intersection operates at an acceptable LOS during the AM and PM Peak Hours. The additional traffic generated by the proposed development will not have significant impact on the flow of traffic through the intersection.

Intersection of KY 212 and I-275 Eastbound Ramps

The intersection is operating as a signalized intersection. The analysis completed for the intersection shows that the intersection operates at an acceptable LOS B when analyzed using the 2020 AM Peak Hour No Build and Build traffic volumes; whereas 2030 No Build and Build scenario show a LOS C. The analysis completed with PM Peak Hour traffic volumes shows LOS C for the 2020 No Build and Build scenarios; whereas the analysis with 2030 No Build and Build scenarios show LOS D for the intersection, with an average delay of 40.4 seconds/vehicles and 44.0 seconds/vehicles (an increase of 3.6 seconds/vehicles). The southbound left turn shows LOS F for the 2030 No Build and Build traffic volumes. The analysis at the intersection indicates that the added traffic generated by the proposed development has no significant impact on the flow of traffic. The increased delay for the southbound left turns is a result of an increase in the demand volume due to regional growth and is not related to the added traffic from the proposed development.

Intersection of KY 212 and I-275 westbound ramps

The existing westbound exit ramps from I-275 to northbound and southbound traffic on KY 212 are merging with the through traffic on KY 212 and yields to the traffic on KY 212. The northbound left turns from KY 212 to the I-275 westbound entrance ramp yields to the southbound traffic on KY 212. The analysis completed at the intersection summarized the delay observed for the northbound left turns at the intersection. The analysis completed shows LOS A for the northbound left turns for all scenarios analyzed with AM Peak Hour traffic volumes. The analysis completed with PM Peak Hour traffic volumes shows LOS C for the 2020 No Build and Build scenarios; whereas LOS D is observed with 2030 No Build and Build traffic volumes.

The additional traffic generated by the proposed development will not have significant impact on the flow of traffic through the intersection.

Intersection of KY 20 and Riverview Drive

The intersection under existing conditions is operating with stop control on the northbound and southbound approaches on Riverview Drive. The traffic data recorded at the intersection shows minimal traffic volumes on the north leg of the intersection in the vicinity of the access locations for the Proposed Development. The analysis completed at the intersection shows that the northbound and southbound approaches at the intersection are operating at acceptable LOS under the existing conditions as well as for the Build traffic volumes. The existing geometry at the intersection is adequate to handle the additional traffic generated by the Proposed Development.

Proposed Access Locations on Riverview Drive

Traffic data collected for the study indicates the existing traffic volumes are minimal during AM and PM Peak on the section of Riverview Drive in the vicinity of the Proposed Access Locations. Therefore, the traffic flow at the two access locations will be acceptable and minimal delays are expected on the westbound approaches on Access Drives 1 and 2.

Recommendations

General

Implementation of all work to be completed as part of the recommendations in this report shall be completed using the standards followed by KYTC. This will include the construction for installation of new lanes, pavement markings & signage.

Riverview Drive

- The section of Riverview Drive from the intersection of KY 20 to the north Access (Access Drive 2) should be improved to provide 2-12' lanes (A lane each for the northbound and southbound traffic). The improvement along Riverview Drive should include adequate signage and pavement marking as the standards followed by Boone County/KYTC.

Proposed Access Drive 1 and Riverview Drive

- The westbound approach along Proposed Access Drive 1 shall be constructed with one incoming and one outgoing lane.

Proposed Access Drive 2 and Riverview Drive

- The westbound approach along Proposed Access Drive 2 shall be constructed with one incoming and one outgoing lane.

