

Fee Calculation

\$2,000.00 - Flat Fee

\$ 250.00 - Legal Ad

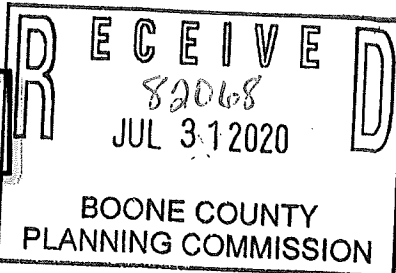
\$ 66.00 - CLUR

\$3,324.42 - Acreage

(\$20 x 166.221)

= \$5,640.42 (Total Fee)

**CONCEPT DEVELOPMENT PLAN
BOONE COUNTY PLANNING COMMISSION**



Seven (7) copies of submitted drawings are required

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

SECTION A: (To be completed by applicant)

1. Type of review (check one):

- Concept Development Plan (includes Utilization of an Underlying Zone in a Planned Development)
- Change in an Approved Concept Development Plan
- Long Range Planning Committee Review (as stated in the Houston-Donaldson Study)
- Long Range Planning Committee Review (as stated in the Union Town Plan)
- Zone Change Committee Review of previously approved Concept Development Plan Conditions or Zoning Map Amendment Conditions
- Zoning Administrator Review (as stated in the Central Florence Strategic Plan, An Update of the Parkway Corridor Study)
- Zoning Administrator Review (as stated in the Mall Road District Study)

2. Name of Project: Airpark Logistics 237

3. Location of Project: Northbend Road (KY 237) near Gateway Boulevard

4. Total Acreage of Project: 274.702 acres (total) and 166.221 acres (concept development plan)

5. Current Zoning of Property: I-1/PD

6. Date of previous zoning map amendment or Approved Concept Development Plan (if applicable): _____

7. Is the site subject to a specialized Land Use Study approved by the Boone County Planning Commission Yes No

If yes, indicate the name of the study: _____

8. Proposed Use(s) (specify each use):

Option A - Industrial Use - 8 buildings; Option B - Industrial Use 9 Buildings (some I-1 uses to be removed - see narrative)
Commercial Use - 1 building (proposed to be either fueling station/convenient store or retail center) (Building 1D)
See concept plan for individual and total building square footages - (requesting maximum of 2,600,000 sf)

9. Proposed Building Intensities (specify for each building):

Proposed Max Intensity for Total Site = 2,600,000 sf / 274.702 = 9,465 sf/acre

10. Have you submitted a Concept Development Plan: Yes No

11. Are you applying for any of the following (check all that apply):

Conditional Use Permit Variance

12. Current Owner: Kenton County Airport Board

Address: PO Box 752000

Cincinnati OH 45275
City State Zip Code

Phone Number: n/a Fax Number: n/a

Email: phegedus@cvgairport.com

13. Applicant: Paul Hemmer Company

Address: 226 Grandview Drive

EXHIBIT

“A”

STAFF REPORT

#3

Request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

September 2, 2020

REQUEST

- A. The first part of the submitted request is to rezone an approximate 109 acre area from A-2 to I-1/PD.
- B. The second part of the submitted request is to get approval of a Concept Development Plan for an approximate 275 acre area which includes the area proposed to be rezoned.
- C. The applicant is proposing to construct 2,600,000 square feet of building space within eight (8) buildings for industrial uses and one (1) building for retail/commercial uses (Option A) or nine (9) buildings for industrial uses and one (1) building for retail/commercial uses (Option B).

SITE HISTORY

- 2006 David E. Estes submitted a Zoning Map Amendment application changing an approximate 56 acre area located to the south of the site in question from SR-2 to I-1/PD and a Concept Development Plan for an approximate 72 acre area located to the south of the site in question. On July 17, 2006, the Boone County Planning Commission recommended approval of the request, subject to several conditions (R-96-016-A). On August 27, 2006, the Boone County Fiscal Court adopted Ordinance Number 920.337, approving the request, subject to several conditions.
- 2006 Joseph Cleves submitted a Zoning Map Amendment application changing an approximate 102 acre area located to the north of the site in question from RSE to SR-1. On July 3, 2006, the Boone County Planning Commission recommended approval of the request, subject to several conditions (R-96-017-A). On August 27, 2006, the Boone County Fiscal Court adopted Ordinance Number 920.336, approving the request, subject to several conditions.

- 2008 The Paul Hemmer Development Company submitted a Zoning Map Amendment application changing an approximate 210 acre area located to the north of the site in question from RSE, SR-1, SR-2, C-2/PD, and I-1/PD to I-1. On August 19, 1998, the Boone County Planning Commission recommended approval of the request, subject to several conditions (R-99-018-A). On September 29, 1998, the Boone County Fiscal Court adopted Ordinance Number 920.363, approving the request, subject to several conditions.
- 2019 Al Neyer, LLC submitted a Zoning Map Amendment application changing an approximate 111 acre area located to the north of the site in question from RSE to I-1. On August 7, 2019, the Boone County Planning Commission recommended approval of the request, subject to several conditions (R-19-019-A). On October 8, 2019, the Boone County Fiscal Court adopted Ordinance Number 2019-26, approving the request, subject to several conditions.
- 2020 The Boone County Planning Commission approved a Major Site Plan for the property located at 2481-2497 Wright Boulevard, which is located to the north of the site in question. This Site Plan provided for an extension of Wright Boulevard from its current terminus to the southwest, including the provision of a public right-of-way to adjoin the north property line of the site in question. This adjacent public right-of-way was to allow the further extension of Wright Boulevard into the site in question.

APPLICABLE REGULATIONS

- A. Section 308 of the Boone County Zoning Regulations states that before any map amendment is granted, the Planning Commission and legislative body shall use the following criteria:
1. The map amendment is in agreement with the adopted comprehensive plan and any specific study designed to further detail the Boone County Comprehensive Plan for the location in question; or
 2. The existing zoning classification is inappropriate and that the proposed zoning classification is appropriate; or
 3. There have been major changes of an economic, physical, or social nature not anticipated in the adopted comprehensive plan that substantially alter the area's character.
- B. Section 1130 of the Boone County Zoning Regulations states that “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.”

- C. Section 1500 of the Boone County Zoning Regulations states that the intent of the Planned Development district “is to provide a permissive, flexible and alternative zoning district and procedure for innovative, mixed use residential, commercial, industrial or other type developments or physical design proposals capable of proving substantial benefit to the community over the conventional districting and other regulations in this order but requiring unique consideration, disposition, control and approval. Planned Development (PD) is a special overlay zoning district, which allows various types of land uses and densities in return for appropriate, flexible, creative and high quality designs consistent with the standards and criteria of this article, including the adopted Comprehensive Plan. Its purpose is to allow development of the land uses on property identified as requiring an extra layer of review or regulation. It enables development of property consistent and coordinated with infrastructure and other appropriate land use factors based upon a proper review.”

- D. Section 1517 of the Boone County Zoning Regulations states that the “Planning Commission shall require that a Concept Development Plan be submitted for the development or redevelopment of property located in a Planned Development zone. The Concept Development Plan may be filed to the Planning Commission by the owner(s), owner by contract (option) or lessee of property for which the planned development is proposed. If the Concept Development Plan involves a zone change, then the proposal is subject to the criteria in SECTION 308 as well as the provisions of this article. If the Concept Development Plan does not involve a zone change, or only involves uses that are permitted in the underlying zone (also called a “Utilization of an Underlying Zone Within a Planned Development”), then the proposal is subject only to the provisions of this article. The contents of the Concept Development Plan submittal shall include the items listed in SECTION 303.

SITE CHARACTERISTICS

- A. The site contains approximately 275 acres, of which 40% is currently zoned A-2 and the remaining 60% is currently zoned I-1/PD.

- B. The site is currently vacant except for existing tree cover in the central and northwest portions of the site and a private cemetery in the western central portion of the site.

- C. A perennial stream is located along the northwest boundary of the site and a Blue Line Stream bisects the eastern portion of the site.

- D. Topographically, the site has its highest points (870 msl) along North Bend Road, the

center of the site, and along Bullittsville Road. From these high points, the site slopes downward to 820 msl at the stream beds and valley bottoms.

- E. Public water mains exist along North Bend Road, Bullittsville Road, and Gateway Boulevard.
- F. An overhead electric transmission line which runs generally parallel to North Bend Road, cuts through the property, approximately 670 feet east of North Bend Road.
- G. The site is within the 70 and 75 Day Night Noise Level of the airport.

ADJACENT LAND USES AND ZONING

North: Industrial uses and vacant/undeveloped land (I-1 and A-2)
South: Industrial uses and agricultural use (Johnny Walker Stables) (I-1/PD and A-2)
East: Airport (I-1/PD)
West: A single family dwelling and vacant/undeveloped land (SR-1)

RELATIONSHIP TO COMPREHENSIVE PLAN

- A. Our Boone County – Plan 2040 “2040 Future Land Use Plan” designates the site in question for Business Park uses. This designation is described as follows:

“A mix of office warehouse, research, office, and light industrial uses in a park-like, office campus setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation facilities, consistent architectural and signage theme, extensive landscaped areas, and attractive entrance treatment. This land use is recommended for high visibility areas and transition areas between industrial and residential land uses.”

- B. The following Our Boone County – Plan 2040 Goals and Objectives apply to this application:

Boone County shall strive to achieve diversity and balance in land use while protecting natural resources and natural systems (Overall Goal A, Objective 3).

Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of neighbors and the community ((Overall Goal A, Objective 4).

Development policies shall not discriminate against any person (Demographics Goal A, Objective 1).

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).

An evaluation of environmental factors identified in this Plan will be part of any development review process (Environment Goal A, Objective 1).

Areas possessing unique environmental characteristics should be preserved, used as

passive or active recreational areas, or appropriately incorporated into development design (Environment Goal A, Objective 2).

Development design shall consider natural and ecological systems, such as wildlife habitats, air, soils, and water (Environment Goal A, Objective 6).

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 Goal A, Objective 7).

Archaeology and cemetery preservation efforts shall follow permitting requirements and best practices where practical (Natural and Cultural Resources Goal C, Objective 7).

Plans for new or redeveloped commercial, industrial, institutional, and residential sites shall be reviewed and reasonable measures taken to ensure identification and protection of significant cultural resources (Natural and Cultural Resources Goal C, Objective 8).

Employment opportunities for a highly skilled and educated workforce shall be encouraged and promoted for the residents and businesses of Boone County (Economy Goal A, Objective 1).

Industries shall be promoted in suitable locations to make the county a vital part of a strong regional economy (Economy Goal A, Objective 2).

Boone County shall evaluate and promote business and economic sectors of the future and explore ways to encourage existing industry to be competitive in a regional and global economy (Economy Goal A, Objective 3).

The changing nature of the Cincinnati/Northern Kentucky International Airport (CVG) shall be recognized in order to address potential impacts and to support aviation growth for passengers and business (Economy Goal A, Objective 6).

Boone County shall seek a combination of land uses that balances revenues generated from those uses with the expenditures required to support them (Economy Goal A, Objective 8).

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).

Commercial uses shall be designed and located to coordinate with the surrounding land uses and shall have safe access and adequate parking (Economy Goal B, Objective 3).

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).

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).

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).

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).

Provisions shall be made for proper control of industrial uses that involve processes or products that could be hazardous to human life and property (Economy Goal B, Objective 8).

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).

Development of mixed use designed to lessen vehicle travel shall be encouraged (Transportation Goal A, Objective 8).

Roadway capacity shall be preserved by utilizing access management policies and guidelines (Transportation Goal B, Objective 4).

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).

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).

Transportation planning and development efforts shall provide sufficient rights-of-way for road improvements that include pedestrian and bicycle facilities separated from the roadway for safety (Transportation Goal B, Objective 7).

New land development shall be closely coordinated with the local transportation system to assure efficiency and continuity within Boone County and with the regional multi-modal transportation system (Transportation Goal B, Objective 9).

Air quality, noise, and storm water runoff impacts from transportation improvements and the existing network shall be minimized (Transportation Goal B, Objective 10).

Traffic impact analysis should be used as a tool to address impacts to the existing transportation system (Transportation Goal C, Objective 3).

C. The following are excerpts from Our Boone County – Plan 2040, Land Use, Future Land Use Development Guidelines:

1. Utilization of Existing Vegetation and Topography: Developments in Boone County should begin with an assessment of existing site features to determine

positive and useful attributes, as well as features that 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. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined. Open Space and Cluster subdivision designs should be considered to blend new subdivisions in with areas that have a rural character (page 95).

2. **Buffering:** 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; where appropriate, 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. Typically, buffering is required and provided between both like and unlike land uses. However, as the development of Boone County fills in previously rural areas, different lot sizes and designs of residential development sometimes impact each other. Where an appropriate gradation of lot size and setbacks cannot be designed into a proposed residential subdivision development of a significantly higher density than existing adjacent residential uses, deliberate vegetation buffering may need to be incorporated into the design to help protect low density residential areas. Buffer areas should use and supplement existing site features where possible (page 95-96).
3. **Landscaping:** 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 soften the visual impacts of the development from adjoining properties and roadways. The amount of heat absorbed by impervious cover from sun radiation is decreased by landscaping, which reduces energy costs. Landscaping helps purify the air of harmful pollutants, thus reducing health impacts. It also helps reduce the quantity and improve the quality of storm water runoff, including temperature. The use of bioretention islands (water filtering basins) and grass swales should be used where possible in place of raised islands as described in Northern Kentucky's Storm Water Best Management Practices Manual (2012). Native species are often heartier than nursery stock and should be used wherever possible to minimize pesticides and other high impact forms of maintenance. 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 (page 96)

4. **Stormwater Management and Erosion Control:** Developments in Boone County must recognize the potential impacts of stormwater runoff. Developments must design and incorporate adequate provisions for the channelization and control of the rate of stormwater flow on and from the site. One goal is to construct and maintain stormwater facilities to slow the rate of flow using new and effective methods to control runoff. Another goal of local storm water programs should be to minimize the amount of storm water runoff generated by decreasing the amount of pavement, increasing on-site infiltration, and encouraging green rooftops. Control and mitigation practices for erosion associated with developments must be provided. At a minimum, developments must reestablish ground cover on all graded areas and provide siltation controls. Stormwater management and erosion control measures must be concurrent with site work in order to be effective. Stormwater management officials must also consider the cumulative effects of increased development runoff in watersheds. Developments must obtain all required stormwater permits and comply with the permit requirements. Again, Northern Kentucky's Storm Water Best Management Practices Manual should also be utilized (page 96).
5. **Access Management:** 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 sight distance for access points, adequate spacing between access points, shared access points and parking facilities, provisions for access connections to adjoining properties, and dedication of public right-of-way. In subdividing property, arterial or collector streets should not be used for direct access to lots, rather a system of local streets should feed into the collector and arterial street system. Connections between and within commercial and industrial developments allow for more efficient provision of transit service. In addition, the amount of travel time saved for services relying on routing (such as school buses, waste collection, mail, and other delivery services) is invaluable, not to mention the importance of simply connecting neighborhoods and people to each other. More importantly, the connectivity between developments promotes safety as emergency response vehicles have multiple ways of gaining access to a property during an emergency (page 96).
6. **Transportation and Pedestrian Network:** Developments in Boone County must be designed, where appropriate, to improve the County's transportation network system of roadways and functional classifications must be used in the planning for and designing of new developments. Collector roadways should be extended and developed to provide for the safe movement of traffic through and between subdivisions. Development along existing arterials and collector roadways should not have direct driveway access, but be served by a local street. Appropriate road connections should be constructed to provide alternate routes for traffic to and through specific projects and to enhance the capacity of existing streets. The traditional grid system can provide an alternative to typical suburban design.

Parallel and frontage roads should be used to minimize impacts of individual sites on collector and arterial roadways. The issue of semitractor trailer on-street parking and queuing must also be considered when examining the impacts of existing and proposed industrial developments on the functionality of all affected roadways. Industrial logistic developments should be designed to accommodate significant truck traffic, staging, and parking on-site. The idea of developing regional staging areas should be encouraged in order to provide a safe place for trucks waiting for delivery times. Appropriate pedestrian networks should be incorporated into the design of developments which will generate or experience significant pedestrian use. These networks should not only provide internal paths, but also connections to adjoining uses where appropriate so commuters will not be forced to rely on just a few main roads to reach their destination, but rather have multiple options; thus reducing traffic congestion. In addition, public open space and recreation sites should be connected to each other by bicycle and pedestrian paths where appropriate (page 96-97).

7. Design, Signs, and Cultural Resource Preservation: 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. The objective is to avoid the confusion and/or distraction of motorists, and to avoid the potential negative impacts of signs on the visual appearance of a development or corridor. Utility lines should be placed underground wherever possible, and junction boxes screened from public view (page 97).
- D. North Bend Road is identified as an arterial street providing for two way traffic within four driving lanes. North Bend Road is provided with a raised median and exclusive turn lanes at various intersections. There are no sidewalks along the roadway. Bullittsville Road is identified as a collector street providing for two way traffic within two driving lanes. There are no sidewalks along the roadway. Gateway Boulevard is identified as a local street providing for two way traffic within two driving lanes. A sidewalk exists along the south and east sides of the roadway. Wright Boulevard is identified as a local street providing for two way traffic within two driving lanes. A sidewalk exists along the south side of the roadway.

BOONE COUNTY TRANSPORTATION PLAN

- A. The Boone County Transportation Plan indicates the following projects that are in the vicinity of the site in questions:
 1. Youell Road Connector
Location: KY 1017 (Aero Parkway) to KY 237 (North Bend Road)
Type: Roadway Widening/Relocation/New Facility
Total Cost: \$27,600,000
Description: Construct a new four lane roadway to connect KY 1017 and KY 237 in the area southwest of the CVG to assist in accommodating future, planned

industrial development on KY 1017. Include a multi-use path as part of the CVG Loop Trail.

2. Bullittsville Road Phase 2
Location: Bullittsville Road to Gateway Boulevard
Type: Roadway Widening/Relocation/New Facility
Total Cost: \$3,510,000
Description: Extend Gateway Boulevard to Bullittsville Road along a new, two lane facility with multi-use paths to improve east-west mobility.
3. Bullittsville Road Phase 3
Location: Conrad Lane to a point 0.5 miles north
Type: Roadway Widening/Relocation/New Facility
Total Cost: \$9,500,000
Description: Widen Bullittsville Road from two to four lanes with multi-use path to improve mobility in northern Boone County.
4. Bullittsville Road Phase 1
Location: 0.5 miles north of Conrad Lane to KY 20 (Petersburg Road)
Type: Roadway Widening/Relocation/New Facility
Total Cost: \$29,400,000
Description: Widen Bullittsville Road from two to four lanes with multi-use path to improve mobility in northern Boone County.

CONCEPT PLAN

- A. The submitted Concept Development Plan indicates the following:
1. Approval of 2,600,000 square feet of building space within nine (9) buildings (Option A) or ten (10) buildings (Option B).
 2. All of the buildings will be uses within the I-1 district, except for the northernmost building along North Bend Road, which will be a gasoline station/convenience store or retail center.
 3. Provision for earth berms along North Bend Road.
 4. Retention of the heavily wooded area along Bullittsville Road as well as areas internal to the site.
 5. Provision for stormwater detention facilities.
 6. Access from: (1) a new curb cut onto Gateway Boulevard; (2) a new curb cut onto North Bend Road; and (3) a future roadway connection to Bullittsville Road.
 7. Intersection improvement at the new curb cut onto North Bend Road. To include a signalized intersection, and exclusive left turn lane, and an exclusive right turn deceleration lane.
 8. Construction of new internal roadways.
 9. A street connection between the new internal roadway system and the Toyota site.
 10. Perimeter landscaping.
 11. The approximate location of the existing private cemetery.

ADDITIONAL INFORMATION SUBMITTED BY APPLICANT

- A. The applicant has submitted a project narrative covering the following topics:
1. Introduction
 2. Relationship of Proposed Zone Change with Comprehensive Plan
 3. Traffic
 4. Construction Schedule/Phasing
 5. Article 15: Planned Development District (PD) Criteria
 6. Ongoing NEPA Assessment
- B. The applicant, in consultation with the Kenton County Airport Board, has identified several commercial uses that will be prohibited from the development.
- C. The applicant has submitted a Traffic Impact Study which is consistent with Kentucky Transportation Cabinet requirements.
- D. The applicant has submitted several conceptual building designs which show warehouse buildings ranging in height from 42 feet to 46 feet and having office fronts at several corners.
- E. The applicant has submitted conceptual development signage and individual building signage.
1. The development signage would consist of a 8'-6" high monument sign having a sign area of 72 square feet.
 2. The individual building signage would consist of a 7'-6" high monument sign having a sign area of 32 square feet.

STAFF COMMENTS

- A. Due to the conceptual nature of the submittal, a complete site plan evaluation was not conducted. However, Staff has identified the following specific requirements that will need to be addressed:
1. Section 1511 of the Boone County Zoning Regulations allow any type of use to be located within a PD district, based on a Concept Development Plan. The applicant has provided a list of uses that will be prohibited within the proposed development.
 2. Section 1514.1 of the Boone County Zoning Regulations (Planned Development Criteria – Mixed Use Development and Pedestrian Orientation) states that planned developments shall generally have a mixed use orientation with a combination of different types of residential, commercial, public or civic, and/or industrial uses. Of the 2,600,000 square feet of proposed floor space, only 6,000 square feet will be retail commercial use. The remainder will be uses permitted in the employment districts. The applicant should address how their proposal meets this criteria.

3. Section 1514.1 of the Boone County Zoning Regulations (Planned Development Criteria – Mixed Use Development and Pedestrian Orientation) states that planned developments shall generally have a pedestrian orientation. The submitted proposal shows sidewalks along one side of the proposed streets. The applicant should address how their proposal meets this criteria.
4. Section 1514.2 of the Boone County Zoning Regulations (Planned Development Criteria – Compatibility of Uses) provides criteria on how the design of a planned development can be compatible with adjacent areas. One method mentioned is the use of lot sizes and setbacks. The applicant has proposed the following:
 - a. Minimum Lot Size: 20,000 square feet
 - b. Maximum Building Height: 50 feet
 - c. Minimum Front Yard Setback: 50 feet
 - d. Minimum Rear Yard Setback: 30 or 50 feet
 - e. Minimum Side Yard Setback: 10 or 50 feet

The applicant should address how and when the minimum/maximum rear/side yard setback will be determined.
5. Section 1514.4 of the Boone County Zoning Regulations (Planned Development Criteria – Multi-Modal Transportation System) states that planned developments shall incorporate multi-modal transportation elements through the development. The applicant has provided for an internal street system that includes a sidewalk along one side of the roadways. The applicant should address how their proposal meets this criteria.
6. Section 1514.5 of the Boone County Zoning Regulations (Planned Development Criteria – Preservation of Existing Features) states that cemeteries shall be preserved and incorporated into the project design. The applicant has identified the approximate location of a private cemetery with no means of accessing it. The applicant should address how their proposal meets this criteria.
7. Section 1514.7 of the Boone County Zoning Regulations (Planned Development Criteria – Architecture) states that a consistent architectural theme shall be utilized and that the predominant building materials shall have a solid appearance, such as could be achieved with brick, stone, and architectural grade concrete products. Additionally, long building facades and roof planes shall be interrupted through the use of three dimensional jogs and that architectural detailing for cosmetic enhancements shall be used on all facades. The applicant has provided colored elevation drawings showing building facades with white and grey colors with enhanced office fronts on several corners. The applicant has provided documentation that the predominant building material will be painted concrete panels, along with perforated metal panels, metal canopies, and aluminum windows. However, due to the conceptual nature of the submittal, additional design review should be considered at the Site Plan stage of development.
8. Section 1514.9 of the Boone County Zoning Regulations (Planned Development

Criteria – Signage) provides criteria which promotes a consistent sign design for the entire development. The applicant has provided sign details for the development entry signage and the individual lot signage. There is insufficient information provided relative to the number of signs allowed and building mounted signage. The applicant should address these issues.

9. Section 1514.10 of the Boone County Zoning Regulations (Planned Development Criteria – Transportation) requires street connections to adjoining properties. The applicant has provided a street connection to the adjoining Toyota property and a future street connection to Bullittsville Road. The area to the south of the site (Johnny Walker Stables – 5208 Bullittsville Road) is identified in the comprehensive plan as Business Park. No provision has been provided to connect the site in question to this area. When the Site Plan for the area to the north of the site in question (2481-2497 Wright Boulevard) was approved, it provided a public right-of-way to the common property line of the site in question, allowing for the extension of Wright Boulevard into the site in question. No provision has been made to allow the extension of Wright Boulevard into the proposed development. The applicant should address these interconnectivity issues.