R-19-014-A

ORDINANCE NO. 2019 - 22

AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT, KENTUCKY, APPROVING, WITH CONDITIONS, A REQUEST OF AL NEYER, LLC C/O RYAN REARDON, VICE PRESIDENT - REAL ESTATE DEVELOPMENT (APPLICANT) FOR KENTON COUNTY AIRPORT BOARD C/O CANDACE MCGRAW AND KATHLEEN UTZ AS TRUSTEE OF THE CHARLES AND KATHLEEN UTZ REVOCABLE TRUST C/O GLENN UTZ (OWNERS) FOR A ZONING MAP AMENDMENT, SUCH ZONING MAP AMENDMENT BEING A ZONE CHANGE FROM SUBURBAN RESIDENTIAL ONE (SR-1) AND COMMERCIAL ONE (C-1) TO INDUSTRIAL ONE (I-1), AND VARIANCES FROM SECTION 3645 "BUFFER YARDS" OF THE BOONE COUNTY ZONING REGULATIONS, FOR A 45.6294 ACRE SITE LOCATED ON THE NORTH SIDE OF PETERSBURG ROAD, ACROSS FROM THE PETERSBURG ROAD/HETZEL DRIVE INTERSECTION, AND ON THE EAST SIDE OF RIVERVIEW DRIVE, APPROXIMATELY 300 FEET NORTH OF THE PETERSBURG ROAD/RIVERVIEW DRIVE INTERSECTION, BOONE COUNTY, KENTUCKY.

WHEREAS, the Boone County Planning Commission received a request for a Zoning Map Amendment to the Boone County Zoning Map and such Zoning Map Amendment being a zone change from Suburban Residential One (SR-1) and Commercial One (C-1) to Industrial One (I-1), and Variances from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations, for a 45.6294 acre site located on the north side of Petersburg Road, across from the Petersburg Road/Hetzel Drive intersection, and on the east side of Riverview Drive, approximately 300 feet north of the Petersburg Road/Riverview Drive intersection, Boone County, Kentucky, which is more particularly described below; and

WHEREAS, the Boone County Planning Commission as the planning unit for the unincorporated areas of Boone County, Kentucky, was requested to and has conducted a Public Hearing serving as a due process trial-type hearing and made findings recommending approval, with conditions, for the Zoning Map Amendment and Variances.

NOW, THEREFORE BE IT ORDAINED BY THE FISCAL COURT OF THE COUNTY OF BOONE, COMMONWEALTH OF KENTUCKY, AS FOLLOWS:

SECTION ONE

That the request for a Zoning Map Amendment for the real estate which is more particularly described below shall be and is hereby approved, with conditions, this Zoning Map Amendment being a zone change from Suburban Residential One (SR-1) and Commercial One (C-1) to Industrial One (I-1), and Variances from Section 3645 "Buffer Yards" of the Boone County Zoning Regulations, for a 45.6294 acre site located on the north side of Petersburg Road, across from the Petersburg Road/Hetzel Drive intersection, and on the east side of Riverview Drive, approximately 300 feet north of the Petersburg Road/Riverview Drive intersection, Boone County, Kentucky. The real estate which is the subject of this request for a Zoning Map Amendment in a Suburban Residential One (SR-1) and Commercial One (C-1) zone is more particularly described in DEED BOOKS/PAGE NOS. 470/78, 470/76, 470/218, 458/299, 483/105, 464/65, 521/244, 599/272, 495/262, 890/743, 468/5, 814/567 (as supplied by the applicant) as recorded in the Boone County Clerk's office.

SECTION TWO

That as a basis for this approval of a Zoning Map Amendment request and Variances are the findings of fact, and conditions, of the Boone County Planning Commission as set forth in its Minutes and official records for this request and same shall be and are hereby incorporated by reference as if fully set out in this Ordinance and are marked as "Exhibit A."

The Boone County Planning Commission Committee recommended approval for this request based on the findings of fact and conditions as set forth in the Committee Report and same are marked as "Exhibit B."

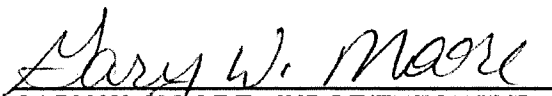
SECTION THREE

This Ordinance shall be in effect and in full force from and after its adoption and publication as provided by law.

First Reading the 23rd day of July, 2019.

Second Reading the 27th day of August, 2019.

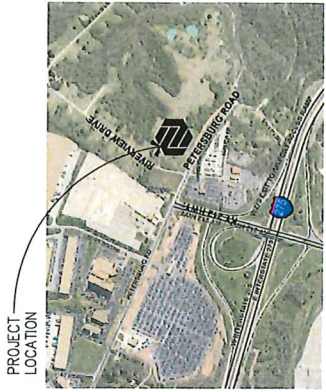
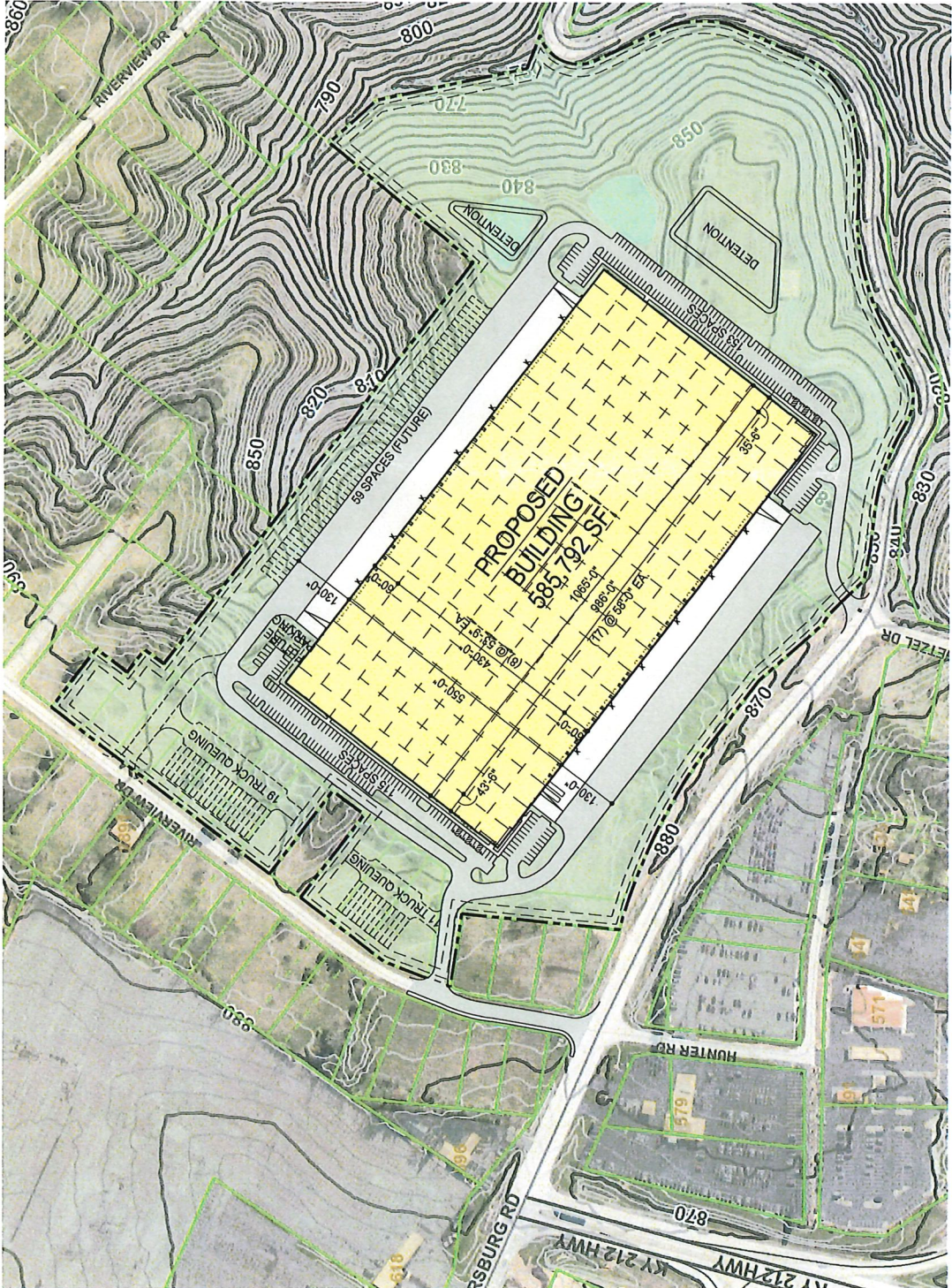
ADOPTED THIS 27th DAY OF August, 2019. Yes 4 No 0