- B. The following table provides the maximum intensity allowed, the proposed intensity, and the intensity of other Industrial developments in the vicinity of the site in question:

| | Acres | Building Area (sq. ft.) | Intensity (sq. ft./acre) |
|-------------------------|-------|-------------------------|--------------------------|
| Maximum Allowed | | | 25,000 |
| Proposed Development | 275 | 2,600,000 | 9,454 |
| Gateway Business Park | 113 | 1,568,841 | 13,884 |
| Runway Logistics Center | 111 | 1,401,600 | 12,627 |
| Airpark West | 335 | 3,464,851 | 10,343 |
| Park West International | 389 | 5,992,203 | 15,404 |

- C. The applicant is proposing that the major internal street (Street A) be designed with a step down configuration, going from 4 lanes (2 driving lanes, a center turn lane, 1 truck parking lane) to 3 lanes (2 driving lanes and 1 center turn lane) to 2 driving lanes. This step down configuration may cause driver confusion. The applicant should address issue.
- D. The applicant has provided truck queuing for approximately 16 trucks (Option A) or 12 trucks (Option B). Given the size of the proposed development, and the number of industrial buildings, the applicant should address how they came up with this number and the need for additional truck queuing space.
- E. The submitted Traffic Impact Study included an analysis of intersections along North Bend Road, between Petersburg Road and Conrad Lane, inclusive. Using a target of 2031 No Build vs 2031 Build, the average traffic delay will be increased by 1.69 minutes during the AM Peak and 3.14 minutes during the PM Peak.
- F. The submitted Traffic Impact Study included intersection analyses using assumed

percentages for truck traffic. The applicant should address how these assumptions were made and what impact any increase/decrease in the percentages will have on the analysis.

- G. The submitted Traffic Impact Study was evaluated on approximately 2,500,00 square feet of industrial/warehouse use and used the Trip Generation Manual category of Business Park to generate the proposed trips. To ensure that the trip generation assumptions used for the Traffic Impact Study remain valid over the 2031 build scenario, additional trip generation calculations should be made with each subsequent application submittal.
- H. An inter-departmental email was sent to the Boone County Fiscal Court, Boone County Public Works, Burlington Fire Department, Hebron Fire Department, and Kentucky Transportation Cabinet requesting comments pertaining to the submitted application.
 - 1. The Hebron Fire Department responded that they have no issues with the plan at this time (see attached email).
 - 2. Burlington Fire Department responded that they would like to have flight approach/takeoff paths to be as open as possible and that they would prefer Option B (see attached email).
- I. Should the Planning Commission take action to approve the submitted request, the following conditions are provided for the commission's consideration:
 - 1. Development shall follow one of the two Concept Development Plan options (one building #4 or two buildings #4A and 4B) and the corresponding plan sheets dated 7/24/20.
 - 2. The following uses, as identified in the I-1 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including rugs, linen supply and industrial laundry services.
 - b. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services.
 - c. Detective and protective services.
 - d. Equipment (light) rental and leasing services including automobiles and trucks, and sales of tractor trailers and other commercial trucks and trailers.
 - e. Truck stops.
 - f. Recycling centers.
 - g. Fire stations or fire related or protective services including rescue services.
 - h. Auto repair facilities, repair for tractor trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking.
 - i. Commercial parking facilities and commercial recreational parking facilities.
 - j. Landscape contracting, grounds keeping, and wholesale nurseries.
 - k. Sexually oriented business.

- I. Crematoriums.
3. Sidewalks shall be provided along both sides of all proposed streets.
4. The development shall follow the requirements in Section 3166 “Cemeteries” of the Boone County Zoning Regulations relative to the existing cemetery on the property.
5. Each lot shall be allowed one (1) monument sign that is consistent with the Concept Development Plan dated 7/24/20.
6. Building design shall follow the Architectural Design Review Requirements, Numbers 5, 6, and 7, as contained in the Houston-Donaldson Study – 2013, and reviewed as part of any Site Plan submittal.
7. All signage, other than entry development signage and individual lot signage, shall meet the requirements of Article 34 of the Boone County Zoning Regulations.
8. Provide a public street connection between the future extension of “Street B” to the south property line of the site.
9. Identify the extension of Wright Boulevard into the site, connecting it to the proposed internal street system.
10. Provide a consistent design for Street A, having at least 3 lanes (2 driving lanes and a center turn lane).
11. An applicant for a Site Plan or Tenant Finish Permit shall prepare trip generation figures for the proposal to ensure that the trips generated by all tenants in the proposed buildings combined are equal to, or less than, the trip generation determined in the Traffic Impact Study that is approved by the Kentucky Transportation Cabinet.
12. All off-site road improvements shall be constructed as part of the first phase of the development construction.
13. Any requirements not addressed in this application shall meet the standards set forth within the Boone County Zoning Regulations and the Boone County Subdivision Regulations.

CONCLUSION

- A. The request for the proposed zoning map amendment needs to be evaluated by the Boone County Planning Commission and Boone Fiscal Court in terms of Kentucky Revised Statute (KRS) 100.213, Articles 3 and 15 of the Boone County Zoning Regulations, the appropriate planning documents noted herein, and the potential impacts on existing and planned uses in the area.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "M. Schwartz", enclosed within a hand-drawn oval.

Michael D. Schwartz
Planner

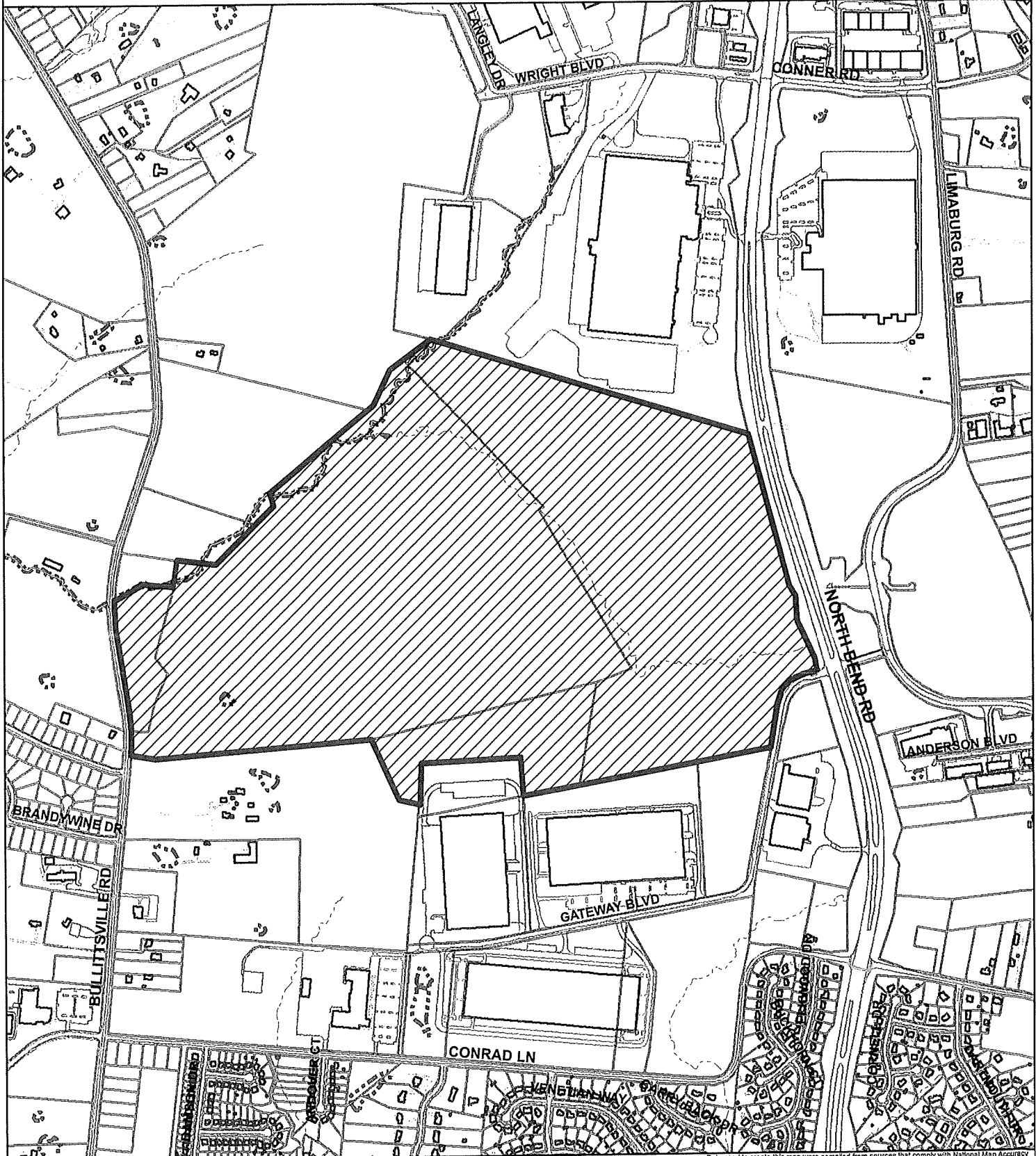
MDS/ss

Attachments:

- *Vicinity Map
- *Aerial Map
- *Topographical Map
- *Zoning Map
- *2040 Future Land Use Map
- *Noise Contour Map
- *Application
- *Additional Narrative
- *Traffic Impact Study Findings
- *Kentucky Transportation Cabinet Email (7/7/20)
- *Concept Plan
- *Hebron Fire Department Email (8/7/20)
- *Burlington Fire Department Email (8/11/20)

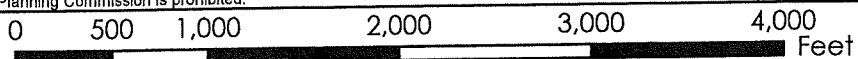
Vicinity Map

www.boonecountygis.com

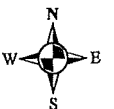


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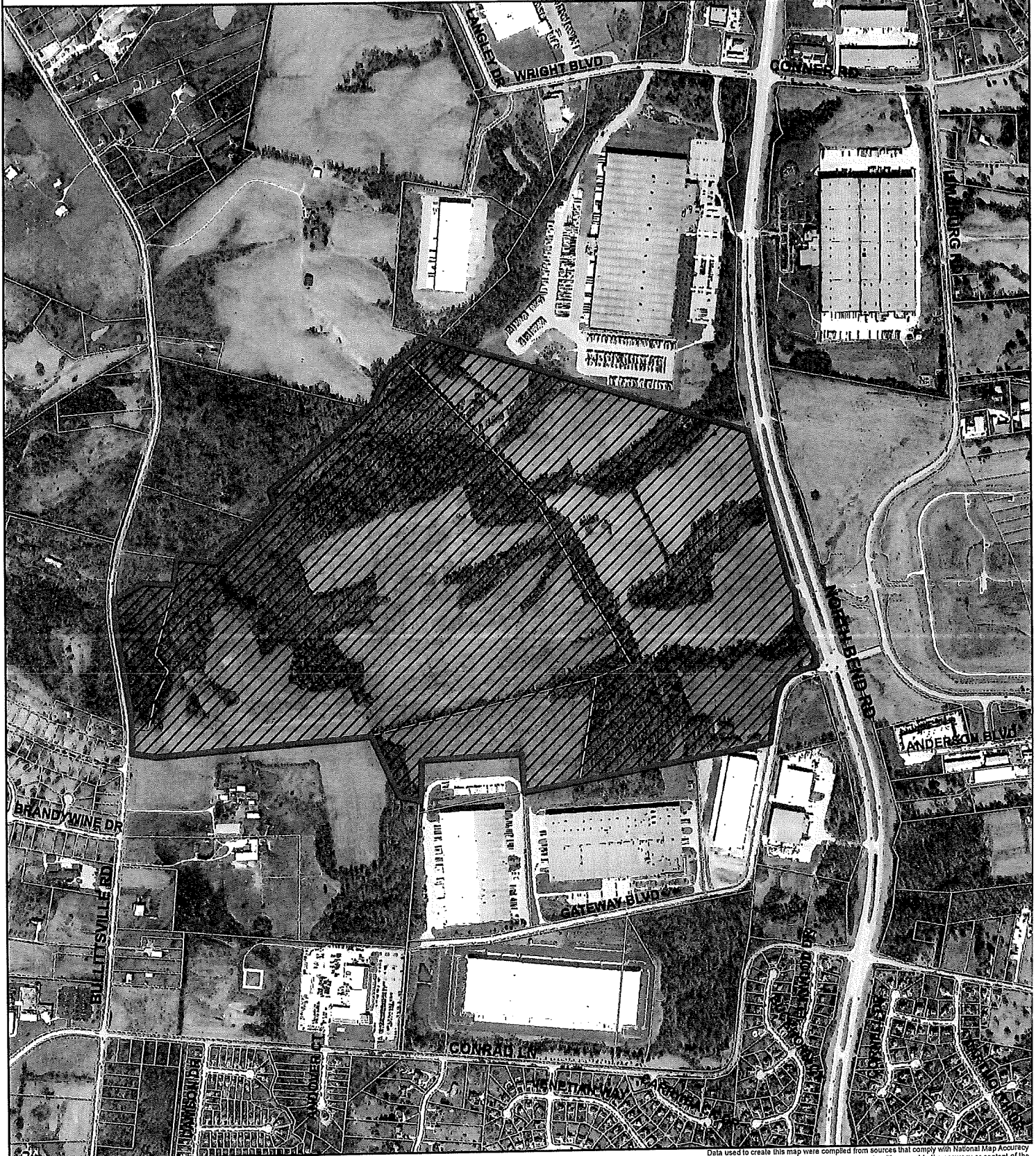
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Map Created: 01/01/2018

Boone County GIS
ArcMap Document: *.mxd

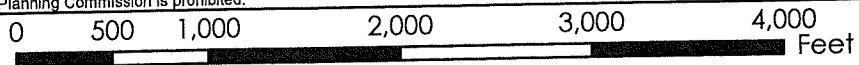
Aerial Map

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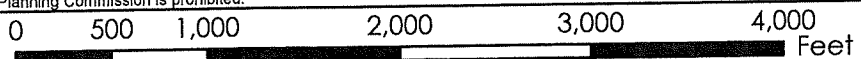
Topographical Map

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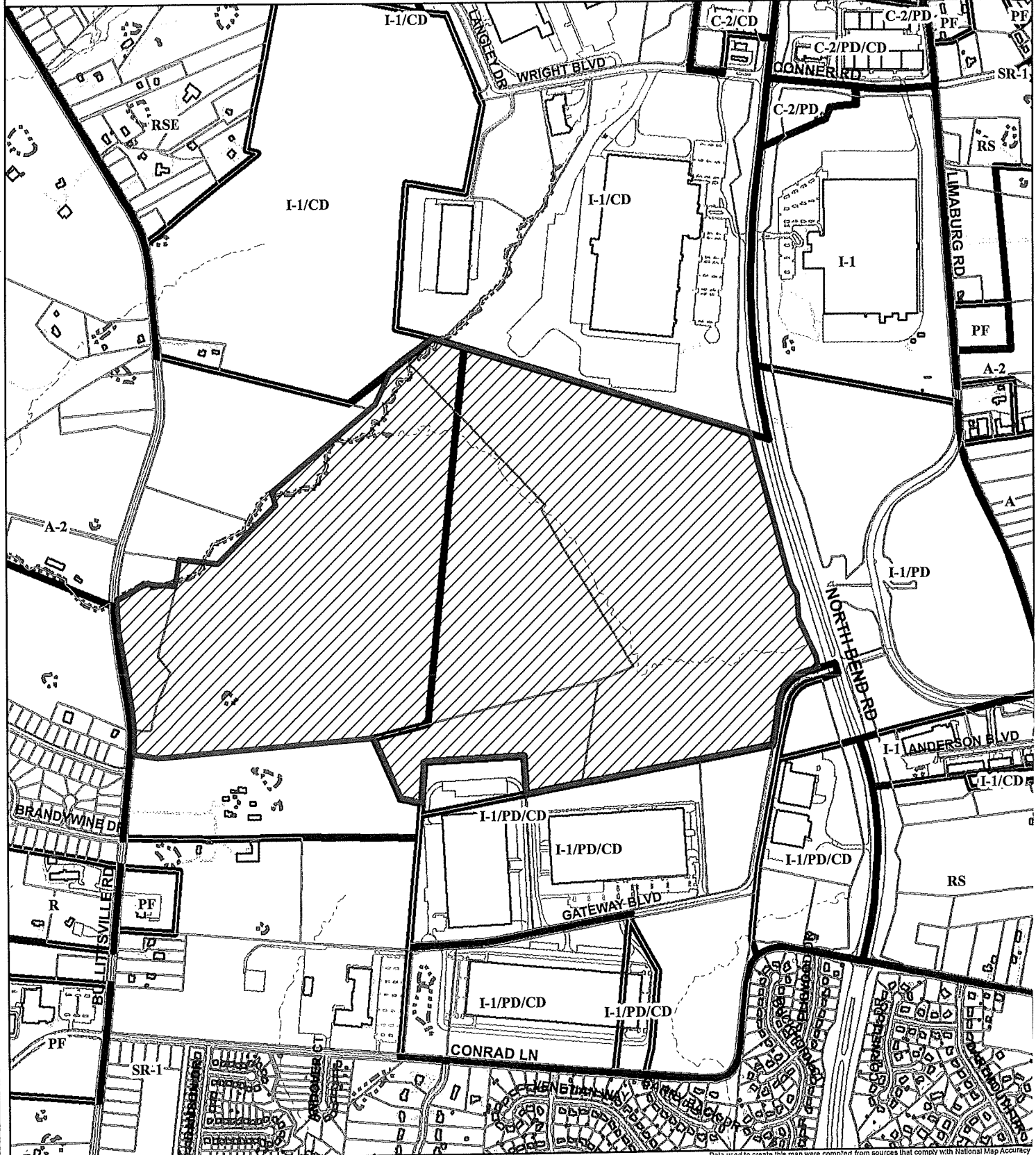
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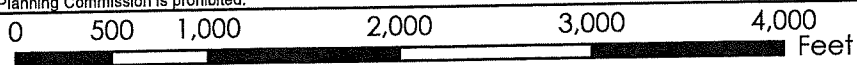
Zoning Map

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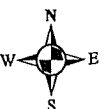
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Boone

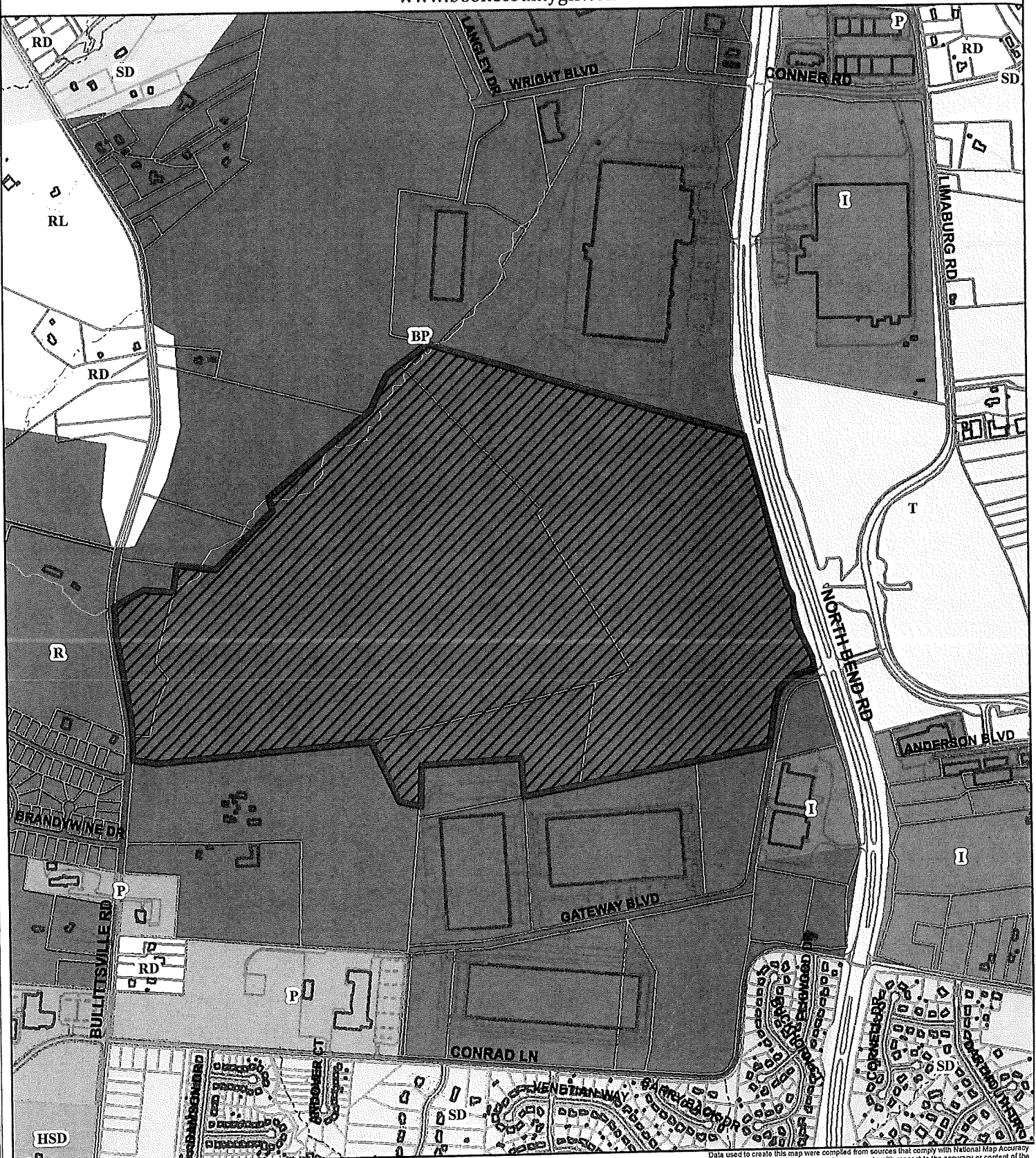


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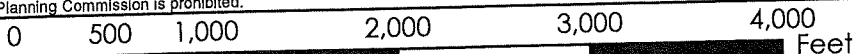
2040 Future Land Use Map

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1 inch = 1,000 feet



Boone County GIS - Putting Northern Kentucky on the Map

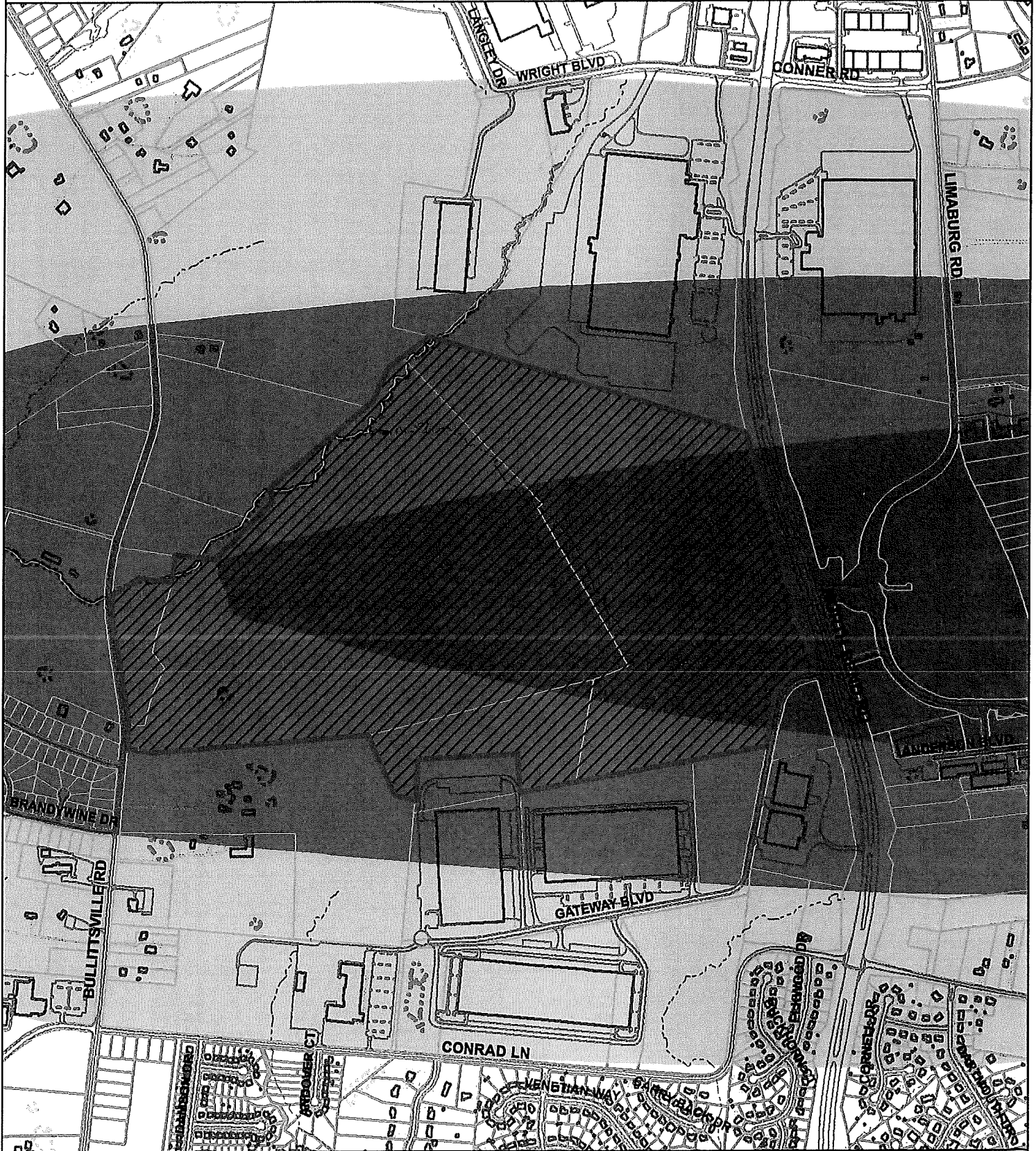


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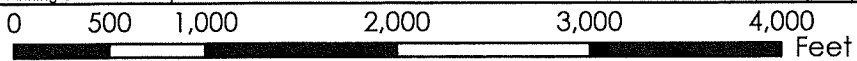
Noise Contour Map