GARY W. MOORE, JUDGE/EXECUTIVE
BOONE COUNTY FISCAL COURT

ATTEST:


Sharon Burcham
Fiscal Court Clerk

APPROVED
 Staff *[Signature]*
 Date 6/5/19
 Boone County
 Planning Commission
 * WITH CONDITIONS



VICINITY MAP
 NO SCALE

Utz Industrial

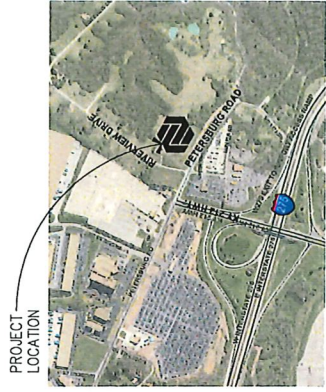
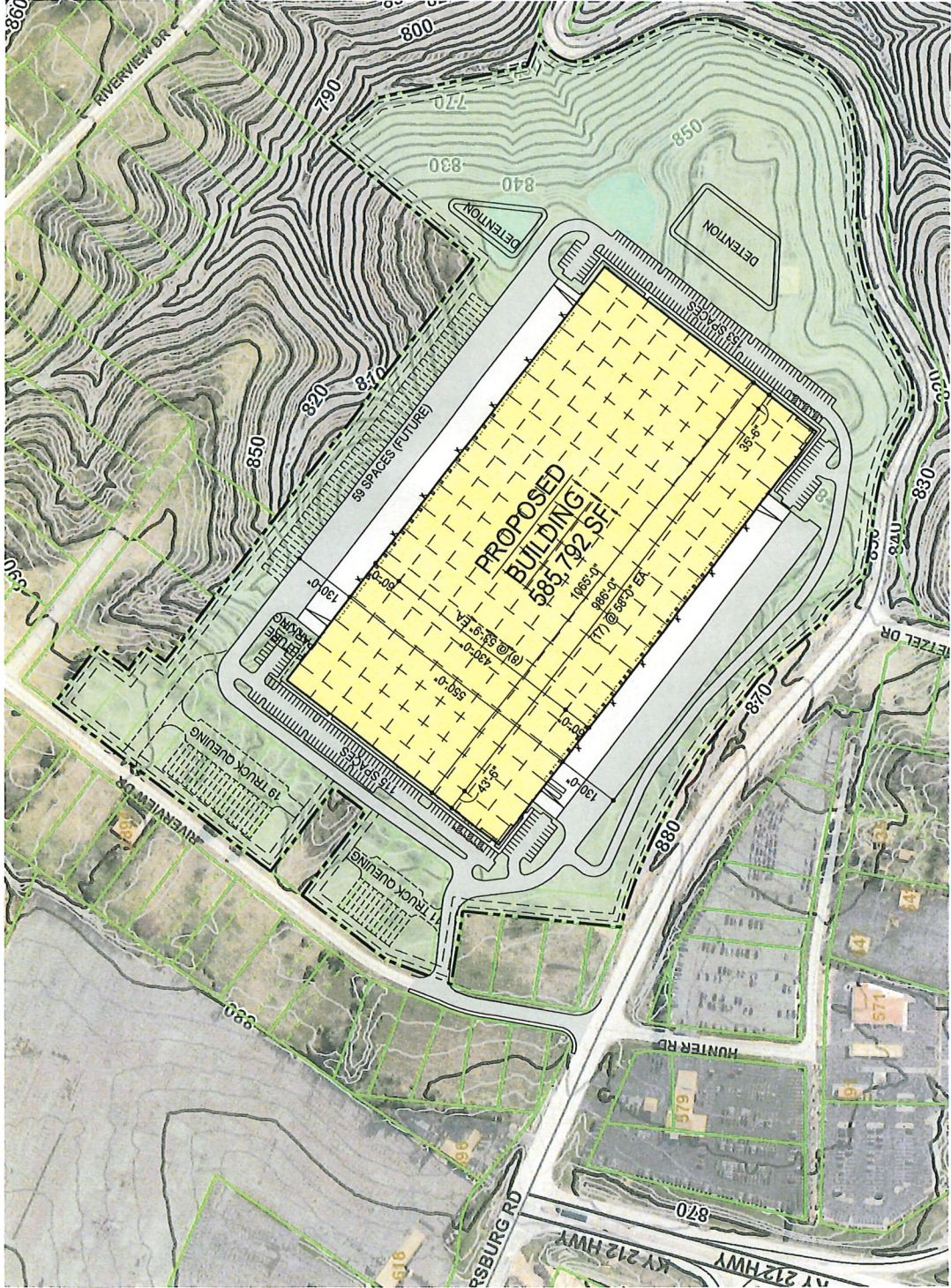
PRELIMINARY SITE PLAN



NEYER Architects, Inc.
 1000 W. Main Street, Suite 100
 Boone, KY 40309
 Phone: 606.335.1111
 Fax: 606.335.1112
 Website: www.neyerarchitects.com

SCALE: 1"=100'-0"
 0 50 100 150 200 250 300
 MAY 13, 2019

A1



PROJECT LOCATION

VICINITY MAP
NO SCALE

Utz Industrial

PRELIMINARY SITE PLAN



NEYER Architects, Inc.
Architects, Inc.

MAY 13, 2019



SCALE: 1"=100'-0"

B1

THIS DRAWING IS THE PROPERTY OF NEYER ARCHITECTS, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF NEYER ARCHITECTS, INC. IS STRICTLY PROHIBITED. THE USER ASSUMES ALL LIABILITY FOR ANY ERRORS OR OMISSIONS. THE DATE OF THIS DRAWING IS MAY 13, 2019. THE DATE OF THE PREVIOUS EDITION IS MAY 13, 2019. THE DATE OF THE PREVIOUS EDITION IS MAY 13, 2019.

SETBACK SUMMARY

ZONE:	I-1 INDUSTRIAL ORD
MINIMUM FRONTAGE:	150 FEET
MINIMUM FRONT YARD DEPTH:	50 FEET
MINIMUM SIDE YARD WIDTH:	10 FEET, 30 FEET*
MINIMUM REAR YARD DEPTH:	30 FEET, 30 FEET*
MAXIMUM BUILDING HEIGHT:	50 FEET

* WITH APPROVAL OF THE ZONING BOARD, ZONING DISTRICTS #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, #14, #15, #16, #17, #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29, #30, #31, #32, #33, #34, #35, #36, #37, #38, #39, #40, #41, #42, #43, #44, #45, #46, #47, #48, #49, #50, #51, #52, #53, #54, #55, #56, #57, #58, #59, #60, #61, #62, #63, #64, #65, #66, #67, #68, #69, #70, #71, #72, #73, #74, #75, #76, #77, #78, #79, #80, #81, #82, #83, #84, #85, #86, #87, #88, #89, #90, #91, #92, #93, #94, #95, #96, #97, #98, #99, #100.