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12. 602 27 2019
Deed Book Page Number Group Number

13. Have you had a pre-application meeting with the BCPC staff: Yes No

14. Have you submitted a Concept Development Plan: Yes No

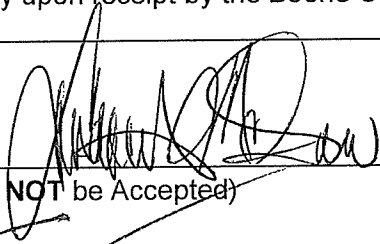
15. Have you met or discussed your proposed development with any of the following organizations/agencies (check all that apply):

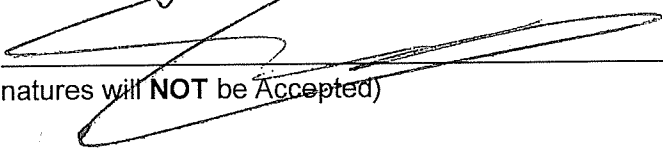
- | | |
|--|---|
| <input type="checkbox"/> Boone County Building Department | <input type="checkbox"/> Local Fire District |
| <input checked="" type="checkbox"/> Boone County Public Works Department | <input type="checkbox"/> Local School District |
| <input checked="" type="checkbox"/> Boone County Water District | <input type="checkbox"/> Northern Kentucky Health Department |
| <input type="checkbox"/> Cincinnati Bell | <input type="checkbox"/> Owen Cooperative Electric, Inc. |
| <input checked="" type="checkbox"/> Cincinnati/Northern Kentucky International Airport (Kentucky Airport Zoning Commission for height restrictions near the airport) | <input type="checkbox"/> Sanitation District No. 1 |
| <input checked="" type="checkbox"/> Duke Energy | <input type="checkbox"/> USDA NRCS/Boone County Conservation District |
| <input type="checkbox"/> Florence Public Services Department | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Kentucky Division of Water | |
| <input checked="" type="checkbox"/> Kentucky Transportation Cabinet | |

16. Concept Development Plan Jurisdiction/Location (check all that apply):
 Unincorporated Boone Florence Walton Union

17. Waiver of 60 Day Time Requirement by Originator for Final Planning Commission Action:

In accordance with the provisions of KRS 100.211, the applicant(s) and property owner(s) or originator(s) hereby waive the 60 day time limit for the Boone County Planning Commission to take final action on my (our) Zoning Map Amendment/Concept Development Plan application. This time limit waiver is considered effective immediately upon receipt by the Boone County Planning Commission and expires on 1/31/2021

ORIGINAL Property Owner's Signature: 
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

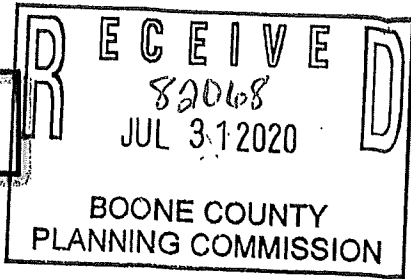
ORIGINAL Applicant's Signature: 
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

Fee Calculation

\$2,000.00 - Flat Fee
\$ 250.00 - Legal Ad
\$ 66.00 - CLUR
\$3,324.42 - Acreage
(\$20 x 166.221)
= \$5,640.42 (Total Fee)

**CONCEPT DEVELOPMENT PLAN
BOONE COUNTY PLANNING COMMISSION**

Seven (7) copies of submitted drawings are required



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

SECTION A: (To be completed by applicant)

1. Type of review (check one):
 - Concept Development Plan (includes Utilization of an Underlying Zone in a Planned Development)
 - Change in an Approved Concept Development Plan
 - Long Range Planning Committee Review (as stated in the Houston-Donaldson Study)
 - Long Range Planning Committee Review (as stated in the Union Town Plan)
 - Zone Change Committee Review of previously approved Concept Development Plan Conditions or Zoning Map Amendment Conditions
 - Zoning Administrator Review (as stated in the Central Florence Strategic Plan, An Update of the Parkway Corridor Study)
 - Zoning Administrator Review (as stated in the Mall Road District Study)
2. Name of Project: Airpark Logistics 237
3. Location of Project: Northbend Road (KY 237) near Gateway Boulevard
4. Total Acreage of Project: 274.702 acres (total) and 166.221 acres (concept development plan)
5. Current Zoning of Property: I-1/PD
6. Date of previous zoning map amendment or Approved Concept Development Plan (if applicable): _____
7. Is the site subject to a specialized Land Use Study approved by the Boone County Planning Commission Yes No
If yes, indicate the name of the study: _____
8. Proposed Use(s) (specify each use):
Option A - Industrial Use - 8 buildings; Option B - Industrial Use 9 Buildings (some I-1 uses to be removed - see narrative)
Commercial Use - 1 building (proposed to be either fueling station/convenient store or retail center) (Building 1D)
See concept plan for individual and total building square footages - (requesting maximum of 2,600,000 sf)
9. Proposed Building Intensities (specify for each building):
Proposed Max Intensity for Total Site = 2,600,000 sf / 274.702 = 9,465 sf/acre
10. Have you submitted a Concept Development Plan: Yes No
11. Are you applying for any of the following (check all that apply):
 Conditional Use Permit Variance
12. Current Owner: Kenton County Airport Board

Address: PO Box 752000

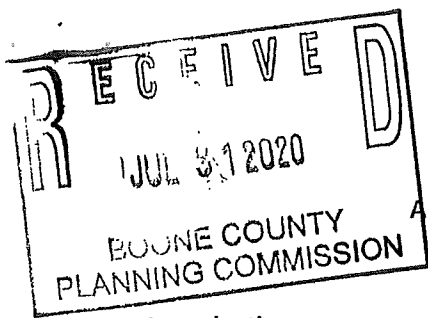
Cincinnati OH 45275
City State Zip Code

Phone Number: n/a Fax Number: n/a

Email: phegedus@cvgairport.com

13. Applicant: Paul Hemmer Company

Address: 226 Grandview Drive



Additional Narrative Information for Airpark Logistics 237

Boone County, Kentucky

Introduction:

Paul Hemmer Company has been a construction leader in the Greater Cincinnati region since 1921. Paul Hemmer Company is a premier provider of construction services in the medical, distribution, manufacturing, office, retail, and institutional markets throughout the region.

The applicant is proposing to develop approximately 274 acres, of vacant land along Northbend Road (KY 237) in Boone County, currently owned by the Kenton County Airport Board. The parcel is generally located along the west side of Northbend Road, just north of Gateway Boulevard. The applicant is proposing two conceptual designs for the site. Option A includes one fueling station/commercial center, and eight industrial use buildings of varying size. Option B includes one fueling station/commercial center, and nine industrial use buildings of varying size. In addition, Option A and Option B have slightly different road circulation designs. As part of this application, the developer is requesting a maximum building square footage of 2.6 million sf which is equivalent to approximately 9,465 sf/acre. Legal descriptions and a full list of adjoining property owners are being submitted as part of this application.

The existing site is in two zones. A portion of the site, approximately 166 acres, is currently zoned I-1/PD. The remaining portion of the site, approximately 108 acres, is zoned A-2. Based on the current zoning, we are submitting two applications for the project. The first is for a zoning map amendment on the 106-acre portion of the site. Through this zoning map amendment, it is requested that the zoning be amended to I-1/PD. In addition, we are submitting a concept development plan for the existing portion of the property currently zoned as I-1/PD. These two applications are proposed to allow Hemmer to construct a mix of commercial uses and industrial uses on the property, as shown on the concept plan. It should be noted that, as part of the development agreement with CVG, there are certain permitted uses within the I-1 zone that are being removed. The proposed uses to be removed include number 25, 26, 28, 38, and 42-49 as listed in Section 1131 of the Current Boone County Zoning Regulations.

Relationship of Proposed Zone Change with Comprehensive Plan:

The zone change request is to amend 108 acres of the 274-acre site from A-2 to I-1/PD to match the zone of the remaining 166-acres. The 108-acre portion of this site is bounded to the north with an I-1/CD zone and to the east with a I-1/PD zone. According to the 2040 Future Land Use Map, the 274-acre site, plus the surrounding parcels to the north, south, and east are designated for Business Park use. **Our Boone County – Plan 2040** defines Business Park (BP) as “a mix of office warehouse, research, office, and light industrial uses in a park-like, office campus setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation facilities, consistent architectural and signage theme, extensive landscaped areas, and attractive entrance treatment.”

The 274-acre site is located within the HEBRON area identified in **Our Boone County – Plan 2040**. The plan recommends that this area be development “in a Business Park manner on the acreage fronting on KY 237.” The conceptual plan for Airpark Logistics 237 meets the criteria of a Business Park use and is consistent with the surrounding I-1/PD zones. The mixed-use development includes both commercial and light industrial uses. Airpark Logistics 237 will be oriented to front on Northbend Road (KY 237) with

large landscaped berms. The development includes pedestrian connections along the internal road system with connections to the existing sidewalks along Gateway Boulevard. The development will also include a common area/open space with a picnic shelter for employees/pedestrians.

Plan 2040 also recommends that consideration be given to the types of development in this area due to the impacts of aviation noise. The plan states, "A substantial land area is located in the east-west flight path, extending west of KY 237 to Bullittsville Road, and is suitable for Business Park development."

Airpark Logistics 237 is a suitable fit for this site and is consistent with the I-1/PD zone. Plan 2040 expresses the importance of commercial, industrial, and business park development within Boone County as a driver of the local economy; specifically, in areas surrounding CVG. The plan states, "The presence and expansion of the Cincinnati/Northern Kentucky International Airport has had both a local and a regional economic impact. Furthermore, the decision by CVG to allow for development of its land surrounding the airport for aviation and non-aviation related uses is adding to the regional economic impact."

Traffic:

A Traffic Impact Study (TIS), meeting KYTC requirements was completed and approved for the site. We have attached a copy of this approved study to the application. Per the TIS recommendations, a new intersection along KY 237 is being proposed. This intersection will be signalized and will provide turn lane improvements on KY 237 as required by KYTC. It should be noted that no improvements are recommended on Gateway Boulevard for this project.

Construction Schedule/Phasing:

Please refer to the attached Construction Phasing Plan for approximate construction schedule.

Article 15: Planned Development District (PD) Criteria:

1. Mixed Use Development and Pedestrian Orientation: The proposed Airpark Logistics 237 is a mixed-use "Business Park" development which includes several buildings with both commercial and industrial uses. Airpark Logistics 237 is within close proximity to CVG and other similar industrial/commercial Business Park developments. While most of the site will be reserved for industrial uses, the corner lot by the entrance off of Northbend Road (KY 237) will be reserved for commercial use; specifically, a fueling station with convenience store or a retail strip center. Per Article 15, the PD allows and encourages this mix of uses.

The smaller commercial and industrial buildings will be oriented to front on Northbend Road (KY 237) and includes large setbacks with landscaped berms. The larger industrial buildings are located to the rear of the property with appropriate landscaping and greenspace. The development includes pedestrian connections along the internal road system with connections to the existing sidewalks along Gateway Boulevard. The development will also include a common area/open space with a picnic shelter for employees/pedestrians. **Our Boone County – Plan 2040** recommends future development at this site be mixed-use while also considering the aviation noise from the nearby runway.

2. Compatibility of Uses: The proposed Airpark Logistics 237 is compatible with the surrounding I-1/PD and I-1/CD uses. The property is within the noise contours of CVG which makes this site ideal for commercial and industrial use.
3. Open Space: Airpark Logistics 237 includes multiple mixed-use buildings with appropriate landscaping and greenspace between buildings. The complex will also include a common area/open space with a picnic shelter for employees/pedestrians.
4. Multi-Modal Transportation System: The proposed development includes pedestrian connections along the internal road system with connections to the existing sidewalks along Gateway Boulevard. In addition, the conceptual design includes vehicular access to Northbend Road (KY 237) and Gateway Boulevard. The design also includes future vehicular connections to Toyota to the north of the site and to Bullittsville Road to the west.
5. Preservation of Existing Site Features: The heavily wooded area within the northwest quadrant of the site and along Bullittsville Road will be preserved. Additionally, small pockets of wooded areas and stream corridors will be preserved as shown on the concept plan.
6. Landscaping: Planting plans for the streetscape, monument signs, street trees, buffer yards, vehicular use areas, and buildings will follow CVG landscape guidelines/requirements and Boone County Zoning Ordinance Article 36. When a discrepancy occurs the CVG planting guidelines/requirement will prevail. The development will have naturalistic landscape berms similar to the Toyota development along KY 237. The landscape berms will provide streetscaping for KY 237 and mitigate the viewshed from the roadway into the development. The CVG guidelines/requirements primarily impact the selection of plant species and spacing to minimize bird habitat and reduce risk of airplane bird strikes. This does limit the use of many plants but does not inhibit the ability to create an aesthetically pleasing landscape. The development will work with CVG's wildlife biologist to create detailed planting plans. Existing vegetation will be preserved as dictated by the topography and stream zones.
7. Architecture: Please refer to the attached conceptual architectural renderings provided by the Applicant.
8. See response to #7 above.
9. Historic and Prehistoric Features: Please refer to the attached information regarding the ongoing required NEPA process.
10. Signage: Please refer to the attached signage package/rendering information provided by the applicant.
11. Transportation Connections and Entry Points: The conceptual design includes vehicular access to Northbend Road (KY 237) and Gateway Boulevard. The design also includes future vehicular connections to Toyota to the north of the site and to Bullittsville Road to the west.

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.~~

P

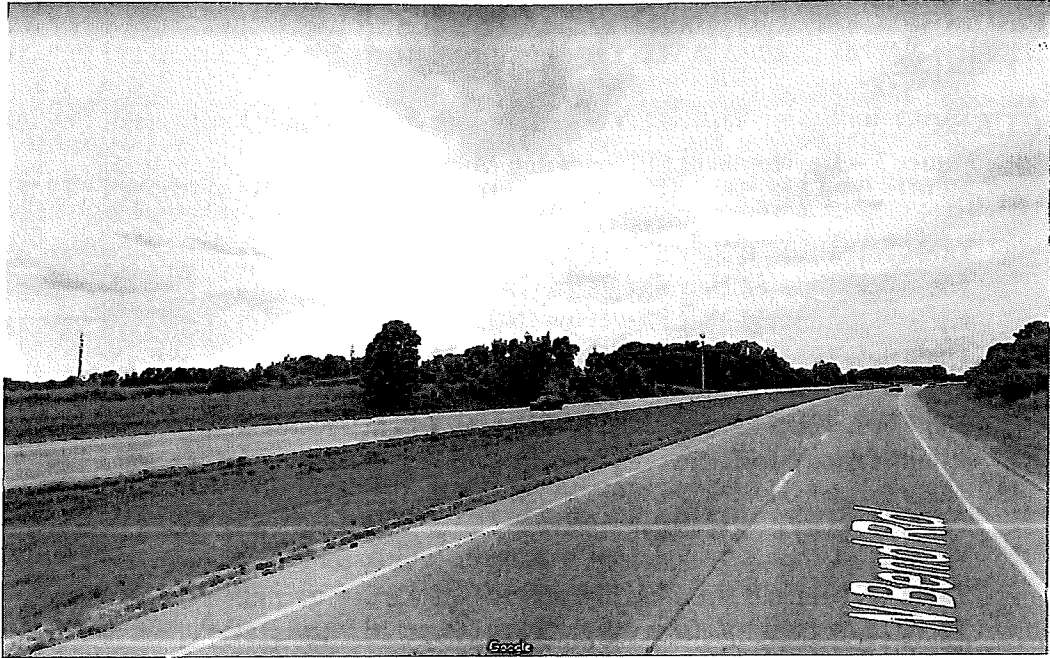
Ongoing NEPA Assessment

An Environmental Assessment (EA) is being prepared in accordance with the National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) guidelines. Any potentially significant environmental impacts will be identified, and appropriate mitigation measures will be documented if necessary in the EA. The FAA is the Lead Federal Agency that will review the EA and make a determination if a Finding of No Significant Impact (FONSI) is warranted. This investigation includes not only the potential impacts typical of a permit from the US Army Corp of Engineers, such as endangered species, historical and archaeological, but also includes potential impacts such as traffic and air quality.

Specifically, the project has one potentially eligible historic site. Located at this site was at least one historic farmstead dating to the early and middle 1800s. There is a potential for other residential structures at the historic site area. Cultural resource surveys are continuing per the requirements under Section 106 of the National Historic Preservation Act as determined through consultation with the State Historic Preservation Office. This project is not part of an existing Historic District.

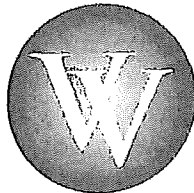
TRAFFIC IMPACT STUDY BUSINESS PARK DEVELOPMENT

KY-237 (North Bend Rd), Boone County, Kentucky



Prepared for:

Kenton County Airport Board
77 Comair Boulevard
Erlanger, Kentucky 41018



VIOX & VIOX

Civil Engineers, Surveyors, and Landscape Architects

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Prepared By: Jon Girdler, PE
Revised: January 18, 2018

6 FINDINGS

Level of Service

The LOS characteristics of all 2018, 2019, 2020, 2021, and 2031 Build and No-Build scenarios for the AM and PM time periods are reported in Section 5. Unsignalized intersections are not assigned an “intersection” level of service, but are evaluated for each approach. Section 4 references the qualifying criterion for signalized and unsignalized intersections. An LOS summary is provided below for each signalized intersection. The LOS of the intersections range from A - F (8.7 – 146.9 seconds). As is indicated by the results, auxiliary left- and right-turn lanes will need to be constructed for the north and south approaches of the Proposed Road B/KY-237 intersection. Conversely, no roadway improvements will be necessary for Gateway Boulevard as a result of the connection to Proposed Road A. Proposed Road B and KY-237 will also need a traffic signal to be installed. The SYNCHRO output reported in Section 5 can be found in Appendix C.

Table 33. Intersection Summary – KY-237 & KY-20 Peak AM/PM

| Scenario | Average Control Delay (seconds/vehicle) | |
|------------------------|---|-------------|
| | AM PEAK | PM PEAK |
| 2018 Existing LOS | D (52.8 s) | E (77.1 s) |
| 2019 No-Build LOS | D (54.3 s) | F (80.8 s) |
| 2019 Build LOS | E (66.5 s) | F (90.1 s) |
| 2020 No-Build LOS | E (55.0 s) | F (82.6 s) |
| 2020 Build Phase 2 LOS | E (71.6 s) | F (95.3 s) |
| 2020 Build Phase 3 LOS | F (82.2 s) | F (104.3 s) |
| 2021 No-Build LOS | E (55.9 s) | F (84.6 s) |
| 2021 Build LOS | F (89.0 s) | F (110.6 s) |
| 2031 No-Build LOS | E (61.6 s) | F (108.6 s) |
| 2031 Build LOS | F (113.2 s) | F (146.9 s) |

As is indicated from the summary above, the KY-20 and KY-237 intersection possesses LOS D - F in the AM and PM peak period for all scenarios. The intersection falls within the LOS F range for the 2020 Build Phase 2 AM scenario, and the 2019 No-Build PM scenario.

Table 34. Intersection Summary – KY-237 & Kroger/Hebron Fire driveways Peak AM/PM

| Scenario | Average Control Delay (seconds/vehicle) | |
|------------------------|---|------------|
| | AM PEAK | PM PEAK |
| 2018 Existing LOS | B (16.2 s) | D (35.6 s) |
| 2019 No-Build LOS | B (16.5 s) | D (37.7 s) |
| 2019 Build LOS | B (18.0 s) | D (43.6 s) |
| 2020 No-Build LOS | B (16.6 s) | D (38.8 s) |
| 2020 Build Phase 2 LOS | B (18.9 s) | D (47.2 s) |
| 2020 Build Phase 3 LOS | C (20.7 s) | D (53.7 s) |
| 2021 No-Build LOS | B (16.8 s) | D (40.1 s) |
| 2021 Build LOS | C (21.8 s) | E (57.9 s) |
| 2031 No-Build LOS | B (19.0 s) | E (57.5 s) |
| 2031 Build LOS | C (27.6 s) | F (81.9 s) |

As is indicated from the summary above, the Kroger/Hebron Fire driveways and KY-237 intersection possesses LOS B - F in the AM and PM peak period for all scenarios. The intersection barely falls within the LOS F range for the 2031 Build PM scenario (by 1.9 seconds).

Table 35. Intersection Summary – KY-237 & Langley Drive/Cougar Path Peak AM/PM

| Scenario | Average Control Delay (seconds/vehicle) | |
|------------------------|---|------------|
| | AM PEAK | PM PEAK |
| 2018 Existing LOS | B (12.5 s) | C (21.4 s) |
| 2019 No-Build LOS | B (12.7 s) | C (22.3 s) |
| 2019 Build LOS | B (12.2 s) | C (22.8 s) |
| 2020 No-Build LOS | B (12.9 s) | C (22.7 s) |
| 2020 Build Phase 2 LOS | B (12.4 s) | C (23.7 s) |
| 2020 Build Phase 3 LOS | B (12.5 s) | C (24.7 s) |
| 2021 No-Build LOS | B (13.1 s) | C (23.3 s) |
| 2021 Build LOS | B (12.8 s) | C (26.2 s) |
| 2031 No-Build LOS | B (15.7 s) | C (30.1 s) |
| 2031 Build LOS | B (15.9 s) | D (43.7 s) |

As is indicated from the summary above, the Langley Drive/Cougar Path and KY-237 intersection possesses LOS B - D in the AM and PM peak period for all scenarios. The 2031 Build PM scenario falls within the middle of the LOS D range, and all scenarios are LOS D or better.

Table 36. Intersection Summary – KY-237 & Wright Boulevard/Conner Road Peak AM/PM

| Scenario | Average Control Delay (seconds/vehicle) | |
|------------------------|---|------------|
| | AM PEAK | PM PEAK |
| 2018 Existing LOS | C (20.9 s) | C (25.5 s) |
| 2019 No-Build LOS | C (21.4 s) | C (26.2 s) |
| 2019 Build LOS | C (20.5 s) | C (26.1 s) |
| 2020 No-Build LOS | C (21.7 s) | C (26.6 s) |
| 2020 Build Phase 2 LOS | C (20.9 s) | C (26.8 s) |
| 2020 Build Phase 3 LOS | C (20.9 s) | C (27.3 s) |
| 2021 No-Build LOS | C (22.0 s) | C (27.0 s) |
| 2021 Build LOS | C (21.4 s) | C (28.4 s) |
| 2031 No-Build LOS | C (26.5 s) | C (32.5 s) |
| 2031 Build LOS | C (27.6 s) | D (39.3 s) |

As is indicated from the summary above, the Wright Boulevard/Conner Road and KY-237 intersection possesses LOS C - D in the AM and PM peak period for all scenarios. The 2031 Build PM scenario is 4.3 seconds into the LOS D range, and all scenarios are LOS D or better.

Table 37. Intersection Summary – KY-237 & Proposed Road B Peak AM/PM

| Scenario | Average Control Delay (seconds/vehicle) | |
|------------------------|---|------------|
| | AM PEAK | PM PEAK |
| 2018 Existing LOS | N/A | N/A |
| 2019 No-Build LOS | N/A | N/A |
| 2019 Build LOS | N/A | N/A |
| 2020 No-Build LOS | N/A | N/A |
| 2020 Build Phase 2 LOS | A (5.1 s) | A (8.7 s) |
| 2020 Build Phase 3 LOS | A (8.7 s) | C (22.1 s) |
| 2021 No-Build LOS | N/A | N/A |
| 2021 Build LOS | B (10.7 s) | C (24.3 s) |
| 2031 No-Build LOS | N/A | N/A |
| 2031 Build LOS | B (11.6 s) | D (44.4 s) |

As is indicated from the summary above, the Proposed Road B and KY-237 intersection possesses LOS A - D in the AM and PM peak period for all Build scenarios. The 2031 Build PM scenario falls within the middle of the LOS D range, and all scenarios are LOS D or better.

Table 38. Intersection Summary – KY-237 & Gateway Boulevard Peak AM/PM

| Scenario | Average Control Delay (seconds/vehicle) | |
|------------------------|---|------------|
| | AM PEAK | PM PEAK |
| 2018 Existing LOS | B (13.6 s) | B (13.9 s) |
| 2019 No-Build LOS | B (14.1 s) | B (14.6 s) |
| 2019 Build LOS | C (21.0 s) | F (87.5 s) |
| 2020 No-Build LOS | B (14.5 s) | B (14.9 s) |
| 2020 Build Phase 2 LOS | C (21.6 s) | F (87.3 s) |
| 2020 Build Phase 3 LOS | B (18.3 s) | D (50.7 s) |
| 2021 No-Build LOS | B (14.8 s) | B (15.1 s) |
| 2021 Build LOS | C (20.4 s) | E (57.6 s) |
| 2031 No-Build LOS | B (19.7 s) | B (19.8 s) |
| 2031 Build LOS | C (28.6 s) | E (78.5 s) |

As is indicated from the summary above, the Gateway Boulevard and KY-237 intersection possesses LOS B - F in the AM and PM peak period for all scenarios. The 2019 Build PM and 2020 Build Phase 2 PM scenarios possess a LOS F in these 2 scenarios because they are the only 2 scenarios that require each development's trips to be distributed solely to their respective trip end locations. Even with an increase in trips from the 2020 Build Phase 3 scenario and beyond, the LOS is reduced below F because of the internal roadway connection that is made during Phase 3.

Table 39. Intersection Summary – KY-237 & Conrad Lane Peak AM/PM

| Scenario | Average Control Delay (seconds/vehicle) | |
|------------------------|---|------------|
| | AM PEAK | PM PEAK |
| 2018 Existing LOS | C (34.7 s) | B (19.7 s) |
| 2019 No-Build LOS | D (36.7 s) | C (20.2 s) |
| 2019 Build LOS | D (40.5 s) | C (20.5 s) |
| 2020 No-Build LOS | D (37.9 s) | C (20.5 s) |
| 2020 Build Phase 2 LOS | D (43.1 s) | C (20.9 s) |
| 2020 Build Phase 3 LOS | D (47.5 s) | C (21.2 s) |
| 2021 No-Build LOS | D (39.1 s) | C (20.8 s) |
| 2021 Build LOS | D (50.0 s) | C (21.8 s) |
| 2031 No-Build LOS | E (58.3 s) | C (24.7 s) |
| 2031 Build LOS | E (77.8 s) | C (27.1 s) |

As is indicated from the summary above, the Conrad Lane and KY-237 intersection possesses LOS C - E in the AM and PM peak period for all scenarios. The 2031 No-Build AM and 2031 Build AM scenarios are 3.3 seconds into the LOS D range, and 2.2 seconds from the LOS F range, respectively.

95th Percentile Queue Length Analysis

The following are summaries of the 95th percentile queue lengths (feet and vehicles) as reported by the SYNCHRO models for all signalized intersection approaches and side roads of KY-237 and Bullittsville Road of the 2018, 2019, 2020, 2021, and 2031 No-Build and Build scenarios for all AM and PM peak periods. The 95th percentile queue length parameter is used to evaluate the storage for turn lanes, and to determine if other measures are necessary to mitigate capacity deficiencies, if any. A “#” indicates that the volume for the 95th percentile cycle exceeds capacity. SYNCHRO simulated 2 cycles of 95th percentile traffic to account for spillover effects between cycles. A “-” symbol indicates that SYNCHRO was not required to calculate a queue length.

Table 40. 95th Percentile Queue Length (feet) Summary – KY-237 & KY-20

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| SB R | 42 (135) | 43 (142) | 44 (148) | 59 (156) | 45 (154) | 68 (164) | 82 (169) | 45 (162) | 88 (177) | 67 (#246) | 125 (#263) |
| SB T | 295 (553) | 306 (567) | 315 (583) | 435 (617) | 327 (598) | 478 (645) | 564 (667) | 337 (614) | 617 (691) | 425 (814) | 824 (930) |
| SB L | 189 (157) | 192 (160) | 196 (165) | 197 (165) | 200 (165) | 202 (165) | 202 (165) | 201 (169) | 205 (169) | #252 (200) | #265 (200) |
| WB R | 65 (60) | 63 (63) | 64 (65) | 63 (65) | 65 (68) | 64 (68) | 64 (68) | 65 (71) | 63 (71) | 69 (104) | 69 (104) |
| WB T | 162 (397) | 165 (405) | 166 (413) | 162 (413) | 168 (423) | 165 (423) | 165 (423) | 171 (430) | 166 (430) | 197 (#593) | 196 (#593) |
| WB L | 173 (#296) | 176 (#308) | 177 (#319) | 217 (#339) | 181 (#328) | 231 (#353) | 258 (#364) | 185 (#339) | 280 (#384) | 215 (#451) | #381 (#504) |
| NB R | 86 (37) | 91 (38) | 97 (41) | 108 (54) | 103 (43) | 114 (61) | 117 (72) | 108 (43) | 124 (77) | 166 (64) | 183 (107) |
| NB T | 546 (563) | 566 (577) | 586 (593) | 632 (727) | 611 (609) | 654 (796) | 665 (927) | 632 (626) | 688 (1006) | 857 (831) | 926 (#1478) |
| NB L | 195 (#696) | 197 (#710) | 200 (#730) | 204 (#853) | 204 (#747) | 211 (#906) | 211 (#1010) | 208 (#764) | 219 (#1069) | #278 (#951) | #282 (#1318) |
| EB R | 84 (72) | 85 (73) | 85 (73) | 96 (75) | 86 (75) | 109 (76) | 226 (76) | 86 (75) | 288 (78) | 95 (82) | #579 (117) |
| EB T | 307 (222) | 312 (225) | 317 (230) | 317 (230) | 323 (234) | 323 (234) | 323 (234) | 330 (237) | 326 (237) | 397 (286) | 396 (286) |
| EB L | 295 (#533) | #302 (#547) | #315 (#561) | #315 (#561) | #326 (#575) | #326 (#575) | #326 (#575) | #340 (#589) | #340 (#589) | #452 (#757) | #452 (#757) |

As is indicated above, the 95th percentile queues for all existing PM left-turning movements (except for SB L) experience spillover. Various 2031 through and left-turn movements experience spillover, as well. All other queues are within existing storage lanes.

Table 41. 95th Percentile Queue Length (feet) Summary - KY-237 & Kroger/Hebron Fire driveways

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| SB R | 12 (35) | 12 (36) | 13 (37) | 13 (41) | 13 (39) | 13 (45) | 14 (47) | 14 (41) | 14 (50) | 21 (68) | 23 (79) |
| SB T | 245 (412) | 253 (424) | 262 (435) | 374 (465) | 271 (448) | 523 (489) | 524 (507) | 281 (460) | 596 (530) | 401 (625) | 969 (735) |
| SB L | 15 (0) | 15 (0) | 15 (0) | 15 (0) | 15 (0) | 15 (0) | 15 (0) | 15 (0) | 15 (0) | 18 (0) | 15 (0) |
| WB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| WB T | 0 (11) | 0 (11) | 0 (11) | 0 (11) | 0 (11) | 0 (11) | 0 (11) | 0 (11) | 0 (11) | 0 (13) | 20 (0) |
| WB L | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| NB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| NB T | 335 (235) | 347 (241) | 360 (248) | 377 (322) | 373 (255) | 396 (360) | 404 (438) | 388 (263) | 425 (488) | 579 (354) | 658 (748) |
| NB L | 144 (#425) | 147 (#437) | 148 (#448) | 152 (#557) | 151 (#459) | 157 (#598) | 158 (#687) | 153 (#473) | 161 (#735) | 179 (#603) | 188 (#917) |
| EB R | 63 (82) | 63 (82) | 63 (84) | 70 (103) | 63 (86) | 73 (120) | 77 (134) | 64 (97) | 79 (152) | 68 (219) | 139 (280) |
| EB T | 147 (#501) | 150 (#515) | 151 (#531) | 151 (#534) | 153 (#542) | 153 (#545) | 153 (#545) | 156 (#556) | 156 (#559) | 181 (#716) | 180 (#718) |
| EB L | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |

As is indicated above, the 95th percentile queues for the existing PM EB through and NB left movements (and later scenarios) experience spillover. All other queues are within existing storage lanes.

Table 42. 95th Percentile Queue Length (feet) Summary - KY-237 & Langley Drive/Cougar Path

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| SB R | 18 (12) | 19 (13) | 19 (13) | 23 (13) | 20 (14) | 27 (14) | 32 (14) | 20 (14) | 35 (14) | 24 (21) | 53 (21) |
| SB T | 171 (565) | 177 (582) | 181 (599) | 277 (646) | 188 (619) | 318 (680) | 404 (709) | 194 (637) | 464 (746) | 272 (892) | 743 (1078) |
| SB L | 44 (29) | 45 (30) | 46 (31) | 46 (31) | 48 (31) | 48 (31) | 48 (31) | 50 (31) | 49 (31) | 114 (36) | 132 (59) |
| WB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| WB T | 157 (65) | 160 (65) | 162 (67) | 162 (67) | 166 (68) | 166 (68) | 166 (68) | 168 (67) | 168 (67) | 206 (77) | 205 (77) |
| WB L | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| NB R | 11 (0) | 12 (0) | 13 (0) | 13 (0) | 14 (0) | 14 (0) | 14 (0) | 15 (0) | 15 (0) | 26 (0) | 26 (0) |
| NB T | 379 (453) | 401 (466) | 423 (480) | 445 (653) | 448 (493) | 480 (739) | 492 (951) | 476 (506) | 529 (1084) | 835 (687) | 913 (#1708) |
| NB L | 13 (11) | 13 (11) | 14 (11) | 13 (11) | 14 (11) | 14 (11) | 14 (11) | 14 (12) | 14 (12) | 19 (13) | 19 (13) |
| EB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| EB T | 99 (326) | 101 (334) | 101 (341) | 99 (341) | 103 (350) | 100 (350) | 100 (350) | 105 (357) | 102 (357) | 126 (#503) | 122 (#500) |
| EB L | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |

As is indicated above, the 95th percentile queues for the 2031 PM NB and EB through movements experience spillover. All other queues are within existing storage lanes.

Table 43. 95th Percentile Queue Length (feet) Summary - KY-237 & Wright Boulevard/Conner Road

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| SB R | 25 (20) | 26 (21) | 27 (22) | 32 (22) | 28 (23) | 33 (23) | 35 (23) | 30 (24) | 38 (24) | 47 (40) | 64 (40) |
| SB T | 152 (493) | 156 (514) | 163 (536) | 255 (579) | 167 (556) | 293 (615) | 394 (642) | 174 (581) | 482 (694) | 248 (961) | 846 (1170) |
| SB L | 47 (29) | 48 (29) | 50 (31) | 47 (31) | 51 (31) | 48 (31) | 48 (31) | 53 (32) | 50 (32) | 80 (43) | 105 (69) |
| WB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| WB T | 126 (53) | 132 (52) | 132 (53) | 134 (53) | 137 (53) | 139 (53) | 139 (53) | 142 (53) | 144 (53) | 177 (57) | 180 (55) |
| WB L | 141 (152) | 142 (153) | 143 (155) | 143 (155) | 147 (157) | 147 (157) | 147 (157) | 148 (161) | 148 (161) | 172 (184) | 172 (184) |
| NB R | 45 (4) | 49 (5) | 52 (5) | 53 (5) | 55 (6) | 57 (6) | 58 (6) | 58 (6) | 62 (6) | 110 (13) | 113 (14) |
| NB T | 367 (324) | 387 (336) | 410 (349) | 424 (488) | 433 (362) | 455 (560) | 466 (728) | 457 (375) | 505 (843) | 798 (555) | 878 (#1474) |
| NB L | 47 (30) | 48 (32) | 50 (32) | 47 (32) | 51 (34) | 48 (34) | 48 (34) | 53 (34) | 50 (34) | 73 (46) | 104 (53) |
| EB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| EB T | 75 (85) | 75 (86) | 77 (88) | 78 (88) | 77 (87) | 78 (87) | 78 (87) | 78 (88) | 79 (88) | 85 (93) | 86 (93) |
| EB L | 140 (268) | #143 (273) | #145 (277) | #147 (277) | #154 (282) | #155 (282) | #155 (282) | #156 (288) | #158 (288) | #198 (336) | #203 (335) |

As is indicated above, the majority of the 95th percentile queues are within existing storage lanes. The 2018 No-Build AM EB left movement (and later scenarios) experience spillover, as well as the NB through movement for the 2031 Build PM scenario.

Table 44. 95th Percentile Queue Length (vehicles) Summary - KY-237 & Toyota/Levi Strauss driveways

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| WB L/R | 0 (1/0) | 0 (1/0) | 0 (1/0) | 0 (1/0) | 0 (1/0) | 0 (1/0) | 0 (1/0) | 0 (1/0) | 0 (1/0) | 1 (1/0) | 1/1 (1/0) |
| EB L/R | 0 (4) | 0 (4) | 0 (4) | 0 (6) | 0 (5) | 0 (7) | 0 (8) | 0 (5) | 0 (9) | 0 (11) | 0 (15) |

As is indicated above, the 95th percentile queue lengths (vehicles) for the driveways increase as volumes increase on KY-237.

Table 45. 95th Percentile Queue Length (feet) Summary - KY-237 & Proposed Road B

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| SB R | N/A | N/A | N/A | N/A | N/A | 18 (9) | 41 (22) | N/A | 46 (28) | N/A | 59 (47) |
| SB T | N/A | N/A | N/A | N/A | N/A | 200 (448) | 192 (#535) | N/A | 201 (#721) | N/A | #344 (#1124) |
| NB T | N/A | N/A | N/A | N/A | N/A | 211 (172) | 227 (201) | N/A | 227 (299) | N/A | 382 (493) |
| NB L | N/A | N/A | N/A | N/A | N/A | 10 (5) | 39 (21) | N/A | 42 (39) | N/A | 92 (69) |
| EB R | N/A | N/A | N/A | N/A | N/A | 15 (30) | 32 (79) | N/A | 34 (110) | N/A | 36 (205) |
| EB L | N/A | N/A | N/A | N/A | N/A | 14 (65) | 38 (#284) | N/A | 42 (#284) | N/A | 46 (#406) |

As is indicated above, the 95th percentile queue lengths for the intersection show spillover for the SB through and EB left movements for the 2020 Build - Phase 3 PM scenario. The later PM SB through movements show spillover, as well as the 2031 Build PM for the EB left movement. All other queues are within the proposed storage lanes. All of the results are presented in units of feet since the proposed intersection is controlled by a signal. It should be noted that the queues reported here are representative of the modeling described on Page 9 of the report (applies to all Build scenarios that are 2020 and beyond).

Table 46. 95th Percentile Queue Length (feet) Summary – KY-237 & Gateway Boulevard

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| SB R | 7 (0) | 8 (0) | 8 (0) | 35 (19) | 8 (0) | 35 (20) | 29 (8) | 9 (0) | 31 (12) | 15 (0) | 34 (18) |
| SB T | 126 (398) | 130 (415) | 133 (433) | 148 (480) | 137 (450) | 154 (507) | 160 (553) | 141 (470) | 164 (580) | 187 (739) | 209 (864) |
| SB L | 19 (14) | 20 (14) | 20 (14) | 23 (17) | 21 (15) | 23 (17) | 23 (17) | 21 (16) | 23 (18) | 27 (20) | 62 (20) |
| WB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| WB T | 72 (115) | 73 (118) | 74 (121) | 85 (#226) | 76 (124) | 88 (#233) | 84 (135) | 76 (127) | 89 (#168) | 94 (162) | 111 (#295) |
| WB L | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| NB R | 4 (0) | 5 (0) | 5 (0) | 5 (0) | 5 (0) | 6 (0) | 6 (0) | 5 (0) | 6 (0) | 11 (0) | 12 (0) |
| NB T | 390 (188) | 406 (195) | 421 (201) | 451 (223) | 437 (207) | 484 (233) | 560 (246) | 455 (215) | 596 (255) | 713 (303) | 983 (333) |
| NB L | 8 (3) | 8 (3) | 8 (4) | 39 (16) | 9 (4) | 40 (15) | 28 (12) | 9 (4) | 28 (12) | 11 (5) | 32 (14) |
| EB R | 0 (0) | 0 (0) | 0 (0) | 0 (92) | 0 (0) | 0 (92) | 0 (47) | 0 (0) | 0 (56) | 0 (0) | 0 (79) |
| EB T | 100 (86) | 102 (87) | 103 (88) | 166 (#655) | 105 (90) | 168 (#660) | 142 (#424) | 104 (90) | 154 (#482) | 124 (104) | #196 (#613) |
| EB L | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |

As is indicated above, the 95th percentile queue lengths for the EB through movement for the PM Build scenarios experience spillover. Additionally, the 2031 Build AM EB through movement experiences spillover. All other queues are within existing storage lanes.

Table 47. 95th Percentile Queue Length (vehicles) Summary – Gateway Boulevard & Proposed Road A

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| EB L/R | N/A | N/A | N/A | 1 (2) | N/A | 1 (3) | 1 (1) | N/A | 1 (2) | N/A | 1 (2) |
| EB R | N/A | N/A | N/A | 0 (0) | N/A | 0 (0) | 0 (0) | N/A | 0 (0) | N/A | 0 (0) |

As is indicated above, the 95th percentile queue lengths for the Proposed Road A and Gateway Boulevard intersection are significantly shorter than the storage available.

Table 48. 95th Percentile Queue Length (feet) Summary – KY-237 & Conrad Lane

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| SB R | 35 (122) | 36 (127) | 37 (133) | 39 (145) | 39 (137) | 41 (153) | 43 (161) | 39 (142) | 44 (170) | 53 (214) | 58 (270) |
| SB T | 181 (371) | 185 (383) | 188 (400) | 194 (439) | 192 (414) | 200 (470) | 210 (494) | 197 (431) | 216 (530) | 247 (676) | 273 (897) |
| SB L | 24 (33) | 25 (34) | 25 (35) | 25 (37) | 25 (36) | 25 (39) | 26 (40) | 25 (37) | 27 (42) | 30 (50) | 32 (57) |
| WB R | 41 (50) | 40 (51) | 41 (51) | 43 (51) | 42 (51) | 43 (51) | 44 (52) | 42 (50) | 45 (52) | 46 (54) | 49 (55) |
| WB T | 60 (112) | 60 (112) | 61 (115) | 61 (114) | 63 (117) | 63 (116) | 63 (115) | 63 (117) | 63 (116) | 74 (132) | 75 (130) |
| WB L | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| NB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| NB T | 437 (179) | 451 (184) | 462 (191) | 503 (201) | 475 (197) | 534 (213) | 584 (224) | 488 (204) | 611 (237) | 659 (287) | 853 (339) |
| NB L | 28 (34) | 28 (35) | 28 (36) | 28 (37) | 28 (37) | 28 (38) | 28 (39) | 29 (38) | 29 (40) | 34 (51) | 34 (54) |
| EB R | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) | - (-) |
| EB T | 116 (74) | 120 (74) | 122 (76) | 124 (76) | 126 (77) | 127 (76) | 127 (76) | 127 (78) | 128 (76) | 160 (88) | 162 (86) |
| EB L | #497 (226) | #514 (230) | #532 (233) | #580 (239) | #547 (238) | #615 (245) | #675 (251) | #565 (240) | #700 (259) | #758 (283) | #923 (303) |

As is indicated above, the 95th percentile queues for the AM EB left-turning movement for all scenarios experience spillover. All other queues are within existing storage lanes.

Table 49. 95th Percentile Queue Length (vehicles) Summary – KY-237 & Boone County Bus Lot driveway

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| EB L/R | 1 (5) | 1 (6) | 1 (6) | 1 (7) | 1 (7) | 1 (8) | 1 (8) | 1 (7) | 1 (9) | 3 (15) | 2 (17) |

As is indicated above, the 95th percentile queue lengths (vehicles) for the Bus Lot driveway increases as volumes increase on KY-237.

Table 50. 95th Percentile Queue Length (vehicles) Summary – Bullittsville Road & Fawn Drive

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| WB L/R | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 1 (0) | 0 (0) | 0 (0) | 1 (0) | 1 (0) | 1 (0) | 1 (0) |

As is indicated above, the 95th percentile queue lengths for the Fawn Drive and Bullittsville Road intersection are significantly shorter than the storage available.

Table 51. 95th Percentile Queue Length (vehicles) Summary – Bullittsville Road & Conrad Lane

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| SB L/R | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (2) | 1 (2) |
| WB L/R | 1 (1) | 1 (1) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) | 1 (2) |
| EB L/R | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) |
| NB L/R | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 1 (1) | 2 (2) | 2 (2) |

As is indicated above, the 95th percentile queue lengths for the Conrad Lane and Bullittsville Road intersection are significantly shorter than the storage available.

Table 52. 95th Percentile Queue Length (vehicles) Summary – Bullittsville Road & Park Street

| Approach & Movement | 2018 Exist. AM (PM) | 2018 No-Build AM (PM) | 2019 No-Build AM (PM) | 2019 Build AM (PM) | 2020 No-Build AM (PM) | 2020 Build Phase 2 AM (PM) | 2020 Build Phase 3 AM (PM) | 2021 No-Build AM (PM) | 2021 Build AM (PM) | 2031 No-Build AM (PM) | 2031 Build AM (PM) |
|---------------------|---------------------|-----------------------|-----------------------|--------------------|-----------------------|----------------------------|----------------------------|-----------------------|--------------------|-----------------------|--------------------|
| WB L/R | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) | 0 (0) |

As is indicated above, the 95th percentile queue lengths for the Park Street and Bullittsville Road intersection are significantly shorter than the storage available.

Exclusive Turn Lane Warrant Analysis

The following is a summary of turn lane warrant results for the intersections of Gateway Boulevard & Proposed Road A, and KY-237 & Proposed Road B. Turn lane warrant exercises were completed for the 2019, 2020, 2021, and 2031 Build scenarios of both intersections. The associated 95th percentile queues are tabulated next to the proposed turn lane storage lengths for comparison.

Table 53. Improvement Summary – Gateway Boulevard & Proposed Road A

| Design Profile | NB Left Turn Lane | Length | SB Right Turn Lane | Length |
|-----------------------|-------------------|--------|--------------------|--------|
| 2019 Build AM | Not Warranted | N/A | Not Warranted | N/A |
| 2019 Build PM | Not Warranted | N/A | Not Warranted | N/A |
| 2020 Build Phase 2 AM | Not Warranted | N/A | Not Warranted | N/A |
| 2020 Build Phase 2 PM | Not Warranted | N/A | Not Warranted | N/A |
| 2020 Build Phase 3 AM | Not Warranted | N/A | Not Warranted | N/A |
| 2020 Build Phase 3 PM | Not Warranted | N/A | Not Warranted | N/A |
| 2021 Build AM | Not Warranted | N/A | Not Warranted | N/A |
| 2021 Build PM | Not Warranted | N/A | Not Warranted | N/A |
| 2031 Build AM | Not Warranted | N/A | Not Warranted | N/A |
| 2031 Build PM | Not Warranted | N/A | Not Warranted | N/A |

Table 54. Improvement Summary – KY-237 & Proposed Road B

| Design Profile | NB Left Turn Lane | 95 th % Queue Length | Storage Length | SB Right Turn Lane | 95 th % Queue Length | Storage Length |
|-----------------------|-------------------|---------------------------------|----------------|------------------------|---------------------------------|----------------|
| 2020 Build Phase 2 AM | Warranted | 1 veh | 295' | Warranted | 0 veh | 295' |
| 2020 Build Phase 2 PM | Warranted | 1 veh | 295' | Warranted (by default) | 0 veh | 295' |
| 2020 Build Phase 3 AM | Warranted | 39' | 345' | Warranted | 41' | 545' |
| 2020 Build Phase 3 PM | Warranted | 21' | 295' | Warranted | 22' | 295' |
| 2021 Build AM | Warranted | 42' | 370' | Warranted | 46' | 595' |
| 2021 Build PM | Warranted | 39' | 295' | Warranted | 28' | 320' |
| 2031 Build AM | Warranted | 92' | 420' | Warranted | 59' | 670' |
| 2031 Build PM | Warranted | 69' | 320' | Warranted | 47' | 370' |

As is indicated above, roadway improvements are not warranted for any scenario related to the Gateway Boulevard & Proposed Road A intersection. KY-237 northbound left- and southbound right-turns are warranted for the 2020 Build Phase 2 scenarios and beyond. The median opening for Proposed Road B will be located further south than the location of the existing median opening near the Toyota/Levi Strauss driveways. The assumed trip distribution for the Build scenarios included all of Phase 1 and 2 trips going to their respective destinations, but 70% of all trips were allocated to Proposed Road B by Phase 3, with the same being assumed for Phase 4 and beyond. The turn-lane warrant and turn-lane length spreadsheets can be found in Appendix D. The tabulated lengths assume each turn lane includes a 100-foot taper.

Signal Warrant Analysis

The following is a summary of signal warrant analysis results for the new access points that will be created (Proposed Road A with Gateway Boulevard, and Proposed Road B with KY-237). Signal warrant exercises were completed for the 2019, 2020, 2021, and 2031 Build scenarios of each intersection. The intersections were evaluated according to the data that was collected, which was then projected for their respective Build scenarios. The Federal Highway Administration's *Manual on Uniform Traffic Devices for Streets and Highways, 2009 Edition* (MUTCD) details the exercises required to determine the need for a signal at a given intersection. The signal warrant analyses utilized were Warrant 1 (Eight-Hour Vehicular Volume) and Warrant 3 (Peak Hour). The MUTCD explains that Warrant 1 is intended for application of intersections where there is either a large volume of intersecting traffic entering the network (Condition A, Minimum Vehicular Volume) or where the traffic volume on the major roadway is so heavy that traffic on a minor intersecting street would suffer excessive delay or conflict in entering or crossing the major street (Condition B, Interruption of Continuous Traffic). In order for a traffic signal to be warranted, either of the following conditions must be present:

- A) The vehicles per hour given in both of the 100 percent columns of Condition A in MUTCD's Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- B) The vehicles per hour given in both of the 100 percent columns of Condition B in MUTCD's Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

Additionally, if the posted or statutory speed limit or 85th percentile speed on the major street exceeds 40 MPH, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns. Reference KYTC TC-72-106 spreadsheet for Warrant 1 calculations, which can be found in Appendix D.