- BUFFER YARD - PROPOSED ADJUSTMENTS / VARIANCES**
- ADJUSTMENT: ** REDUCE BUFFER 50%
 - VARIANCE: *** PROVIDE 10' W/ BUFFER YARD ADJACENT TO ASSUMED FUTURE INDUSTRIAL PER BOONE COUNTY COMPREHENSIVE PLAN
 - VARIANCE: *** PROVIDE 20' W/ BUFFER YARD ADJACENT TO ASSUMED FUTURE COMMERCIAL PER BOONE COUNTY COMPREHENSIVE PLAN

EXISTING ZONE LINES
PROPOSED ZONE CHANGE AREA

GAF Gayle A. Frazer
7777 MISSOURI PACES
COLUMBIANA, OH 43084
765.892.1111
www.gaylefrazer.com

REVISIONS
DATE
ITLM



CARDINAL
Engineering Inc.
1400 Parkview
Cincinnati, OH 45240
www.cardinalinc.com
765.892.1111

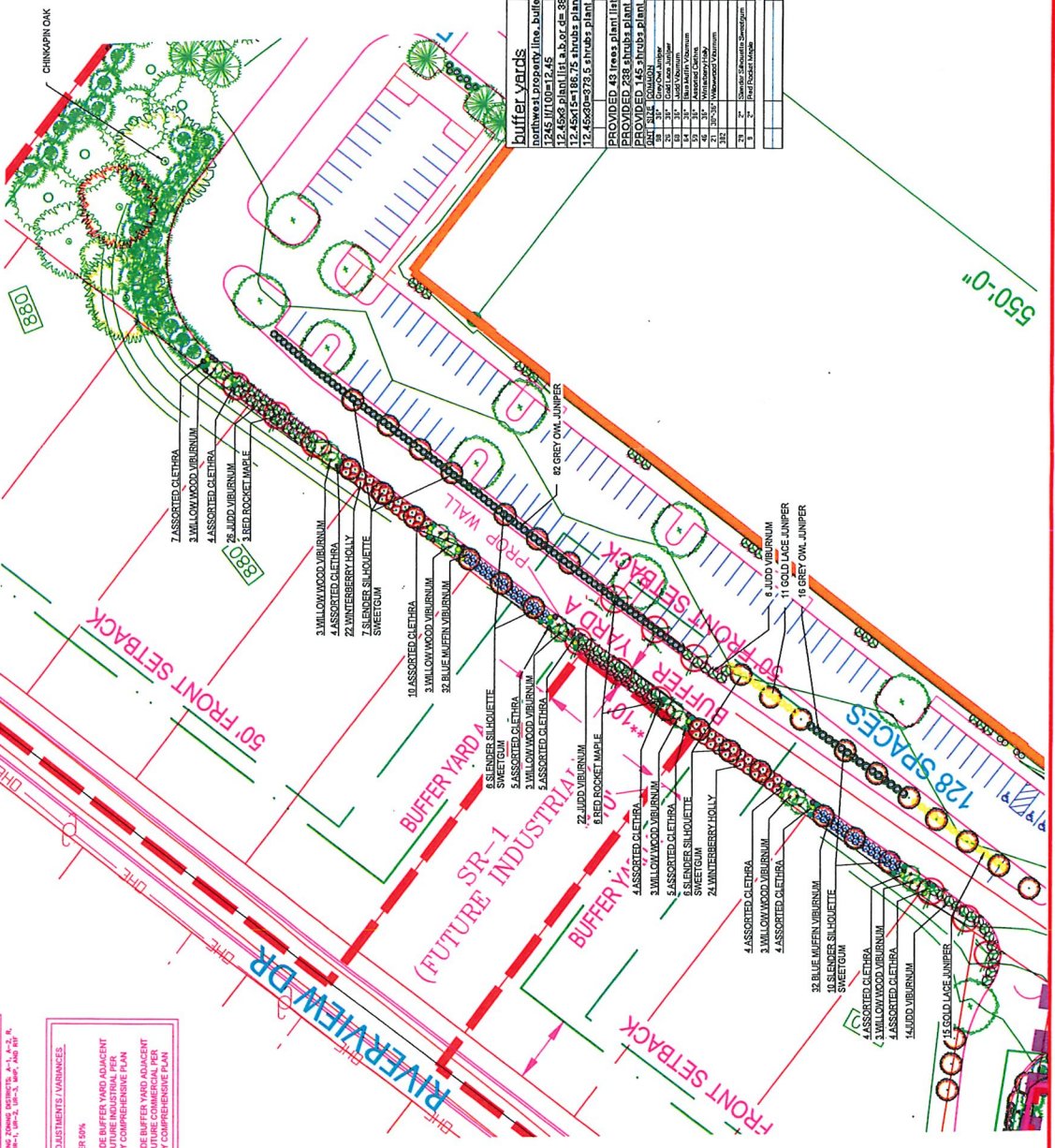
PROJECT: U7Z FARM P.D.
HEBRON, KY 41048

CLIENT: AL NEVER LLC
302 WEST 3RD STREET
CINCINNATI, OH 45202

VICINITY MAP
SCALE: 1" = 100'

PROJECT NO.: 18-169
DATE: 05-15-2019
CONCEPT DEVELOPMENT PLAN
SITE LAYOUT PLAN

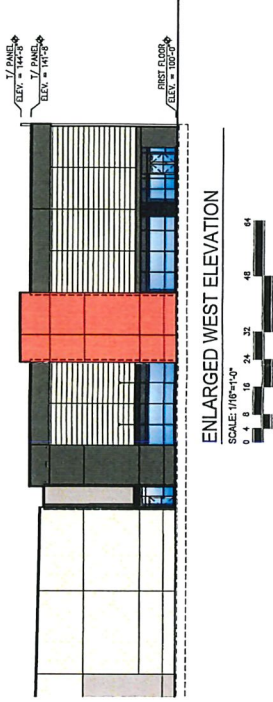
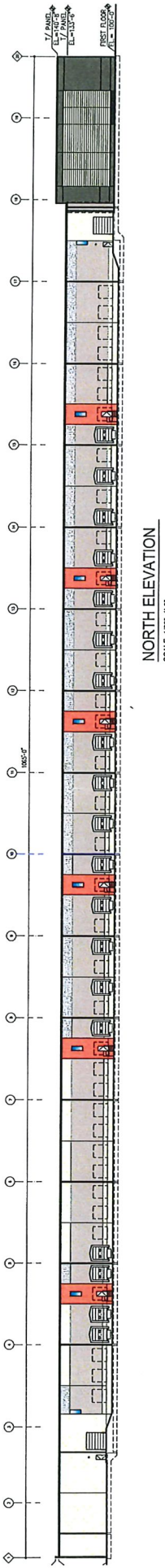
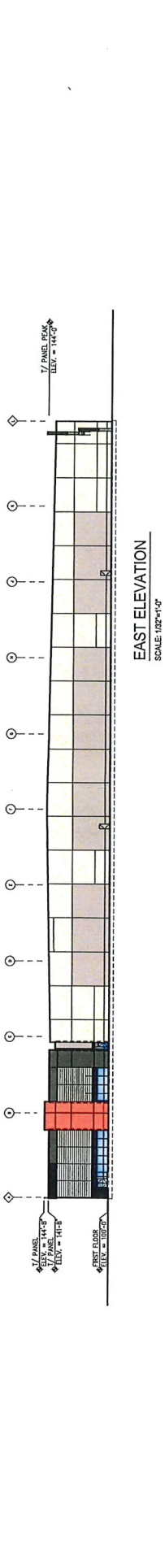
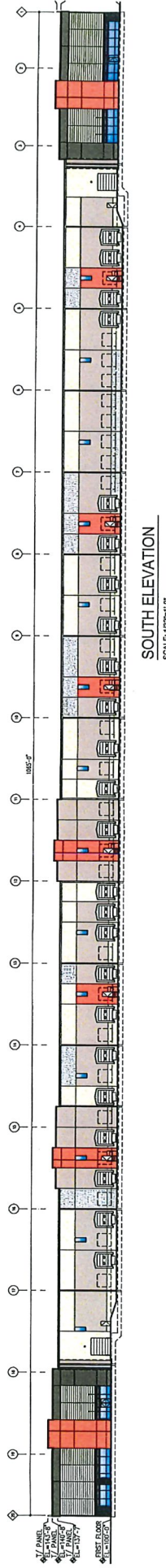
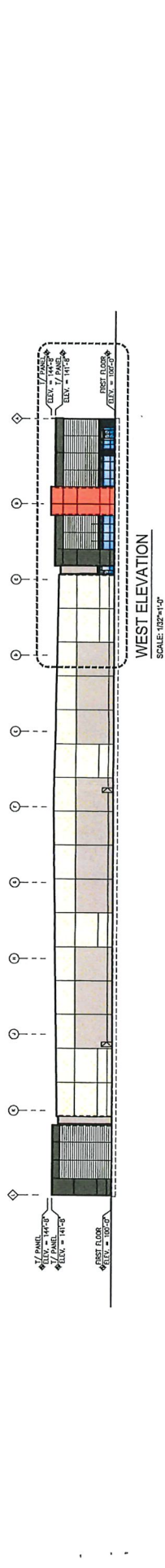
SHEET **L3**