Warrant 3 is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This warrant is applied when there are office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. In order for a traffic signal to be warranted, either of the following conditions must be present:

- A) A signal is warranted if all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 - 1) The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-

lane approach or 5 vehicle-hours for a two-lane approach.

- 2) The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes.
- 3) The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches; or

B) The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in the Figure 4C-3 (see Appendix D for plotted results) for the existing combination of lanes.

Table 55. Improvement Summary – Gateway Boulevard & Proposed Road A

| Design Profile | Warrant 1 Result | Warrant 3 Result | A1 (hours) | A2 (vehicles) | A3 (vehicles) | B (X,Y) |
|-----------------------|------------------|------------------|------------|---------------|---------------|-----------|
| 2019 Build AM | Not Warranted | Not Warranted | 0 | 57 | 575 | (518,57) |
| 2019 Build PM | Not Warranted | Not Warranted | 1 | 338 | 503 | (165,338) |
| 2020 Build Phase 2 AM | Not Warranted | Not Warranted | 0 | 57 | 575 | (518,57) |
| 2020 Build Phase 2 PM | Not Warranted | Not Warranted | 1 | 338 | 503 | (165,338) |
| 2020 Build Phase 3 AM | Not Warranted | Not Warranted | 0 | 35 | 409 | (374,35) |
| 2020 Build Phase 3 PM | Not Warranted | Not Warranted | 1 | 207 | 337 | (130,207) |
| 2021 Build AM | Not Warranted | Not Warranted | 0 | 40 | 451 | (411,40) |
| 2021 Build PM | Not Warranted | Not Warranted | 1 | 238 | 377 | (139,238) |
| 2031 Build AM | Not Warranted | Not Warranted | 0 | 49 | 550 | (501,49) |
| 2031 Build PM | Not Warranted | Not Warranted | 1 | 290 | 459 | (169,290) |

Table 56. Improvement Summary – KY-237 & Proposed Road B

| Design Profile | Warrant 1 Criteria | Warrant 3 Criteria | A1 (hours) | A2 (vehicles) | A3 (vehicles) | B (X,Y) (vehicles) |
|-----------------------|------------------------|------------------------|------------|---------------|---------------|--------------------|
| 2020 Build Phase 2 AM | Warranted (by default) | Not Warranted | 0 | 17 | 2639 | (2622,17) |
| 2020 Build Phase 2 PM | Warranted | Not Warranted | 2 | 99 | 2928 | (2829,99) |
| 2020 Build Phase 3 AM | Warranted (by default) | Warranted (by default) | 1 | 82 | 3009 | (2927,82) |
| 2020 Build Phase 3 PM | Warranted | Warranted | 1073 | 483 | 3292 | (2809,483) |
| 2021 Build AM | Warranted (by default) | Warranted (by default) | | | | |
| 2021 Build PM | Warranted (by default) | Warranted (by default) | | | | |
| 2031 Build AM | Warranted (by default) | Warranted (by default) | | | | |
| 2031 Build PM | Warranted (by default) | Warranted (by default) | | | | |

As is indicated above, signal installation is not warranted for any scenario related to the Gateway Boulevard & Proposed Road A intersection. The 2020 Build Phase 2 AM and PM results are included in Appendix D for reference, since that is the scenario that generates the most volumes at the Proposed Road A intersection. For the KY-237 & Proposed Road B intersection, signal installation is warranted per Warrant 1 criteria for the 2020 Build Phase 2 PM scenarios (and beyond). However, the same scenario does not meet Warrant 3 criteria. Additionally, signal installation considerations are valid per Warrant 3 for the 2020 Build Phase 3 scenario (and beyond) because eastbound left-turners possess 4 or more vehicle-hours of delay for a one lane approach (1073 vehicle-hours) during the peak hour, more than 100 vehicles are traveling eastbound (483 vehicles), and more than 650 vehicles are serviced by the Proposed Road B and KY-237 intersection (3292 vehicles). Warrant 1 and 3 worksheets can be found in Appendix D.

Traffic Control and Design Standards

Any driveway construction, including lane widths and curb return radii should be consistent with KYTC design standards.

From: Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>
Sent: Thursday, July 16, 2020 9:48 AM
To: Jon Girdler
Cc: Minckley, James A (KYTC-D06); Michelle Bollman
Subject: RE: CVG Site 7

This document suffices. The report is in compliance with our previous conceptual approval conditions.

Thanks,

Linzy Brefeld, P.E.
Transportation Engineer Supervisor
Traffic and Permits Section
Kentucky Transportation Cabinet, D6
421 Buttermilk Pike
Fort Mitchell, KY 41017
859-341-2700
Linzy.Brefeld@ky.gov

From: Jon Girdler <jgirdler@vioxinc.com>
Sent: Tuesday, July 7, 2020 5:25 PM
To: Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>
Cc: Minckley, James A (KYTC-D06) <James.Minckley@ky.gov>; Michelle Bollman <mbollman@vioxinc.com>
Subject: RE: CVG Site 7

****CAUTION** PDF attachments may contain links to malicious sites. Please contact the COT Service Desk ServiceCorrespondence@ky.gov for any assistance.**

Linzy,

Per our conversations regarding potential changes to the master development plan, the developer told us that the attached is a modified phasing scheme for CVG 7. The developer still has the intent to have exclusive entrances for Phase 1 and Phase 2, and will wait to connect the two until Phase 3, which is what the report also assumed.

If you compare the previous trips and schedule with the new one attached, there is a smaller overall building square-footage (2,511,100 SF to 2,441,090 SF). The breakdown between the original and modified phasing (with net difference) looks like this:

Phase 1 – 1,070,700 SF to 1,050,790 SF (-19,910 SF)

Phase 2 – 313,200 SF to 509,350 SF (+196,150 SF)
Phase 3 – 800,800 SF to 880,950 SF (+80,950 SF)
Phase 4 – 326,400 SF to 0 SF (-326,400 SF)

In the original phasing plan, Orange = Phase 1 + nearby BTS, Yellow = Phase 2, Magenta = Phase 3, and Green = Phase 4. Phase 4 was removed.

The signal warrant spreadsheet indicates that the higher trip total during Phase 2 pushes the 2020 Build Phase 2 PM scenario into “warranted” status (because of Warrant 3, Peak Hour per Figure 4C-3). The approved permit conditions stated the signal was going to be built with the turn lanes, which were going to be constructed during Phase 2 anyway (eventually needed for Phase 3). I have attached marked-up portions of the report that show which changes would be made, and have also attached the Phase 2 AM and PM signal warrant spreadsheets for Proposed Road B.

Will these documents suffice for the modifications to the report, or will you need anything additional (HCM sheets, turning movement exhibits, etc)?

Thanks,

Jon Girdler, P.E.
Design Engineer



T: 859.727.3293
M: 859.415.8435
jgirdler@vioxinc.com | www.vioxinc.com
466 Erlanger Road | Erlanger, KY 41018

~Celebrating 75 years of business in Greater Cincinnati~

From: Jon Girdler
Sent: Tuesday, January 28, 2020 11:53 AM
To: 'Brefeld, Linzy M (KYTC-D06)' <Linzy.Brefeld@ky.gov>
Cc: Minckley, James A (KYTC-D06) <James.Minckley@ky.gov>; Michelle Bollman <mbollman@vioxinc.com>
Subject: RE: CVG Site 7

Thanks, Linzy.

We'll keep you updated on any developments as we progress.

Jon Girdler, P.E.
Design Engineer



T: 859.727.3293

M: 859.415.8435

jgirdler@vioxinc.com | www.vioxinc.com

466 Erlanger Road | Erlanger, KY 41018

~Celebrating 75 years of business in Greater Cincinnati~

From: Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>
Sent: Tuesday, January 28, 2020 11:25 AM
To: Jon Girdler <jgirdler@vioxinc.com>
Cc: Minckley, James A (KYTC-D06) <James.Minckley@ky.gov>
Subject: FW: CVG Site 7

Jon,

The CVG Site 7 TIS (Business Park Development for KCAB) dated 1-18-2019 has been approved with the following conditions:

- Proposed Road B @ KY 237:
 - Full signalized access, the signal design and Agreement for Services will have to be approved by KYTC before an encroachment permit will be issued to the applicant.
 - Applicant will be responsible for building a NB left-turn lane and a SB right-turn lane for this entrance. The lengths must match the geometry of existing turn lanes within this section of KY 237.
 - Median relocation concept has been approved by the SHE and the work necessary to relocate this point and close the existing will be the financial responsibility of the applicant and needs to be included in the roadway plan set with the turn lanes and entrance construction.

Let me know if you have any questions.

Thanks!

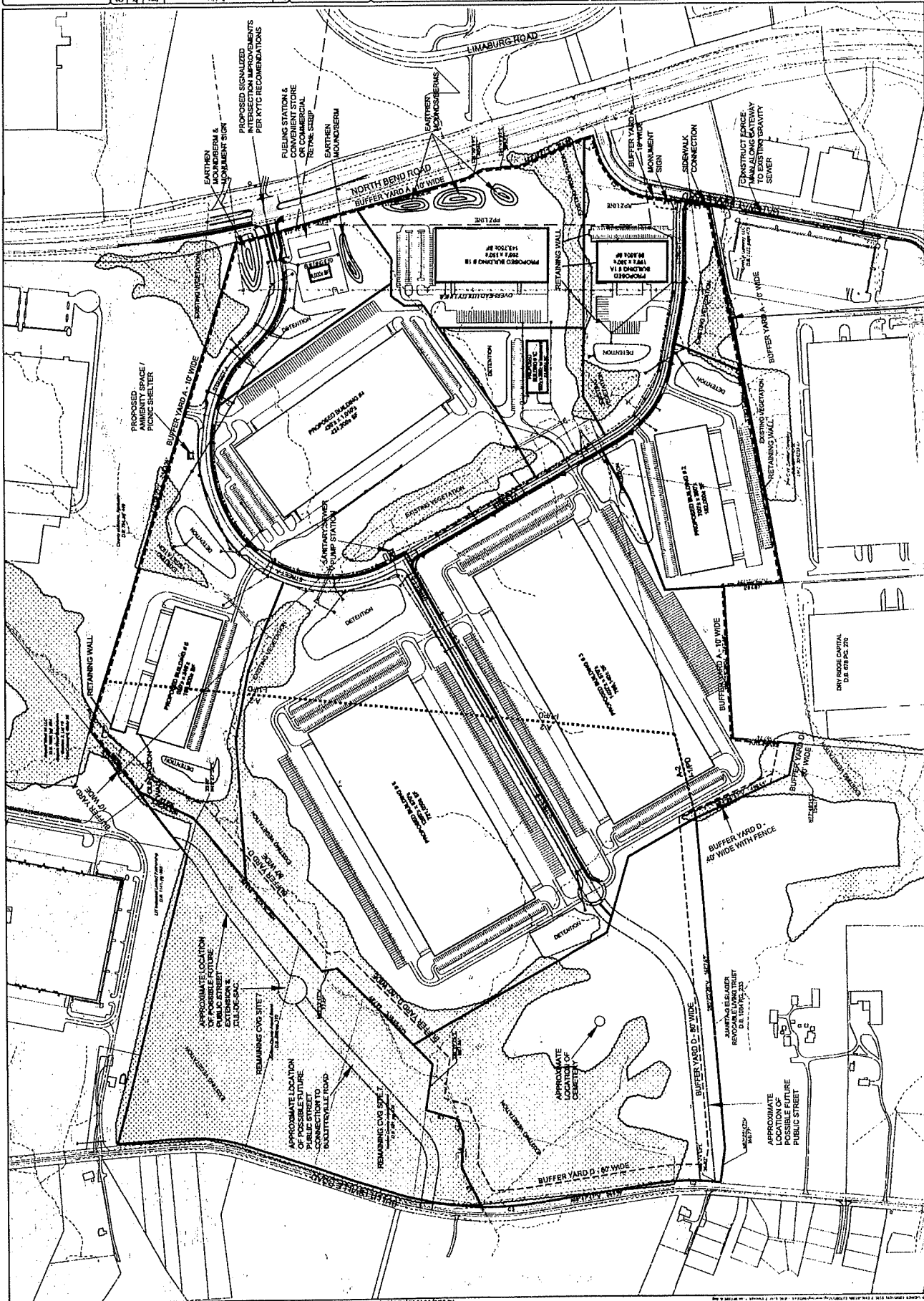
Linzy Brefeld, P.E.
Transportation Engineer Supervisor
Traffic and Permits Section
Kentucky Transportation Cabinet, D6
421 Buttermilk Pike
Fort Mitchell, KY 41017
859-341-2700
Linzy.Brefeld@ky.gov

AIRPARK LOGISTICS 237
CONCEPT PLANS OPTIONS A & B
 HERRON, BOONE COUNTY, KENTUCKY
 INDUSTRIAL PARK
 OVERALL CONCEPT & DEVELOPMENT PLAN A

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North Arrow



AIRPARK LOGISTICS 237
CONCEPT PLANS OPTIONS A & B
 HEERON, BOONE COUNTY, KENTUCKY
 INDUSTRIAL PARK
 OVERALL CONCEPT & DEVELOPMENT PLAN

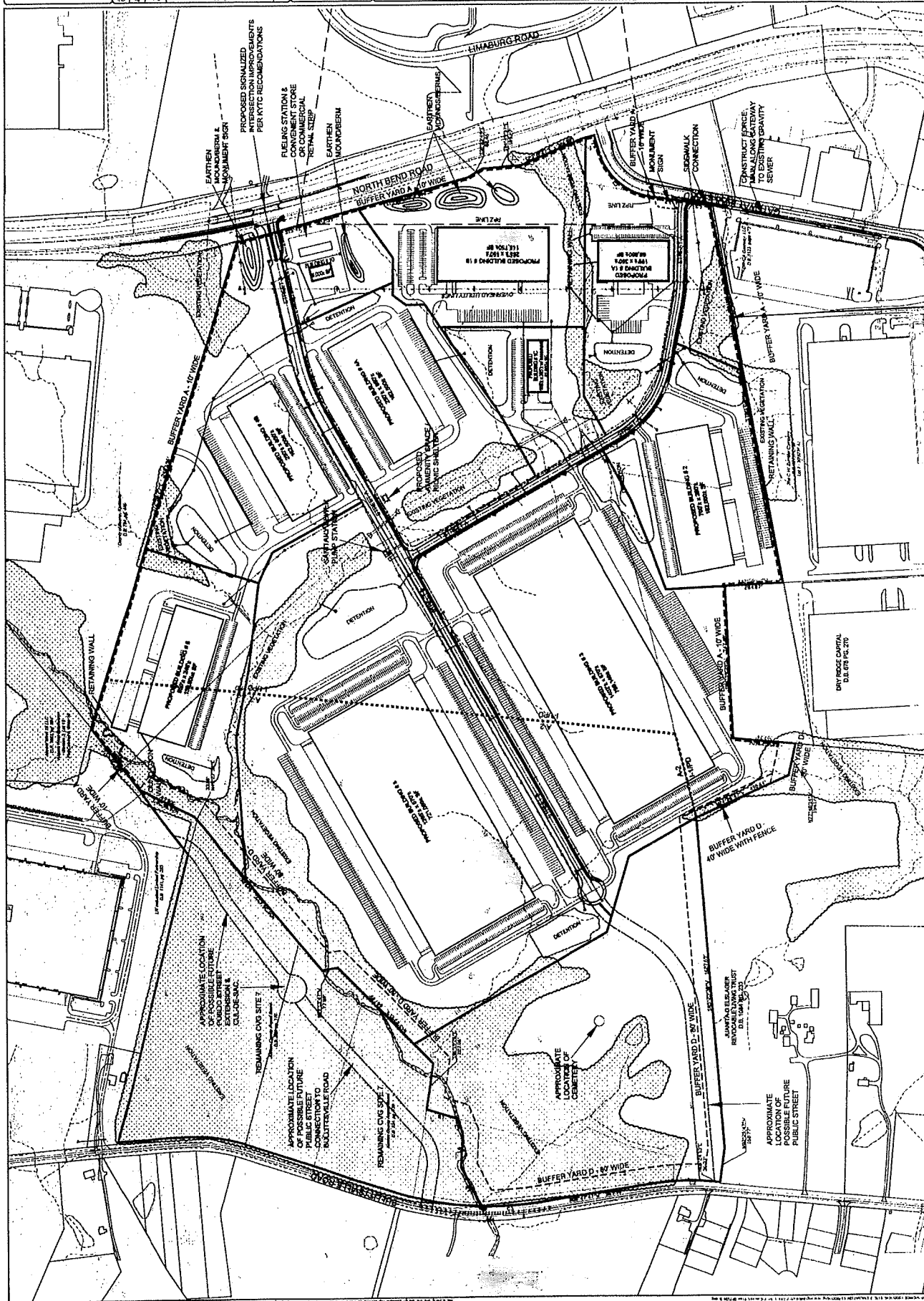
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Scale: 1" = 100'-0"

North Arrow

Grid Lines: 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000

Section: 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000



Michael Schwartz

From: Andrew Ifcic <Alfcic@hebronfire.org>
Sent: Friday, August 07, 2020 8:04 AM
To: Michael Schwartz
Subject: RE: Zoning Map Amendment for Airpark Logistics 237

EXTERNAL MESSAGE

Michael,

I have no issues with the plan at this time.

Thanks, Andy

From: Michael Schwartz <mschwartz@boonecountyky.org>
Sent: Thursday, August 6, 2020 7:55 AM
To: Matthew Webster <mwebster@boonecountyky.org>; Robert Franxman <rfranxman@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; 'jbarlow@burlingtonkyfire.org' <jbarlow@burlingtonkyfire.org>; Andrew Ifcic <Alfcic@hebronfire.org>; 'Brefeld, Linzy M (KYTC-D06)' <Linzy.Brefeld@ky.gov>; 'Brannon, Mark K (KYTC-D06)' <Mark.Brannon@ky.gov>
Subject: Zoning Map Amendment for Airpark Logistics 237

We are in receipt of the above referenced application.

If you would like to have any comments provided to the Planning Commission for their deliberations, please forward them to me no later than Wednesday, August 26, 2020.

Please note that there are two options (Option A and Option B). The difference is that Building 4 is a single building in Option A and two buildings in Option B.

Michael D. Schwartz, Planner



BOONE COUNTY
PLANNING COMMISSION

2950 Washington Street, Room 317
Burlington, Kentucky 41005
(P) 859-334-2196 (F) 859-334-2264

Michael Schwartz

From: Jeff Barlow <jbarlow@burlingtonkyfire.org>
Sent: Tuesday, August 11, 2020 4:47 PM
To: Michael Schwartz
Cc: 'Andrew Ifcic (AIfcic@hebronfire.org)'
Subject: RE: Zoning Map Amendment for Airpark Logistics 237

EXTERNAL MESSAGE

Michael,

These are my initial thoughts on the project:

1. We are in the business of planning for the worst and seems like open land would be best for the end of a runway with significant flight traffic, including numerous very large freight aircraft making daily flights. I don't know that we want development directly in-line and under a flight approach/takeoff path especially so relatively close to the runway itself, however project concept looks good overall not in flight path.
2. If given the option of plan A or plan B – the preferred would be plan B with the Building 4 separated into 2 buildings which reduces the overall fire-load risk and allows for a relatively straight access road in/out of the warehouse development which is preferred over the sweeping horseshoe bend roadway.
3. Other than that, not much to add at the zoning level from my perspective.

Mission Ready,

Chief Barlow

Jeff Barlow, EFO
Fire Chief
Burlington Fire Protection District
PO Box 479
6050 Firehouse Drive
Burlington, KY 41005
859-586-6161
859-586-6178 fax
www.burlingtonkyfire.org

Confidentiality Notice: The information contained in the email, and in any accompanying documents, constitutes confidential information, which belongs to the Burlington Fire Protection District. This information is intended only for the use of the individual or entity named above. If you are not the intended recipient of this information you are hereby notified that any disclosure, copying, distribution, or taking of any action in reliance to this information is strictly prohibited. If you have received this email in error, please notify us by calling the number listed above.

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Michael D. Schwartz, Planner



BOONE COUNTY
PLANNING COMMISSION

2950 Washington Street, Room 317
Burlington, Kentucky 41005
(P) 859-334-2196 (F) 859-334-2264

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Kim Bungler, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Don McMillian
Mrs. Katie Nolan
Mr. Kim Patton
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mr. Tom Szurlinski
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Brad Shipe

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Kevin P. Costello, AICP, Executive Director
Mr. Michael D. Schwartz, Planner
Mr. John Harney, GISP, GIS System Administrator

Chairman Rolfsen introduced the third item on the Agenda at 9:48 p.m.

ZONING MAP AMENDMENT AND CONCEPT DEVELOPMENT PLAN - Michael Schwartz, Staff

3. Request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/ Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

Staff Member, Michael Schwartz, presented the Staff Report, which included a PowerPoint presentation.

Mr. Schwartz identified the zoning changes that have taken place in the vicinity of the site including the zoning map amendment located to the north and west of the site. He stated that Wright Boulevard was extended as part of that proposal and the right-of-way of Wright Boulevard has been extended to the common property line of the sites with the intent that Wright Boulevard would be extended into the site in question.

Mr. Schwartz provided information using an aerial map, zoning map, topographical map, 2040 future land use map, noise contour map, and outside photographs.

Mr. Schwartz provided a summary of the submitted Concept Development Plan stating that two options have been submitted to include 2,600,000 square feet of space within either 9 or 10 buildings, depending on the two options, provision for an internal street system, vehicular access to North Bend Road, Gateway Boulevard, a connection to the Toyota site to the north, and a future access to Bullittsville Road. The plan also provides for new intersection improvements along North Bend Road. Mr. Schwartz stated that the plan also provides for a truck queuing lane within the development. Mr. Schwartz stated that the applicant is also proposing a consistent building scheme, two development signs, and individual lot identification signs. Mr. Schwartz stated that the applicant has submitted a narrative with their application and a traffic impact study which the Kentucky Transportation Cabinet has preliminarily reviewed.

Mr. Schwartz stated issues that should be discussed, including the vehicular extension of Wright Boulevard into the site and the provision for a vehicular connection from the site to the south.

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

Brock MacKay stated that he would be presenting on behalf of the applicant and introduced others

that were present, including Adam Hemmer, Paul Hemmer, Matt Curtain, John Curtain, Shaun Cutter, Jon Girdler, and Michelle Bollman.

Using a PowerPoint presentation, Mr. MacKay stated that the property is identified as CVG 7 and that they are not utilizing the northwest portion of CVG 7. Mr. MacKay provided an historical context to the site and how the airport authority marketed the site for industrial uses. Mr. MacKay stated that they have done a lot of preliminary work with the FAA to come up with the design of the property. Mr. MacKay stated that the site is in line with the airport's east/west runway. Mr. MacKay identified the stream that borders the northwest property line of the site. He stated that the existing character of Bullittsville Road will be maintained since they are proposing to retain the existing vegetation along the roadway. Mr. MacKay provided information as to how their proposal relates to the comprehensive plan and why their request should be approved. Mr. MacKay provided a summary of their proposal reiterating the points made by Mr. Schwartz.

Mr. MacKay stated that they were preserving the stream and drainage courses that exist. He stated that they were going to continue the berming along North Bend Road that currently exists on the Toyota site. Mr. MacKay presented the phasing of the project stating that the development would be built in three phases as well as a build to suit phase. Mr. MacKay described the street cross sections stating that the developer was requested to provide truck queuing in addition to areas provided on individual sites.

Mr. MacKay stated that the location of the Wright Boulevard extension on the adjacent property makes it difficult and cost prohibitive to extend into the site since it would need to cross the confluence of two streams. As an alternative, Wright Boulevard could be extended to the southwest, to Bullittsville Road, providing access to the remainder of CVG 7.

Mr. MacKay stated that the proposal also includes a shelter area that can be used by the employees of the development.

Mr. MacKay provided a summary of the scope of their traffic study and provided the findings of the study.

Mr. MacKay provided a summary of the environmental assessment that has been conducted.

Mr. MacKay stated that while they have submitted a detail showing one lot identification sign, they would like to discuss the possibility of having two lot identification signs in the event that a large lot/building has two tenants.

Mr. Adam Hemmer stated they have been coordinating with many agencies. He stated that their traffic impact study shows no change to the level of service of any of the major intersections. Mr. Hemmer stated that the truck queuing was in addition that provided by the individual sites. Mr. Hemmer stated that they avoided the northwest portion of their site due to the topographical issues and the regulatory issues of crossing Woolper Creek. Mr. Hemmer stated that they have done extensive research and on-site investigation relative to the location of the private cemetery, including having cadaver dogs to try and find any human remains. He stated that, to date, no human remains have been found.

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

Mr. Ensminger stated that he is concerned with the noise and how it will affect his property since he lives on the west side of Bullittsville Road, across from the site.

Mr. Reardon stated that he is speaking on behalf the adjacent property owner and that a condition was placed on them to provide a public roadway extension of Wright Boulevard through their site with the intent that Wright Boulevard would be extended to North Bend Road.

Chairman Rolfsen stated that it is his recollection that during the previous map amendment request on the adjacent property that commissioners discussion was that Wright Boulevard was to extend to North Bend Road. He stated that the proposal, as submitted, does not meet that intent. Chairman Rolfsen asked staff if his recollection is correct. Mr. Schwartz replied that the criteria in the comprehensive plan and the zoning regulations require street connectivity to adjacent properties and the submitted plan has one connection to the Toyota site through the Toyota parking lot.

Mr. Adam Hemmer stated that the location of the existing terminus of Wright Boulevard is at the worst possible location. Mr. McKay stated that it would be possible for Wright Boulevard to be extended to the southwest and a future crossing of the stream could be made at a right angle, into the site in question, just west of their last proposed building.

Mr. Costello stated that Viox and Viox are the engineers of both projects, being the Neyer project and the current site under review.

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

Mr. Bunger stated that he was on the committee for the previous map amendment and that Neyer understood the concerns of the committee and that it was not the committees determination that the roadway would cross at the confluence of two streams. He stated that all concerned parties should coordinate their efforts and provide the extension of Wright Boulevard at the proper stream crossing location.

Mr. Bunger asked if the new intersection on North Bend Road would be signalized. Mr. Schwartz replied yes, it will be signalized as the traffic impact study determined that it met the warrants for signalization.

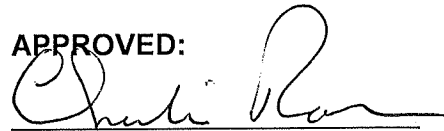
Mr. Patton stated that the commission needs to be consistent in their decisions. He stated that they took action earlier this evening requiring another developer to provide access to the Marydale property.

Chairman Rolfsen stated that he has a concern pertaining to the truck queuing lane. He stated that it could become a problem where trucks, not making deliveries to the development, will start to park in that lane. He stated that, in his experience, trucks will not just park in the truck queuing lane being provided, but will park on the street as well, outside of the truck queuing lane.

Mr. Costello stated that the proposed truck queuing lane is in addition to enhanced truck storage on the individual lots and that the issue of trucks parking within the roadway becomes a larger issue of traffic enforcement.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on September 16, 2020 at 5:00 P.M. via Live Video Teleconference. This item will be on the Agenda for the Business Meeting on October 7, 2020 at 7:00 p.m. If someone wants to observe the Committee Meeting please contact the office and provide the necessary information for logging into the meeting. The Chairman closed the Public Hearing at 10:55 p.m.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

**BOONE COUNTY PLANNING COMMISSION
VIA LIVE VIDEO TELECONFERENCE
BURLINGTON, KENTUCKY
BUSINESS MEETING
OCTOBER 7, 2020
7:00 P.M.**

Chairman Rolfsen opened the Business Meeting at 7:00 p.m. and welcomed everyone to the Planning Commission's October 7 2020 Business Meeting. The Boone County Planning Commission, pursuant to KRS 61/826, Kentucky Senate Bill 150 and OAG 20-05, is conducting its regularly scheduled meeting on Wednesday, October 7, 2020 at 7:00 p.m. via live video teleconference. This meeting format has been necessitated due to the state of emergency regarding the threats to public health presented by the novel Coronavirus (COVID-19) pandemic.

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Kim Bunger, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mr. Rick Lunnemann
Mr. Don McMillian
Mrs. Katie Nolan
Mr. Kim Patton, Vice Chairman
Mr. Charlie Rolfsen, Chairman
Mr. Brad Shipe
Mr. Tom Szurlinski
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mrs. Janet Kegley
Mr. Bob Schwenke

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. 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
Mr. John Harney, GISP, GIS Systems Administrator

APPROVAL OF THE MINUTES:

Chairman Rolfsen stated that the Commissioners received copies of the Minutes from the September 16, 2020 Business Meeting. Chairman Rolfsen asked if there were any other comments or corrections? **Mr. Patton moved to approve the Minutes as presented. Mr. Turner seconded the motion and it carried unanimously.**

BILLS:

Mr. Kevin P. Costello, AICP, Executive Director, advised the Commissioners of the **Bills to be Paid**, which included a list of **Expenses** and **Salaries and Benefits** for a time period between September 3, 2020 and October 7, 2020.

EXPENSES:

| | |
|-----------------------------------|---------------|
| Accounting Fees | \$ 3,293.56 |
| Attorney Fees | 4,000.00 |
| Auto Expense | 82.43 |
| Consultant/Professional Svcs Fees | 4,072.00 |
| Filing Fees (CLURs) | 1,100.00 |
| GIS Operations | 164.82 |
| Legal Ads/Recruitment | 195.52 |
| Miscellaneous Expense | 96.05 |
| Office & Board Meeting Supplies | 883.96 |
| Office Equipment/Expense | 376.05 |
| Postage Expense | 866.35 |
| Printing/Pub/Dues/Subscriptions | <u>755.59</u> |

TOTAL: \$15,886.33

SALARIES AND BENEFITS:

| | |
|---------------------------|-----------------|
| FICA-BCPC Portion | \$ 7,783.95 |
| Health/Dental/Life/LTD | 14,191.97 |
| Retirement – BCPC Portion | 20,434.65 |
| Salaries – Staff Expenses | 106,600.68 |
| Salaries – BCBOA | 175.00 |
| Salaries – BCPC | <u>1,225.00</u> |
| Salaries – FBOA | |

TOTAL: \$150,411.25

GRAND TOTAL: \$166,297.58

Mr. McMillian moved that the bills (expenses and salaries and benefits) be approved and paid as presented and indicated approval of those items, which have been previously paid. Mr. Patton seconded the motion and it carried unanimously.

ZONING TEXT AMENDMENTS – Lori Heilman, Chairwoman, Michael Schwartz and Kevin Wall, Staff

1. Request of the **City of Florence** to consider a series of Zoning Text Amendments to Articles 9, 16, 23, 31, and 40 of the **Boone County Zoning Regulations** to: (1) define "short term rental"; (2) allow "short term rentals" in the residential, Employment Planned Development/Residential Planned Development (EPD/RPD), and Florence Main Street Zoning Study (FMS) zones; and (3) add supplementary performance standards for "short term rentals". The request is to hear and evaluate comments on proposed Zoning Text Amendments and how they affect the current **Boone County Comprehensive Plan** and **Boone County Zoning Regulations**.

Staff Member, Michael Schwartz, read the Committee Report, which recommended approval based upon Findings of Fact (see Committee Report). He gave a summary of the Findings of Fact. Mr. Schwartz noted the Committee voted unanimously to approve the request with all members of the Technical/Design Review Committee voting in favor of the request.

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

Seeing no one, Chairman Rolfsen asked if there was a motion to take action? Mrs. Heilman first stated that there is a provision towards the end of the regulations which states that each short term rental facility has to post that parties are prohibited. The City doesn't want parties but there is no definition provided. This most likely can be handled through the City's noise ordinance and not the zoning regulation. She expressed a concern about citing an owner for having a party under the zoning ordinance. There is no prohibition of parties in the zoning regulations. It only advertises that there are no parties allowed. There is a disconnect. The risk is that if someone was cited by the zoning ordinance, there is really no prohibition for having a party because the zoning regulations don't define it. That could be an issue before the Code Enforcement Board. It is uncertain if it will ever happen. One way to deal with it is to strike the language and have the City deal with it in their program. On the whole, the proposed regulations achieve the purpose of regulating the use.

Chairman Rolfsen stated that if the activity occurs, then law enforcement will have the only authority to address it? Mrs. Heilman stated there is no provision in the zoning regulations that says you can't have a party even though the owner is made to say it in an advertisement.

Mr. Kevin P. Costello, AICP, stated that the intent of the regulations is to simply post the short term rental rules on the property and then let the City enforce the rule through its noise or nuisance ordinance. Mr. Schwartz noted that at the Committee Meeting, Mr. Josh Hunt from the City of Florence stated that they would enforce it in a very different way possibly by revoking the business license and bypassing the Code Enforcement Board.

Mr. Dale Wilson stated that Mr. Hunt at the Committee Meeting emphasized that this issue would not be enforced through zoning but rather through the business licensing process.

Mrs. Heilman moved to approve the Zoning Text Amendments by Resolution to the City of Florence based upon the Committee Report and subject to the Findings of Fact. Mr. Szurlinski seconded the motion. The motion passed unanimously.

ZONING MAP AMENDMENT – Rick Lunnemann, Chairman, Todd Morgan, Staff

2. Request of **Bruce Krone - Eichel & Krone Co., L.P.A. (applicant)** for **Decastro Management LLC (owner)** for a Zoning Map Amendment from Suburban Residential One (SR-1) to Commercial Services (C-3) for a 2.735 acre site located on the west side of Hopeful Church Road and approximately 30 feet north of the Hopeful Church Road/Chancellor Court intersection (6136 Hopeful Church Road), Boone County, Kentucky (annexation into the City of Florence pending). The request is for a zone change to allow an expansion of an existing automobile dealership.

Staff Member, Todd Morgan, read the Committee Report, which recommended approval based upon Findings of Fact and Conditions (see Committee Report). He gave a summary of the Findings of Fact. Mr. Morgan noted the Committee voted unanimously to approve the request with Mr. Bunger, Mrs. Kegley, Mr. Lunnemann, Mr. Patton and Mr. Shipe voting in favor of the request. Mr. Morgan showed the revised Concept Development Plan that was presented to the Zone Change Committee. He described the changes, which include the reduction of parking spaces to 209 and the buffer area was increased to a maximum of 110.93 feet. That area is located closest to the neighbors. The storm water and landscaping plans were revised. It included more trees to be preserved. There was also a revised lighting plan submitted. It shows 15 foot high poles with a 2.5 foot high base.

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

Mr. Rob Sweet, McBride, Dale, Clarion, representing the applicant, stated that the proposed changes to the plan address all the concerns and they agree to all of the conditions.

Mr. Edward Baer, 918 Chancellor Court, stated that he wanted to thank the applicant for making the changes to the submitted plan and the buffer zone. He asked if someone from the neighborhood could join the staff, engineer and owner in doing a walk-through or assessment of the trees? Mr. Sweet responded that he feels honored that the neighbors want to walk the property but that he felt that it should be left to the professionals. They have already made some concessions and feel the work is more for a landscape architect and staff. Mr. Baer asked again about the parking of vehicle trailers on Hopeful Church Road? He expressed disappointment and noted that he provided several videos and pictures to staff. Who does he call to complain? Would it be Boone County or the City of Florence? Mr. Szurlinski responded that the phone call should be directed to PSCC and they would dispatch the appropriate agency. Mr. Baer stated it is a traffic hazard as the trailer or transporter blocks the view of people trying to get out of the subdivision. That is a safety issue. Perhaps signs could be installed to let people know the area is not a loading or unloading zone. It needs to be marked. Mr. Costello suggested that Mr. Patrick Hughes, legal counsel for the applicant and owner, discuss this matter with his client to achieve a workable solution.

Mr. Hughes responded that he would discuss the matter with the owner. The vehicle haulers don't work for the dealerships. They work for the manufacturer. He supports law enforcement if the vehicle haulers are violating ordinances.

Mr. Bob Dogge, 912 Chancellor Court, expressed a concern for the 3 ponds, especially children falling in the ponds with no protection. Another concern is to make sure which trees are on their property versus his property. Mr. Morgan stated that the trees will be examined more closely when they inspect the site.

Chairman Rolfsen asked if there was a motion to take action? **Mr. Lunnemann moved to approve the Zoning Map Amendment by Resolution to the City of Florence and the Boone County Fiscal Court (pending annexation) based upon the Committee Report and subject to the Findings of Fact and Conditions.** Mrs. Catherine Baer interrupted the motion and asked if the proposed fence could be solid? Chairman Rolfsen responded that the comment is too late at this time and it could be raised when the matter goes to the City of Florence for action. **Based upon Mr. Lunnemann's original motion, Mr. Bunger seconded the motion and it passed unanimously.**

Mrs. Katie Nolan entered the meeting at this time.

**ZONING MAP AMENDMENT AND CONCEPT DEVELOPMENT PLAN – Kim Patton,
Chairman, Michael Schwartz, Staff**

3. Request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

Staff Member, Michael Schwartz, read the Committee Report, which recommended approval based upon Findings of Fact and Conditions (see Committee Report). He gave a summary of the Findings of Fact. He also referred to several drawings while reviewing the conditions. Mr. Schwartz noted the Committee voted unanimously to approve the request.

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

Mr. Adam Hemmer, applicant, stated that his Company has been working with Staff, the Administration and with the Committee to come up with a plan that fits with the area. He is happy with the recommended Plan. He is available to answer any questions.

Chairman Rolfsen asked if there was a motion to take action? **Mr. Patton moved to approve the Zoning Map Amendment and Concept Development Plan by Resolution to the Boone County Fiscal Court based upon the Committee Report and subject to the Findings of Fact and Conditions.** Mr. Shipe seconded the motion.

Chairman Rolfsen asked the Committee Members if they were satisfied with the 2 conditions dealing with street connections? Mr. Patton responded that it is very complicated. There are environmental and legal issues. There are also federal agency review issues. The site is more complex. It is more than one single property owner against another. At the end of the day, it will be up to the Fiscal Court, the Airport and the developer. There is also one more piece of property between the site industrial sites. Mr. Bungler agreed that at the appropriate time, the County will play a key role in determining when and how the street connection will be made and funded.

Chairman asked for a vote on the original motion made by Mr. Patton and seconded by Mr. Shipe. The motion passed unanimously.

TECHNICAL/DESIGN REVIEW - Lori Heilman, Chairwoman, Michael Schwartz, Staff

4. Parkway Trails – Aero Parkway & Burlington Pike

Staff Member, Michael Schwartz, referred to a Power Point presentation. He noted when the use was previously approved, there was a requirement that the buildings and sign go through the Design Review process similar to the Houston-Donaldson Study and subject to the additional design guidelines. Mr. Schwartz showed elevations of the proposed buildings indicating earth tone building colors and materials. He also showed drawings of the proposed free-standing entrance sign. The free-standing sign has the appearance of a monument sign with landscaping added to the bottom of the sign. There will be 240 units in 8 buildings built on the site. The Site Plan has already been approved. The Technical/Design Review Committee met prior to the Business Meeting and voted unanimously to approve the request as submitted.

Mrs. Heilman moved to approve the request based upon the Technical/Design Review Committee recommendation. Ms. Gulick seconded the motion and it passed unanimously.

NEW BUSINESS:

ZONING MAP AMENDMENT FOR SPECIAL SIGN DISTRICT - Michael Schwartz, Staff

5. Request of Burlington Baptist Church (owner) for a Zoning Map Amendment for a Special Sign District for an approximate 0.29 acre site located on the southwest corner of the Washington Street (KY 18)/Jefferson Street (KY 338) intersection, Boone County, Kentucky. The request is for a Special Sign District in a Suburban Residential Two/Small Community Overlay (SR-2/SC) zone to allow an electronic message center on a freestanding sign.

ZONING MAP AMENDMENT - Michael Schwartz, Staff

6. Request of Great Development Properties Inc (applicant) for Smoky Acres LLC (owner) for a Zoning Map Amendment from Agriculture (A-1) and Agricultural Estate (A-2) to Rural Suburban Estates (RSE) for an approximate 95.93 acre site located at 9696 Camp Ernst Road, Boone County, Kentucky. The request is for a zone change to allow a subdivision for detached single family dwellings.

CHANGE IN CONCEPT DEVELOPMENT PLAN – Todd Morgan, Staff

7. Request of **Viox & Viox, Inc. (applicant)** for **Prologis LP (owner)** for a Change in Concept Development Plan in a Industrial One (I-1) zone for a 13.842 acre site located on the west side of Langley Drive, to the east of the property at 3680 Langley Drive, to the north of the property at 3720 Langley Drive, and south of the Bullock Lane cul-de-sac, Boone County, Kentucky. The request is for a Change in Concept Development Plan to allow a modification in the placement of an industrial building.

ZONING TEXT AMENDMENT - Kevin Wall, Staff

8. Request of the **City of Florence** to consider a series of Zoning Text Amendments to Articles 6, 7, 8, 9, 10, 11, 12, 20, 23, 31, and 40 of the **Boone County Zoning Regulations** to: 1.) define "household agriculture" and "household pets"; 2.) not permit household agriculture in the City of Florence; and 3.) permit the keeping of household pets as an accessory use for dwelling units in Agricultural, Recreation (R), Conservation (CONS), Residential, Commercial, Professional Office One (O-1A), Public Facilities (PF), Small Community Overlay (SC), and Florence Main Street Zoning Study (FMS) zones. The request is to hear and evaluate comments on proposed Zoning Text Amendments and how they affect the current **Boone County Comprehensive Plan** and **Boone County Zoning Regulations**.

ZONING MAP AMENDMENT – Kevin Wall, Staff

9. Request of **Nick Grammas, Grammas Investments (applicant)** for **1995 Grammas Childrens Trust (owner)** for a Zoning Map Amendment from Union Town Center (UTC) to Union Town Center/Urban Residential Two/Planned Development (UTC/UR-2/PD) for a 6.113 acre site located on the southeast corner of the US 42/Brilliance Avenue intersection, and on the north side of Mt. Zion Road between the properties at 1764 and 1808 Mt. Zion Road, and between the properties at 1816 and 1838 Mt. Zion Road, Union, Kentucky. The request is for a zone change to allow commercial, multi-family residential, and townhouse uses.


Mr. Patton moved to schedule the Public Hearings for Item #5, #6, #7 and #8 listed above on November 4, 2020 at 7:30 p.m. and Item #9 on November 18, 2020 at 7:30 p.m. Mr. Lunnemann seconded the motion and it passed unanimously.

EXECUTIVE DIRECTOR'S REPORT: No Report

CHAIRMAN'S REPORT: No Report

There being no further business to come before the Planning Commission, Mr. Patton moved to adjourn the meeting. Mr. Turner seconded the motion. The meeting was adjourned by unanimous consent at 7:57 P.M.

APPROVED



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

EXHIBIT

“B”

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Kim Patton, Chairman

DATE: October 7, 2020

RE: Request of Paul Hemmer Company (applicant) for Kenton County Airport Board (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of Paul Hemmer Company (applicant) for Kenton County Airport Board (owner) for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

REMARKS:

We, the Committee, recommend approval of the above referenced zoning map amendment and concept development plan request based on the following findings of fact and with the following conditions:

FINDINGS OF FACT:

1. The proposed I-1/PD district, along with the proposed Concept Development Plan, is consistent with the Our Boone County – Plan 2040 “2040 Future Land Use Plan” which designates the site in question for Business Park uses. The proposed I-1/PD district and associated concept development plan shows that the site will be developed in a variety of industrial, office, and commercial uses within a planned and coordinated campus like setting.
2. The proposed I-1/PD district for the western portion of the site is appropriate since 60% of the site is currently zoned I-1/PD. The proposed I-1/PD district will extend from its current boundary to the west and encompass the entirety of the area between North Bend Road and Bullittsville Road.
3. The proposed I-1/PD district and associated concept development plan is consistent with the following Our Boone County – Plan 2040 Goals and Objectives:

Boone County shall strive to achieve diversity and balance in land use while protecting natural resources and natural systems (Overall Goal A, Objective 3).

Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of neighbors and the community ((Overall Goal A, Objective 4).

Development policies shall not discriminate against any person (Demographics Goal A, Objective 1).

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).

An evaluation of environmental factors identified in this Plan will be part of any development review process (Environment Goal A, Objective 1).

Areas possessing unique environmental characteristics should be preserved, used as passive or active recreational areas, or appropriately incorporated into development design (Environment Goal A, Objective 2).

Development design shall consider natural and ecological systems, such as wildlife habitats, air, soils, and water (Environment Goal A, Objective 6).

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 Goal A, Objective 7).

Archaeology and cemetery preservation efforts shall follow permitting requirements and best practices where practical (Natural and Cultural Resources Goal C, Objective 7).

Plans for new or redeveloped commercial, industrial, institutional, and residential sites shall be reviewed and reasonable measures taken to ensure identification and protection of significant cultural resources (Natural and Cultural Resources Goal C, Objective 8).

Employment opportunities for a highly skilled and educated workforce shall be encouraged and promoted for the residents and businesses of Boone County (Economy Goal A, Objective 1).

Industries shall be promoted in suitable locations to make the county a vital part of a strong regional economy (Economy Goal A, Objective 2).

Boone County shall evaluate and promote business and economic sectors of the future and explore ways to encourage existing industry to be competitive in a regional and global economy (Economy Goal A, Objective 3).

The changing nature of the Cincinnati/Northern Kentucky International Airport (CVG) shall be recognized in order to address potential impacts and to support aviation growth for passengers and business (Economy Goal A, Objective 6).

Boone County shall seek a combination of land uses that balances revenues generated from those uses with the expenditures required to support them (Economy Goal A, Objective 8).

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).

Commercial uses shall be designed and located to coordinate with the surrounding land uses and shall have safe access and adequate parking (Economy Goal B, Objective 3).

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).

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).

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).

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).

Provisions shall be made for proper control of industrial uses that involve processes or products that could be hazardous to human life and property (Economy Goal B, Objective 8).

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).

Development of mixed use designed to lessen vehicle travel shall be encouraged (Transportation Goal A, Objective 8).

Roadway capacity shall be preserved by utilizing access management policies and guidelines (Transportation Goal B, Objective 4).

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).

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).

Transportation planning and development efforts shall provide sufficient rights-of-way for road improvements that include pedestrian and bicycle facilities separated from the

roadway for safety (Transportation Goal B, Objective 7).

New land development shall be closely coordinated with the local transportation system to assure efficiency and continuity within Boone County and with the regional multi-modal transportation system (Transportation Goal B, Objective 9).

Air quality, noise, and storm water runoff impacts from transportation improvements and the existing network shall be minimized (Transportation Goal B, Objective 10).

Traffic impact analysis should be used as a tool to address impacts to the existing transportation system (Transportation Goal C, Objective 3).

4. The proposed Concept Development Plan, except as noted under Conditions, is consistent with Our Boone County – Plan 2040, Land Use, Future Land Use Development Guidelines as it pertains to utilization of existing vegetation and topography, buffering, landscaping, stormwater management and erosion control, access management, transportation and pedestrian network, and design, signs, and cultural resource protection. The applicant's proposal provides for a unified, multi-use, development that protects the natural features of the site and does not have a negative impact on the vehicular capacity of the adjacent roadway network.
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 to mitigate foreseeable community impacts that may be created by the development. The property owner has signed a letter demonstrating agreement with these conditions.

CONDITIONS:

1. Development shall follow one of the two Concept Development Plan options (one building #4 or two buildings #4A and 4B) and the corresponding plan sheets dated 7/24/20.
2. The following principally permitted uses, as identified in the I-1 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including rugs, linen supply and industrial laundry services.
 - b. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services.
 - c. Detective and protective services.
 - d. Equipment (light) rental and leasing services including automobiles and trucks, and sales of tractor trailers and other commercial trucks and trailers.
 - e. Truck stops.
 - f. Recycling centers.
 - g. Fire stations or fire related or protective services including rescue services.

- h. Auto repair facilities, repair for tractor trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking.
 - i. Commercial parking facilities and commercial recreational parking facilities.
 - j. Landscape contracting, grounds keeping, and wholesale nurseries.
 - k. Sexually oriented business.
 - l. Crematoriums.
3. The following principally permitted uses, as identified in the O-1 district, shall be prohibited:
 - a. Funeral homes and crematoriums excluding cemeteries or mausoleums.
 - b. Sexually oriented business as defined in Article 40 and applicable standards in Article 31.
4. The following conditional use, as identified in the O-1 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including self-service.
5. The following principally permitted uses, as identified in the O-2 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including self-service.
 - b. Sexually oriented business as defined in Article 40 and applicable standards in Article 31.
6. The following conditional use, as identified in the O-2 district, shall be prohibited:
 - a. Window cleaning, disinfecting and exterminating, dwelling and building services.
7. Sidewalks shall be provided along one side of all streets if Option A is developed. Sidewalks shall be provided along both sides of Street A if Option B is developed.
8. Individual lots shall meet the intensity, lot size, frontage, height, and setback requirements of the underlying I-1 district.
9. The Zinn Cemetery purported to exist on the property has not been located after two attempts to identify the location of the cemetery including the use of cadaver dogs and investigative excavation. Should the Developer, during construction, identify the existence of a cemetery then the development shall follow the requirements in Section 3166 "Cemeteries" of the Boone County Zoning Regulations as well as consultation with the Kentucky Heritage Council and Federal Aviation Administration (FAA).
10. For those lots that have frontage along North Bend Road, building design shall follow the Architectural Design Review requirements, Numbers 5 and 6, as contained in the Houston-Donaldson Study – 2013 including the use of tilt up panels, and reviewed as part of any Site Plan submittal. Building material colors shall be consistent with the

approved Concept Development Plan.