SCAD ALTERNATE	51,419
Buffer yards	51,419
Northwest property line, buffer yards	1245 (1100)=12.45
12.4562 plant list A, B, or C or S8	
12.4575-186.75 shrubs plant list C or	
12.4588-379.5 shrubs plant list E	
PROVIDED 43 trees plant list A, B, or D	
PROVIDED 288 shrubs plant list E (three list E shrubs = one list C shrub)	
PLANT LIST (ROUND)	
1-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
13-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
14-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
15-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
16-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
17-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
18-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
19-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
20-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
21-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
22-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
23-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
24-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
25-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
26-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
27-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
28-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
29-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
30-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
31-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
32-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
33-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
34-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
35-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
36-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
37-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
38-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
39-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
40-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
41-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
42-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
43-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
44-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
45-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
46-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
47-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
48-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
49-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
50-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
51-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
52-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
53-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
54-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
55-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
56-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
57-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
58-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
59-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
60-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
61-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
62-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
63-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
64-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
65-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
66-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
67-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
68-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
69-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
70-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
71-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
72-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
73-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
74-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
75-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
76-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
77-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
78-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
79-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
80-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
81-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
82-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
83-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
84-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
85-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
86-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
87-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
88-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
89-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
90-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
91-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
92-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
93-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
94-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
95-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
96-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
97-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
98-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
99-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")
100-12' 1/2" (12' 1/2" x 12' 1/2")	12' 1/2" x 12' 1/2" (12' 1/2" x 12' 1/2")

GRAPHIC SCALE
1" = 100'

BOONE COUNTY GIS DATA



Utz Industrial



APRIL 15, 2019

A3a

NEYER ARCHITECTS, INC. 10000 W. CENTRAL EXPRESSWAY, SUITE 100, DENVER, CO 80231
 PHONE: (303) 733-1100 FAX: (303) 733-1101
 WWW.NEYERARCHITECTS.COM
 PROJECT: UTZ INDUSTRIAL
 DRAWING: WEST ELEVATIONS
 DATE: APRIL 15, 2019
 OPERATOR: MJB
 PLOT DATE: APR 15, 2019 10:23AM