11. For those lots that do not have frontage along North Bend Road, building design, materials, and colors shall be consistent with the approved Concept Development Plan.
12. Each lot, except for the lot containing Building 1D, shall be allowed one (1) monument sign per curb cut, that is consistent with the approved Concept Development Plan Building Sign. The lot containing Building 1D shall be allowed only one (1) monument sign that is consistent with the approved Concept Development Plan Building Sign.
13. All signage, other than entry development signage and individual lot signage, shall meet the requirements of Article 34 of the Boone County Zoning Regulations.
14. At the time that an Improvement Plan is submitted for the extension of Street B to Bullittsville Road, a public right-of-way shall be provided between Street B and the property line to its south. A financial guarantee shall be provided for the road construction within this right-of-way, per Section 305.N.9 of the Boone County Subdivision Regulations. If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.
15. Any requirements not addressed in this application shall meet the standards set forth within the Boone County Zoning Regulations and the Boone County Subdivision Regulations.
16. An applicant for a Site Plan or Tenant Finish Permit shall prepare trip generation figures for the proposal to ensure that the trips generated by all tenants in the proposed buildings combined are equal to, or less than, the trip generation determined in the Traffic Impact Study that is approved by the Kentucky Transportation Cabinet. If a Tenant Finish Permit is for the same or similar land use category as the previous tenant, submittal of trip generation figures will not be required.
17. All off-site road improvements shall be constructed as part of the first submittal of any application within the area identified as Phase 2.
18. To provide for the potential street connection(s) to the northwest of the site in question, either/both/neither of the following two options shall be provided at the time that any application is submitted for an area within Phase 3. The determination of which/both/neither options are to be implemented shall be agreed to by the property owner, the developer, and the County.
 - a. A public right-of-way shall be provided to the west of Building #5 extending between Street B and the northwest property line of the site in question. Within this right-of-way, a public street having the same design profile as Street B shall

be constructed from Street B for an approximate length of 850 feet. If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.

- b. A public right-of-way shall be provided between Street A and the right-of-way identified on the parcel to the northwest of the site in question, having an address of 2481-2497 Wright Boulevard and a PIDN of 036.00-00-077.00. Within this right-of-way, a public street having the same design profile as Wright Boulevard shall be constructed from Street A for an approximate length of 1,000 feet (Option A)/1,500 feet (Option B). If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.

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

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Kim Patton, Chairman

DATE: September 16, 2020

**ZONING MAP AMENDMENT AND CONCEPT DEVELOPMENT PLAN - Kim Patton, Chairman,
Michael Schwartz, Staff**

3. Request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/ Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

REMARKS:

We, the Committee Members were present via live video teleconference 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.

Viz Teleconference
Kim Bunger
For Project ___ Absent ___
Against Project ___
Abstain ___ Deferred

Lori Heilman (Alternate)
For Project ___ Absent ___
Against Project ___
Abstain ___ Deferred ___

Viz Teleconference
Janet Kegley
For Project ___ Absent ___
Against Project ___
Abstain ___ Deferred

Steve Turner (Alternate)
For Project ___ Absent ___
Against Project ___

Viz teleconference
Rick Lunnemann
For Project ___ Absent ___
Against Project ___
Abstain ___ Deferred

Randy Bessler (Alternate)
For Project ___ Absent ___
Against Project ___
Abstain ___ Deferred ___

Viz Teleconference
Kim Patton (Chairman)
For Project ___ Absent ___
Against Project ___
Abstain ___ Deferred

Katie Nolan (Alternate)
For Project ___ Absent ___
Against Project ___
Abstain ___ Deferred ___

Viz Teleconference
Brad Shipe
For Project ___ Absent ___
Against Project ___
Abstain ___ Deferred

Recorded Vote by Michael Schwartz,
Planner

TOTAL: 5 DEFERRED 0 FOR PROJECT 0 ABSENT
0 AGAINST PROJECT 0 ABSTAIN

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Kim Patton, Chairman

DATE: September 23, 2020

**ZONING MAP AMENDMENT AND CONCEPT DEVELOPMENT PLAN - Kim Patton, Chairman,
Michael Schwartz, Staff**

1. Request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/ Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

REMARKS:

We, the Committee Members were present via live video teleconference 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.

Viz Teleconference
Kim Bunger
For Project Absent
Against Project
Abstain Deferred

Lori Heilman (Alternate)
For Project Absent
Against Project
Abstain Deferred

Viz Teleconference
Janet Kegley
For Project Absent
Against Project
Abstain Deferred

Steve Turner (Alternate)
For Project Absent
Against Project

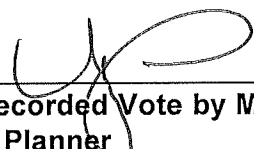
Viz Teleconference
Rick Lunnemann
For Project Absent
Against Project
Abstain Deferred

Randy Bessler (Alternate)
For Project Absent
Against Project
Abstain Deferred

Viz Teleconference
Kim Patton (Chairman)
For Project Absent
Against Project
Abstain Deferred

Katie Nolan (Alternate)
For Project Absent
Against Project
Abstain Deferred

Viz Teleconference
Brad Shipe
For Project Absent
Against Project
Abstain Deferred


Recorded Vote by Michael Schwartz,
Planner

TOTAL: DEFERRED 5 FOR PROJECT ABSENT
 AGAINST PROJECT ABSTAIN

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Kim Bungler, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Don McMillian
Mrs. Katie Nolan
Mr. Kim Patton
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mr. Tom Szurlinski
Mr. Steve Turner, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Brad Shipe

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Kevin P. Costello, AICP, Executive Director
Mr. Michael D. Schwartz, Planner
Mr. John Harney, GISP, GIS System Administrator

Chairman Rolfsen introduced the third item on the Agenda at 9:48 p.m.

ZONING MAP AMENDMENT AND CONCEPT DEVELOPMENT PLAN - Michael Schwartz, Staff

3. Request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/ Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

Staff Member, Michael Schwartz, presented the Staff Report, which included a PowerPoint presentation.

Mr. Schwartz identified the zoning changes that have taken place in the vicinity of the site including the zoning map amendment located to the north and west of the site. He stated that Wright Boulevard was extended as part of that proposal and the right-of-way of Wright Boulevard has been extended to the common property line of the sites with the intent that Wright Boulevard would be extended into the site in question.

Mr. Schwartz provided information using an aerial map, zoning map, topographical map, 2040 future land use map, noise contour map, and outside photographs.

Mr. Schwartz provided a summary of the submitted Concept Development Plan stating that two options have been submitted to include 2,600,000 square feet of space within either 9 or 10 buildings, depending on the two options, provision for an internal street system, vehicular access to North Bend Road, Gateway Boulevard, a connection to the Toyota site to the north, and a future access to Bullittsville Road. The plan also provides for new intersection improvements along North Bend Road. Mr. Schwartz stated that the plan also provides for a truck queuing lane within the development. Mr. Schwartz stated that the applicant is also proposing a consistent building scheme, two development signs, and individual lot identification signs. Mr. Schwartz stated that the applicant has submitted a narrative with their application and a traffic impact study which the Kentucky Transportation Cabinet has preliminarily reviewed.

Mr. Schwartz stated issues that should be discussed, including the vehicular extension of Wright Boulevard into the site and the provision for a vehicular connection from the site to the south.

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

Brock MacKay stated that he would be presenting on behalf of the applicant and introduced others

that were present, including Adam Hemmer, Paul Hemmer, Matt Curtain, John Curtain, Shaun Cutter, Jon Girdler, and Michelle Bollman.

Using a PowerPoint presentation, Mr. MacKay stated that the property is identified as CVG 7 and that they are not utilizing the northwest portion of CVG 7. Mr. MacKay provided an historical context to the site and how the airport authority marketed the site for industrial uses. Mr. MacKay stated that they have done a lot of preliminary work with the FAA to come up with the design of the property. Mr. MacKay stated that the site is in line with the airport's east/west runway. Mr. MacKay identified the stream that borders the northwest property line of the site. He stated that the existing character of Bullittsville Road will be maintained since they are proposing to retain the existing vegetation along the roadway. Mr. MacKay provided information as to how their proposal relates to the comprehensive plan and why their request should be approved. Mr. MacKay provided a summary of their proposal reiterating the points made by Mr. Schwartz.

Mr. MacKay stated that they were preserving the stream and drainage courses that exist. He stated that they were going to continue the berming along North Bend Road that currently exists on the Toyota site. Mr. MacKay presented the phasing of the project stating that the development would be built in three phases as well as a build to suit phase. Mr. MacKay described the street cross sections stating that the developer was requested to provide truck queuing in addition to areas provided on individual sites.

Mr. MacKay stated that the location of the Wright Boulevard extension on the adjacent property makes it difficult and cost prohibitive to extend into the site since it would need to cross the confluence of two streams. As an alternative, Wright Boulevard could be extended to the southwest, to Bullittsville Road, providing access to the remainder of CVG 7.

Mr. MacKay stated that the proposal also includes a shelter area that can be used by the employees of the development.

Mr. MacKay provided a summary of the scope of their traffic study and provided the findings of the study.

Mr. MacKay provided a summary of the environmental assessment that has been conducted.

Mr. MacKay stated that while they have submitted a detail showing one lot identification sign, they would like to discuss the possibility of having two lot identification signs in the event that a large lot/building has two tenants.

Mr. Adam Hemmer stated they have been coordinating with many agencies. He stated that their traffic impact study shows no change to the level of service of any of the major intersections. Mr. Hemmer stated that the truck queuing was in addition that provided by the individual sites. Mr. Hemmer stated that they avoided the northwest portion of their site due to the topographical issues and the regulatory issues of crossing Woolper Creek. Mr. Hemmer stated that they have done extensive research and on-site investigation relative to the location of the private cemetery, including having cadaver dogs to try and find any human remains. He stated that, to date, no human remains have been found.

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

Mr. Ensminger stated that he is concerned with the noise and how it will affect his property since he lives on the west side of Bullittsville Road, across from the site.

Mr. Reardon stated that he is speaking on behalf the adjacent property owner and that a condition was placed on them to provide a public roadway extension of Wright Boulevard through their site with the intent that Wright Boulevard would be extended to North Bend Road.

Chairman Rolfsen stated that it is his recollection that during the previous map amendment request on the adjacent property that commissioners discussion was that Wright Boulevard was to extend to North Bend Road. He stated that the proposal, as submitted, does not meet that intent. Chairman Rolfsen asked staff if his recollection is correct. Mr. Schwartz replied that the criteria in the comprehensive plan and the zoning regulations require street connectivity to adjacent properties and the submitted plan has one connection to the Toyota site through the Toyota parking lot.

Mr. Adam Hemmer stated that the location of the existing terminus of Wright Boulevard is at the worst possible location. Mr. McKay stated that it would be possible for Wright Boulevard to be extended to the southwest and a future crossing of the stream could be made at a right angle, into the site in question, just west of their last proposed building.

Mr. Costello stated that Viox and Viox are the engineers of both projects, being the Neyer project and the current site under review.

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

Mr. Bunger stated that he was on the committee for the previous map amendment and that Neyer understood the concerns of the committee and that it was not the committees determination that the roadway would cross at the confluence of two streams. He stated that all concerned parties should coordinate their efforts and provide the extension of Wright Boulevard at the proper stream crossing location.

Mr. Bunger asked if the new intersection on North Bend Road would be signalized. Mr. Schwartz replied yes, it will be signalized as the traffic impact study determined that it met the warrants for signalization.

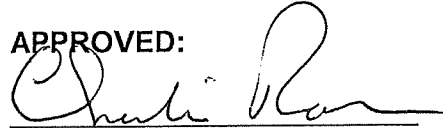
Mr. Patton stated that the commission needs to be consistent in their decisions. He stated that they took action earlier this evening requiring another developer to provide access to the Marydale property.

Chairman Rolfsen stated that he has a concern pertaining to the truck queuing lane. He stated that it could become a problem where trucks, not making deliveries to the development, will start to park in that lane. He stated that, in his experience, trucks will not just park in the truck queuing lane being provided, but will park on the street as well, outside of the truck queuing lane.

Mr. Costello stated that the proposed truck queuing lane is in addition to enhanced truck storage on the individual lots and that the issue of trucks parking within the roadway becomes a larger issue of traffic enforcement.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on September 16, 2020 at 5:00 P.M. via Live Video Teleconference. This item will be on the Agenda for the Business Meeting on October 7, 2020 at 7:00 p.m. If someone wants to observe the Committee Meeting please contact the office and provide the necessary information for logging into the meeting. The Chairman closed the Public Hearing at 10:55 p.m.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

SUPPORTING INFORMATION



VIOX & VIOX

Civil Engineers, Surveyors, and Landscape Architects

466 Erlanger Road | 215B Main Street,
Erlanger, Kentucky 41018 | Milford, Ohio 45150

Tel: 859.727.3293 | Tel: 513.576.1000
Fax: 859.727.8452

www.vioxinc.com

July 23, 2020

DESCRIPTION OF 108.481 ACRES

Located in Boone County, Kentucky, on the east side of Bullittsville Road, west of Kentucky Highway 237, and northwest of Gateway Boulevard and being all of the same property conveyed to the Kenton County Airport Board by deed recorded in Deed Book 567, page 148, and part of the same property conveyed in of Deed Book 403, page 187 and Deed Book 602, page 27, in the office of the Boone County Clerk at Burlington, Kentucky and is more particularly described as follows:

BEGINNING at a point in the east right-of-way line of Bullittsville Road, 40.00 feet as measured perpendicular to the centerline at the common corner of Kenton County Airport Board and Juanita G. Elslager Revocable Living Trust (Deed Book 1084, page 233);

THENCE with said right-of-way line for the following four courses:

1. N 05°24'13" E a distance of 36.27 feet to a point;
2. with a curve turning to the left with an arc length of 293.91 feet, a radius of 1186.00 feet, a chord bearing of N 01°41'45" W, and a chord length of 293.16 feet to a point;
3. N 08°47'47" W a distance of 569.90 feet to a point;
4. with a curve turning to the right with an arc length of 282.97 feet, a radius of 1597.70 feet, a chord bearing of N 03°43'21" W, and a chord length of 282.60 feet to a point in the center of Woolper Creek at the common corner of Kenton County Airport Board and another parcel owned by Kenton County Airport Board (Deed Book 474, page 187);

THENCE with the common line of the two parcels owned by Kenton County Airport Board for the following four courses:

1. N 62°51'22" E a distance of 218.60 feet to a point;
2. S 86°53'38" E a distance of 167.75 feet to a point;
3. N 67°36'22" E a distance of 77.10 feet to a point;
4. N 16°47'23" E a distance of 158.87 feet to a point at the common corner of Kenton County Airport Board and another parcel owned by Kenton County Airport Board (Deed Book 531, page 130);

THENCE with the common line of the two parcels owned by Kenton County Airport Board and another parcel owned by Kenton County Airport Board (Deed Book 555, page 170) for the following four courses:

1. S 81°19'26" E a distance of 227.06 feet to a point;
2. N 45°23'21" E a distance of 667.09 feet to a point;
3. N 09°13'47" W a distance of 77.22 feet to a point;



4. N 50°36'45" E a distance of 949.26 feet to a point at the common corner of Kenton County Airport Board and LTI Industrial Limited Partnership (Deed Book 1141, page 255);

THENCE with the common line of Kenton County Airport Board and LTI Industrial Limited Partnership for the following three courses:

1. N 49°27'52" E a distance of 33.00 feet to a point;
2. N 26°06'52" E a total distance of 308.68 feet to a point;
3. N 52°30'45" E a distance of 380.08 feet to a point at the common corner of Kenton County Airport Board, Airpark West 16, LLC (Deed Book 1063, page 654) and County of Boone, Kentucky;

THENCE with the common line of Kenton County Airport Board and County of Boone, Kentucky S 72°56'27" E a distance of 248.53 feet to a point;

THENCE leaving said common line and through the lands of Kenton County Airport Board for the following four courses:

1. S 05°51'53" W a distance of 482.03 feet to a point;
2. S 05°51'51" W a distance of 2342.17 feet to a point;
3. S 76°19'25" W a distance of 405.21 feet to a point;
4. S 78°17'48" W a distance of 17.49 feet to a point at the common corner of Kenton County Airport Board and Juanita G. Elslager Revocable Living Trust (Deed Book 1084, page 233);

THENCE with the common line of Kenton County Airport Board and Juanita G. Elslager Revocable Living Trust for the following four courses:

1. N 77°48'14" W a distance of 158.17 feet to a point;
2. N 24°26'47" W a distance of 498.64 feet to a point;
3. S 85°25'38" W a distance of 1627.69 feet to a point;
4. N 82°25'47" W a distance of 168.77 feet to the point of beginning containing 108.481 acres, more or less.



VIOX & VIOX
Civil Engineers, Surveyors, and Landscape Architects

466 Erlanger Road | 215B Main Street,
Erlanger, Kentucky 41018 | Milford, Ohio 45150

Tel: 859.727.3293 | Tel: 513.576.1000
Fax: 859.727.8452

www.vioxinc.com

July 23, 2020

DESCRIPTION OF 166.221 ACRES

Located in Boone County, Kentucky, on the west side of Kentucky Highway 237, the northwest side of Gateway Boulevard and east of Bullittsville Road and being part of same property conveyed to the Kenton County Airport Board by deeds recorded in Deed Book 602, page 27, 403, page 187, and all of the remaining property conveyed in Deed Book 635, page 68, in the office of the Boone County Clerk at Burlington, Kentucky and is more particularly described as follows:

BEGINNING at a point and cap stamped "797" in the west right-of-way of Kentucky Highway 237 at the common corner of Kenton County Airport Board (Deed Book 403, page 187) and County of Boone, Kentucky (Deed Book 794, page 449);

THENCE with said right-of-way line for the following seven courses:

1. S 14°28'50" E a distance of 158.75 feet to a point;
2. S 15°42'10" E a distance of 412.39 feet to a point;
3. S 15°08'16" E a distance of 606.52 feet to a point;
4. S 31°03'49" E a distance of 82.46 feet to a point;
5. S 04°49'37" E a distance of 189.27 feet to a point;
6. S 23°10'27" E a distance of 326.88 feet to a point;
7. S 14°52'48" E a distance of 62.78 feet to a point at the right-of-way intersection of Kentucky Highway 237 and Gateway Boulevard;

THENCE with the right-of-way line of Gateway Boulevard for the following four courses:

1. S 72°58'15" W a distance of 88.09 feet to a point;
2. with a curve turning to the left with an arc length of 342.36 feet, a radius of 315.00 feet, a chord bearing of S 41°50'02" W, and a chord length of 325.76 feet to a point;
3. S 07°50'04" W a distance of 200.25 feet to a point;
4. S 10°41'48" W a distance of 107.45 feet to a point at the common corner of Kenton County Airport Board and DRI/CA Gateway, LLC (Deed Book 1123, page 473);

THENCE with the common line of Kenton County Airport Board, DRI/CA Gateway, LLC and The C.W. Zumbiel Company (Deed Book 887, page 88) S 79°17'39" W a distance of 1884.15 feet to a point at the common corner of Kenton County Airport Board, Dry Ridge Capital (Deed Book 678, page 270) and Dry Ridge Capital (Deed Book 993, page 958);

THENCE with the common line of Kenton County Airport Board and Dry Ridge Capital for the following three courses:

1. N 02°59'02" W a distance of 284.87 feet to a point;
2. S 86°59'39" W a distance of 747.48 feet to a point;
3. S 05°02'51" W a distance of 307.74 feet to a point at the common corner of Kenton County Airport Board and Juanita G. Elslager Revocable Living Trust (Deed Book 1084, page 233);



THENCE with the common line of Kenton County Airport Board and Juanita G. Elslager Revocable Living Trust for the following four courses:

1. N 77°48'14" W a distance of 158.17 feet to a point;
2. N 24°26'47" W a distance of 498.64 feet to a point;

THENCE leaving said common line for the following four courses:

1. N 78°17'48" E a distance of 17.49 feet to a point;
2. N 76°19'25" E a distance of 405.21 feet to a point;
3. N 05°51'51" E a distance of 2342.17 feet to a point;
4. N 05°51'53" E a distance of 482.03 feet to a point in the common line of Kenton County Airport Board and County of Boone, Kentucky;

THENCE with said common line S 72°56'27" E a distance of 2235.43 feet the point of beginning containing 166.221 acres, more or less.



VIOX & VIOX

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July 31, 2020

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

ATTN: Kevin Wall
Director, Zoning Services

Re: CVG 7 Business Park – Traffic Impact Study update

Dear Mr. Wall:

The following items described below include changes that have been made to the site plan since submission of the traffic impact study (TIS) to KYTC on January 18, 2019 (approved on January 28, 2020). KYTC has reviewed the

- Instead of 4 phases, the development will be constructed in 3 phases. See the summary table below.
- The phase designations/locations have not been modified. However, there is more building square-footage included in Phase 2 compared to the previous version of Phase 2. See the summary table below.
- There is less overall square-footage compared to the previous version. See the summary table below.

Phasing Summary Table

| Phase | Previous Bldg SF | Modified Bldg SF | Net Difference SF |
|---------------|------------------|------------------|-------------------|
| 1 | 1,070,700 | 1,050,790 | -19,910 |
| 2 | 313,200 | 509,350 | +196,150 |
| 3 | 800,800 | 880,950 | +80,150 |
| 4 | 326,400 | 0 | -326,400 |
| Totals | 2,511,100 | 2,441,090 | -70,010 |

Previously, Phase 2 development did not warrant a signal at the KY-237 proposed access because the number of trips did not exceed the required threshold. The modified Phase 2 building square-footage now warrants a signal at the proposed access. **However, per the conditions of the TIS approval, signal construction and implementation is prescribed to occur at the same time (see attached approval conditions provided by KYTC).** KYTC requires the addition of a northbound left-turn lane (320' storage lane length with a 100' taper length) and southbound right-turn lane (570' storage lane length with a 100' taper length) on KY-237 to the full access roadway between Gateway Boulevard (south of proposed access) and the Levi Strauss/Toyota driveways (north of proposed access), and a median relocation that is located north of the proposed access and south of the Levi Strauss/Toyota driveways. Per KYTC, the TIS is conceptually approved.

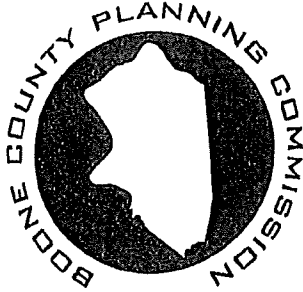


VIOX & VIOX
Civil Engineers, Surveyors, and Landscape Architects

Feel free to give me a call if you have any questions about the above items.

Respectfully Submitted,

Jon Girdler, P.E.
Design Engineer



BOONE COUNTY PLANNING COMMISSION

www.boonecountyky.org/pc
www.boonecountygis.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@boonecountyky.org

September 30, 2020

Mr. Adam Hemmer
Paul Hemmer Company
226 Grandview Drive
Fort Mitchell, Kentucky 41017

RE: Request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of **Paul Hemmer Company (applicant)** for **Kenton County Airport Board (owner)** for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

Dear Mr. Hemmer:

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 September 16, 2020 and September 23, 2020 meetings. If you, and the property owner 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, October 2, 2020.

CONDITIONS

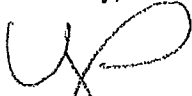
1. Development shall follow one of the two Concept Development Plan options (one building #4 or two buildings #4A and 4B) and the corresponding plan sheets dated 7/24/20.
2. The following principally permitted uses, as identified in the I-1 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including rugs, linen supply and industrial laundry services.
 - b. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services.
 - c. Detective and protective services.
 - d. Equipment (light) rental and leasing services including automobiles and trucks,

- and sales of tractor trailers and other commercial trucks and trailers.
 - e. Truck stops.
 - f. Recycling centers.
 - g. Fire stations or fire related or protective services including rescue services.
 - h. Auto repair facilities, repair for tractor trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking.
 - i. Commercial parking facilities and commercial recreational parking facilities.
 - j. Landscape contracting, grounds keeping, and wholesale nurseries.
 - k. Sexually oriented business.
 - l. Crematoriums.
3. The following principally permitted uses, as identified in the O-1 district, shall be prohibited:
- a. Funeral homes and crematoriums excluding cemeteries or mausoleums.
 - b. Sexually oriented business as defined in Article 40 and applicable standards in Article 31.
4. The following conditional use, as identified in the O-1 district, shall be prohibited:
- a. Laundering, dry cleaning and dyeing services, including self-service.
5. The following principally permitted uses, as identified in the O-2 district, shall be prohibited:
- a. Laundering, dry cleaning and dyeing services, including self-service.
 - b. Sexually oriented business as defined in Article 40 and applicable standards in Article 31.
6. The following conditional use, as identified in the O-2 district, shall be prohibited:
- a. Window cleaning, disinfecting and exterminating, dwelling and building services.
7. Sidewalks shall be provided along one side of all streets if Option A is developed. Sidewalks shall be provided along both sides of Street A if Option B is developed.
8. Individual lots shall meet the intensity, lot size, frontage, height, and setback requirements of the underlying I-1 district.
9. The Zinn Cemetery purported to exist on the property has not been located after two attempts to identify the location of the cemetery including the use of cadaver dogs and investigative excavation. Should the Developer, during construction, identify the existence of a cemetery then the development shall follow the requirements in Section 3166 "Cemeteries" of the Boone County Zoning Regulations as well as consultation with the Kentucky Heritage Council and Federal Aviation Administration (FAA).
10. For those lots that have frontage along North Bend Road, building design shall follow the Architectural Design Review requirements, Numbers 5 and 6, as contained in the Houston-Donaldson Study – 2013 including the use of tilt up panels, and reviewed as part of any Site Plan submittal. Building material colors shall be consistent with the approved Concept Development Plan.

11. For those lots that do not have frontage along North Bend Road, building design, materials, and colors shall be consistent with the approved Concept Development Plan.
12. Each lot, except for the lot containing Building 1D, shall be allowed one (1) monument sign per curb cut, that is consistent with the approved Concept Development Plan Building Sign. The lot containing Building 1D shall be allowed only one (1) monument sign that is consistent with the approved Concept Development Plan Building Sign.
13. All signage, other than entry development signage and individual lot signage, shall meet the requirements of Article 34 of the Boone County Zoning Regulations.
14. At the time that an Improvement Plan is submitted for the extension of Street B to Bullittsville Road, a public right-of-way shall be provided between Street B and the property line to its south. A financial guarantee shall be provided for the road construction within this right-of-way, per Section 305.N.9 of the Boone County Subdivision Regulations. If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.
15. Any requirements not addressed in this application shall meet the standards set forth within the Boone County Zoning Regulations and the Boone County Subdivision Regulations.
16. An applicant for a Site Plan or Tenant Finish Permit shall prepare trip generation figures for the proposal to ensure that the trips generated by all tenants in the proposed buildings combined are equal to, or less than, the trip generation determined in the Traffic Impact Study that is approved by the Kentucky Transportation Cabinet. If a Tenant Finish Permit is for the same or similar land use category as the previous tenant, submittal of trip generation figures will not be required.
17. All off-site road improvements shall be constructed as part of the first submittal of any application within the area identified as Phase 2.
18. To provide for the potential street connection(s) to the northwest of the site in question, either/both/neither of the following two options shall be provided at the time that any application is submitted for an area within Phase 3. The determination of which/both/neither options are to be implemented shall be agreed to by the property owner, the developer, and the County.
 - a. A public right-of-way shall be provided to the west of Building #5 extending between Street B and the northwest property line of the site in question. Within this right-of-way, a public street having the same design profile as Street B shall be constructed from Street B for an approximate length of 850 feet. If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.

- b. A public right-of-way shall be provided between Street A and the right-of-way identified on the parcel to the northwest of the site in question, having an address of 2481-2497 Wright Boulevard and a PIDN of 036.00-00-077.00. Within this right-of-way, a public street having the same design profile as Wright Boulevard shall be constructed from Street A for an approximate length of 1,000 feet (Option A)/1,500 feet (Option B). If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.

Sincerely,



Michael D. Schwartz
Planner


MDS/ss

AGREEMENT

We, the applicant and property owner of the approximate 274.702 acre area located between Bullittsville Road and North Bend Road, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment and Concept Development Plan.

Kenton County Airport Board (Owner)

Date



Paul Hemmer Company (Applicant)

Oct 2, 2020
Date



BOONE COUNTY PLANNING COMMISSION

www.boonecountyky.org/pc
www.boonecountygis.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@boonecountyky.org

September 30, 2020

Mr. Adam Hemmer
Paul Hemmer Company
226 Grandview Drive
Fort Mitchell, Kentucky 41017

RE: Request of Paul Hemmer Company (applicant) for Kenton County Airport Board (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request of Paul Hemmer Company (applicant) for Kenton County Airport Board (owner) for a Concept Development Plan in a Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/Gateway Boulevard intersection and immediately south of the property at 3675 North Bend Road, Boone County, Kentucky. The requests are for a zone change and a Concept Development Plan to allow industrial and commercial uses on a 274.702 total acre site that is located between Bullittsville Road and North Bend Road.

Dear Mr. Hemmer:

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 September 16, 2020 and September 23, 2020 meetings. If you, and the property owner 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, October 2, 2020.

CONDITIONS

1. Development shall follow one of the two Concept Development Plan options (one building #4 or two buildings #4A and 4B) and the corresponding plan sheets dated 7/24/20.
2. The following principally permitted uses, as identified in the I-1 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including rugs, linen supply and industrial laundry services.
 - b. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services.
 - c. Detective and protective services.
 - d. Equipment (light) rental and leasing services including automobiles and trucks,

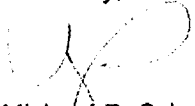
- e. and sales of tractor trailers and other commercial trucks and trailers.
 - e. Truck stops.
 - f. Recycling centers.
 - g. Fire stations or fire related or protective services including rescue services.
 - h. Auto repair facilities, repair for tractor trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking.
 - i. Commercial parking facilities and commercial recreational parking facilities.
 - j. Landscape contracting, grounds keeping, and wholesale nurseries.
 - k. Sexually oriented business.
 - l. Crematoriums.
3. The following principally permitted uses, as identified in the O-1 district, shall be prohibited:
- a. Funeral homes and crematoriums excluding cemeteries or mausoleums.
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4. The following conditional use, as identified in the O-1 district, shall be prohibited:
- a. Laundering, dry cleaning and dyeing services, including self-service.
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- a. Laundering, dry cleaning and dyeing services, including self-service.
 - b. Sexually oriented business as defined in Article 40 and applicable standards in Article 31.
6. The following conditional use, as identified in the O-2 district, shall be prohibited:
- a. Window cleaning, disinfecting and exterminating, dwelling and building services.
7. Sidewalks shall be provided along one side of all streets if Option A is developed. Sidewalks shall be provided along both sides of Street A if Option B is developed.
8. Individual lots shall meet the intensity, lot size, frontage, height, and setback requirements of the underlying I-1 district.
9. The Zinn Cemetery purported to exist on the property has not been located after two attempts to identify the location of the cemetery including the use of cadaver dogs and investigative excavation. Should the Developer, during construction, identify the existence of a cemetery then the development shall follow the requirements in Section 3166 "Cemeteries" of the Boone County Zoning Regulations as well as consultation with the Kentucky Heritage Council and Federal Aviation Administration (FAA).
10. For those lots that have frontage along North Bend Road, building design shall follow the Architectural Design Review requirements, Numbers 5 and 6, as contained in the Houston-Donaldson Study – 2013 including the use of tilt up panels, and reviewed as part of any Site Plan submittal. Building material colors shall be consistent with the approved Concept Development Plan.

11. For those lots that do not have frontage along North Bend Road, building design, materials, and colors shall be consistent with the approved Concept Development Plan.
12. Each lot, except for the lot containing Building 1D, shall be allowed one (1) monument sign per curb cut, that is consistent with the approved Concept Development Plan Building Sign. The lot containing Building 1D shall be allowed only one (1) monument sign that is consistent with the approved Concept Development Plan Building Sign.
13. All signage, other than entry development signage and individual lot signage, shall meet the requirements of Article 34 of the Boone County Zoning Regulations.
14. At the time that an Improvement Plan is submitted for the extension of Street B to Bullittsville Road, a public right-of-way shall be provided between Street B and the property line to its south. A financial guarantee shall be provided for the road construction within this right-of-way, per Section 305.N.9 of the Boone County Subdivision Regulations. If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.
15. Any requirements not addressed in this application shall meet the standards set forth within the Boone County Zoning Regulations and the Boone County Subdivision Regulations.
16. An applicant for a Site Plan or Tenant Finish Permit shall prepare trip generation figures for the proposal to ensure that the trips generated by all tenants in the proposed buildings combined are equal to, or less than, the trip generation determined in the Traffic Impact Study that is approved by the Kentucky Transportation Cabinet. If a Tenant Finish Permit is for the same or similar land use category as the previous tenant, submittal of trip generation figures will not be required.
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18. To provide for the potential street connection(s) to the northwest of the site in question, either/both/neither of the following two options shall be provided at the time that any application is submitted for an area within Phase 3. The determination of which/both/neither options are to be implemented shall be agreed to by the property owner, the developer, and the County.
 - a. A public right-of-way shall be provided to the west of Building #5 extending between Street B and the northwest property line of the site in question. Within this right-of-way, a public street having the same design profile as Street B shall be constructed from Street B for an approximate length of 850 feet. If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.

Mr. Adam Hemmer
September 30, 2020
Page 4

- b. A public right-of-way shall be provided between Street A and the right-of-way identified on the parcel to the northwest of the site in question, having an address of 2481-2497 Wright Boulevard and a PIDN of 036.00-00-077.00. Within this right-of-way, a public street having the same design profile as Wright Boulevard shall be constructed from Street A for an approximate length of 1,000 feet (Option A)/1,500 feet (Option B). If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.

Sincerely,



Michael D. Schwartz
Planner

MDS/ss

AGREEMENT

We, the applicant and property owner of the approximate 274.702 acre area located between Bullittsville Road and North Bend Road, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment and Concept Development Plan.



Kenton County Airport Board (Owner)

10/7/20

Date

Paul Hemmer Company (Applicant)

Date

20-015

ORDINANCE NO. 2020 - 26

AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT, KENTUCKY APPROVING, WITH CONDITIONS, A REQUEST OF PAUL HEMMER COMPANY (APPLICANT) FOR KENTON COUNTY AIRPORT BOARD (OWNER) FOR A ZONING MAP AMENDMENT FROM AGRICULTURAL ESTATE (A-2) TO INDUSTRIAL ONE/PLANNED DEVELOPMENT (I-1/PD) FOR A 108.481 ACRE AREA LOCATED ON THE EAST SIDE OF BULLITTSVILLE ROAD, IMMEDIATELY NORTH OF THE PROPERTY AT 5208 BULLITTSVILLE ROAD, BOONE COUNTY, KENTUCKY; AND THE REQUEST OF PAUL HEMMER COMPANY (APPLICANT) FOR KENTON COUNTY AIRPORT BOARD (OWNER) FOR A CONCEPT DEVELOPMENT PLAN IN A INDUSTRIAL ONE/PLANNED DEVELOPMENT (I-1/PD) ZONE FOR A 166.221 ACRE AREA LOCATED ON THE NORTHWEST CORNER OF THE NORTH BEND ROAD/GATEWAY BOULEVARD INTERSECTION AND IMMEDIATELY SOUTH OF THE PROPERTY AT 3675 NORTH BEND ROAD, BOONE COUNTY, KENTUCKY.

WHEREAS, the Boone County Planning Commission received a request for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request for a Concept Development Plan in an Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/Gateway Boulevard intersection and immediately south of the property at 3675 North Bend, Boone County, Kentucky, which is more particularly described below; and

WHEREAS, the Boone County Planning Commission as the planning unit for unincorporated 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 a Concept Development Plan.

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 from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request for a Concept Development Plan in an Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/Gateway Boulevard intersection and immediately south of the property at 3675 North Bend, Boone County, Kentucky; shall be and are hereby approved. The real estate which is the subject of these requests is described in DEED BOOK 602, PAGE NO. 27 (as supplied by the applicant) as recorded in the Boone County Clerk's office.

Section Two

That as a basis for this approval, with conditions, of a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One/Planned Development (I-1/PD) for a 108.481 acre area located on the east side of Bullittsville Road, immediately north of the property at 5208 Bullittsville Road, Boone County, Kentucky; and the request for a Concept Development Plan in an Industrial One/Planned Development (I-1/PD) zone for a 166.221 acre area located on the northwest corner of the North Bend Road/Gateway Boulevard intersection and immediately south of the property at 3675 North Bend, Boone County, Kentucky, are the findings of fact 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 the requests based on the findings of fact and conditions as set forth in the Committee Report and same are marked as "Exhibit B."

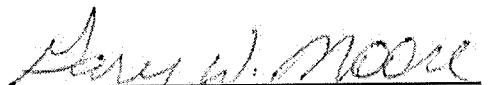
Section Three

This Ordinance shall be in effect and in full force from and after its passage, publication and recording, according to law.

First Reading - the 10th day of November, 2020.

Second Reading - the 8th day of December, 2020

Adopted this 8th day of December, 2020. Yes 4 No 0


GARY W. MOORE, Judge-Executive
Boone County Fiscal Court

ATTEST:


Sharon Burcham,
Fiscal Court Clerk

Mr. Adam Hemmer
September 30, 2020
Page 1

JSE
12/2/2020

CONDITIONS

1. Development shall follow one of the two Concept Development Plan options (one building #4 or two buildings #4A and 4B) and the corresponding plan sheets dated 7/24/20. While the developer retains the right to implement either optional Concept Development Plan, at his sole discretion, both parties acknowledge that all other project elements considered equal. Option B (two buildings #4A and #4B) is the preferred option from a traffic and transportation perspective.
2. The following principally permitted uses, as identified in the I-1 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including rugs, linen supply and industrial laundry services.
 - b. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services.
 - c. Detective and protective services.
 - d. Equipment (light) rental and leasing services including automobiles and trucks, and sales of tractor trailers and other commercial trucks and trailers.
 - e. Truck stops.
 - f. Recycling centers.
 - g. Fire stations or fire related or protective services including rescue services.
 - h. Auto repair facilities, repair for tractor trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking.
 - i. Commercial parking facilities and commercial recreational parking facilities.
 - j. Landscape contracting, grounds keeping, and wholesale nurseries.
 - k. Sexually oriented business.
 - l. Crematoriums.
3. The following principally permitted uses, as identified in the O-1 district, shall be prohibited:
 - a. Funeral homes and crematoriums excluding cemeteries or mausoleums.
 - b. Sexually oriented business as defined in Article 40 and applicable standards in Article 31.
4. The following conditional use, as identified in the O-1 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including self-service.
5. The following principally permitted uses, as identified in the O-2 district, shall be prohibited:
 - a. Laundering, dry cleaning and dyeing services, including self-service.
 - b. Sexually oriented business as defined in Article 40 and applicable standards in Article 31.
6. The following conditional use, as identified in the O-2 district, shall be prohibited:
 - a. Window cleaning, disinfecting and exterminating, dwelling and building services.

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7. Sidewalks shall be provided along one side of all streets if Option A is developed. Sidewalks shall be provided along both sides of Street A if Option B is developed.
8. Individual lots shall meet the intensity, lot size, frontage, height, and setback requirements of the underlying I-1 district.
9. The Zinn Cemetery purported to exist on the property has not been located after two attempts to identify the location of the cemetery including the use of cadaver dogs and investigative excavation. Should the Developer, during construction, identify the existence of a cemetery then the development shall follow the requirements in Section 3166 "Cemeteries" of the Boone County Zoning Regulations as well as consultation with the Kentucky Heritage Council and Federal Aviation Administration (FAA).
10. For those lots that have frontage along North Bend Road, building design shall follow the Architectural Design Review requirements, Numbers 5 and 6, as contained in the Houston-Donaldson Study – 2013 including the use of tilt up panels, and reviewed as part of any Site Plan submittal. Building material colors shall be consistent with the approved Concept Development Plan.
11. For those lots that do not have frontage along North Bend Road, building design, materials, and colors shall be consistent with the approved Concept Development Plan.
12. Each lot, except for the lot containing Building 1D, shall be allowed one (1) monument sign per curb cut, that is consistent with the approved Concept Development Plan Building Sign. The lot containing Building 1D shall be allowed only one (1) monument sign that is consistent with the approved Concept Development Plan Building Sign.
13. All signage, other than entry development signage and individual lot signage, shall meet the requirements of Article 34 of the Boone County Zoning Regulations.
14. At the time that an Improvement Plan is submitted for the extension of Street B to Bullittsville Road, a public right-of-way shall be provided between Street B and the property line to its south. A financial guarantee shall be provided for the road construction within this right-of-way, per Section 305.N.9 of the Boone County Subdivision Regulations. If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.
15. Any requirements not addressed in this application shall meet the standards set forth within the Boone County Zoning Regulations and the Boone County Subdivision Regulations.
16. An applicant for a Site Plan or Tenant Finish Permit shall prepare trip generation figures for the proposal to ensure that the trips generated by all tenants in the proposed buildings combined are equal to, or less than, the trip generation determined in the Traffic Impact Study that is approved by the Kentucky Transportation Cabinet. If a Tenant Finish Permit is for the same or similar land use category as the previous tenant, submittal of trip generation figures will not be required.

17. All off-site road improvements shall be constructed as part of the first submittal of any application within the area identified as Phase 2.
18. ~~To provide for the potential street connection(s) to the northwest of the site in question, either/both/neither of the following two options shall be provided at the time that any application is submitted for an area within Phase 3. The determination of which/both/neither options are to be implemented shall be agreed to by the property owner, the developer, and the County.~~
 - a. ~~A public right-of-way shall be provided to the west of Building #5 extending between Street B and the northwest property line of the site in question. Within this right-of-way, a public street having the same design profile as Street B shall be constructed from Street B for an approximate length of 850 feet. If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.~~
 - b. ~~A public right-of-way shall be provided between Street A and the right-of-way identified on the parcel to the northwest of the site in question, having an address of 2481-2497 Wright Boulevard and a PIDN of 036.00.00.077.00. Within this right-of-way, a public street having the same design profile as Wright Boulevard shall be constructed from Street A for an approximate length of 1,000 feet (Option A)/1,500 feet (Option B). If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way. The easement shall indicate that the developer will be responsible for the initial construction of the street and the party/parties responsible for the ongoing maintenance of the street.~~

To provide for a future public street connection to the approximate 42.21 acre parcel owned by CVG, contiguous to and northwest of the site in question, the developer shall designate and plat one of two possible future public right-of-ways on the northeast or southwest side of Building #5 (extending from Street "A" or "B") extending to the northwest property line of the project.

~~If the Federal Aviation Administration (FAA) or Kenton County Airport Board (KCAB) prohibits the dedication of a public right-of-way, an easement shall be provided in lieu of a right-of-way.~~

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AGREEMENT

We, the applicant and property owner of the approximate 274.702 acre area located between Bullittsville Road and North Bend Road, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment and Concept Development Plan.

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Kenton County Airport Board (Owner)

Date

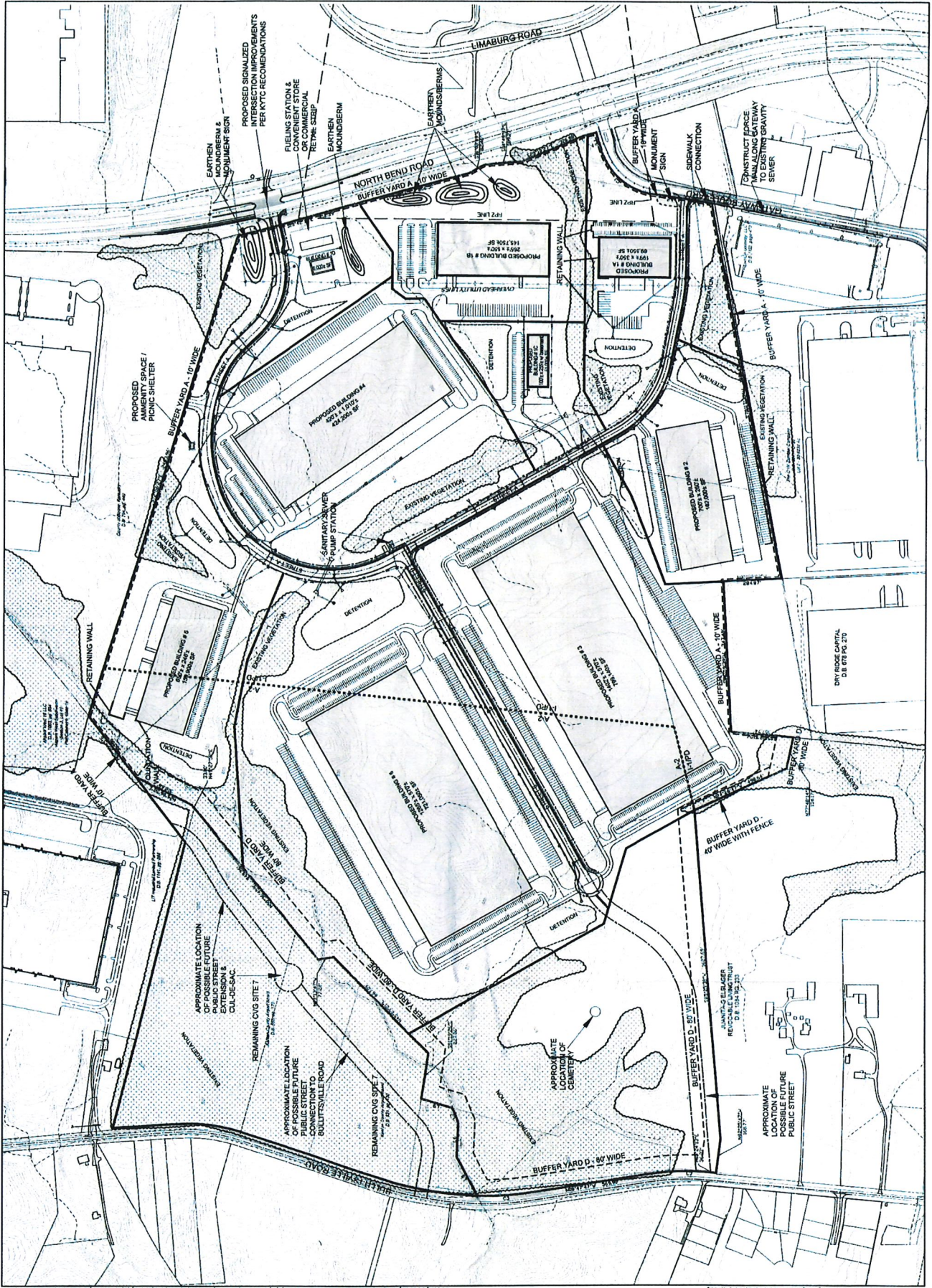
Paul Hemmer Company (Applicant)

Date

AIRPARK LOGISTICS 237
CONCEPT PLANS OPTIONS A & B
 HEBRON, BOONE COUNTY, KENTUCKY
 OVERALL CONCEPT & DEVELOPMENT PLAN OPTION A

VIOX & VIOX
 CIVIL ENGINEERS, SURVEYORS, AND LANDSCAPE ARCHITECTS
 405 E. Highway Road • Hebron, Kentucky 41018
 803 E. Avenue • Portland, Oregon 97232
 PH: 503.466.7272 FAX: 503.466.7273
 WWW.VIOXANDVIOX.COM

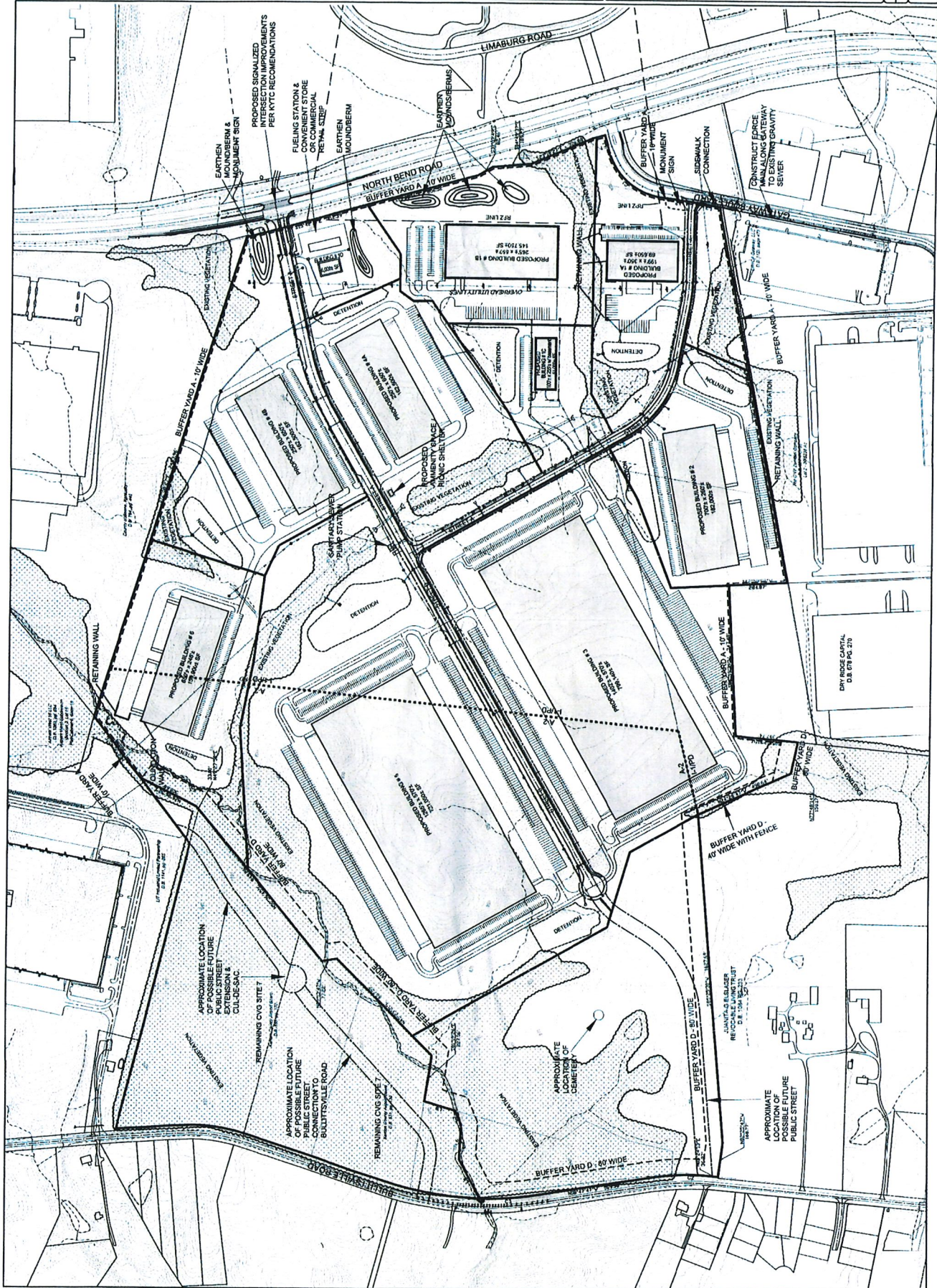
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 North Arrow
 Grid Lines: 100' intervals
 Elevation: 100' intervals
 Date: 11/15/17
 Sheet: 2 of 2



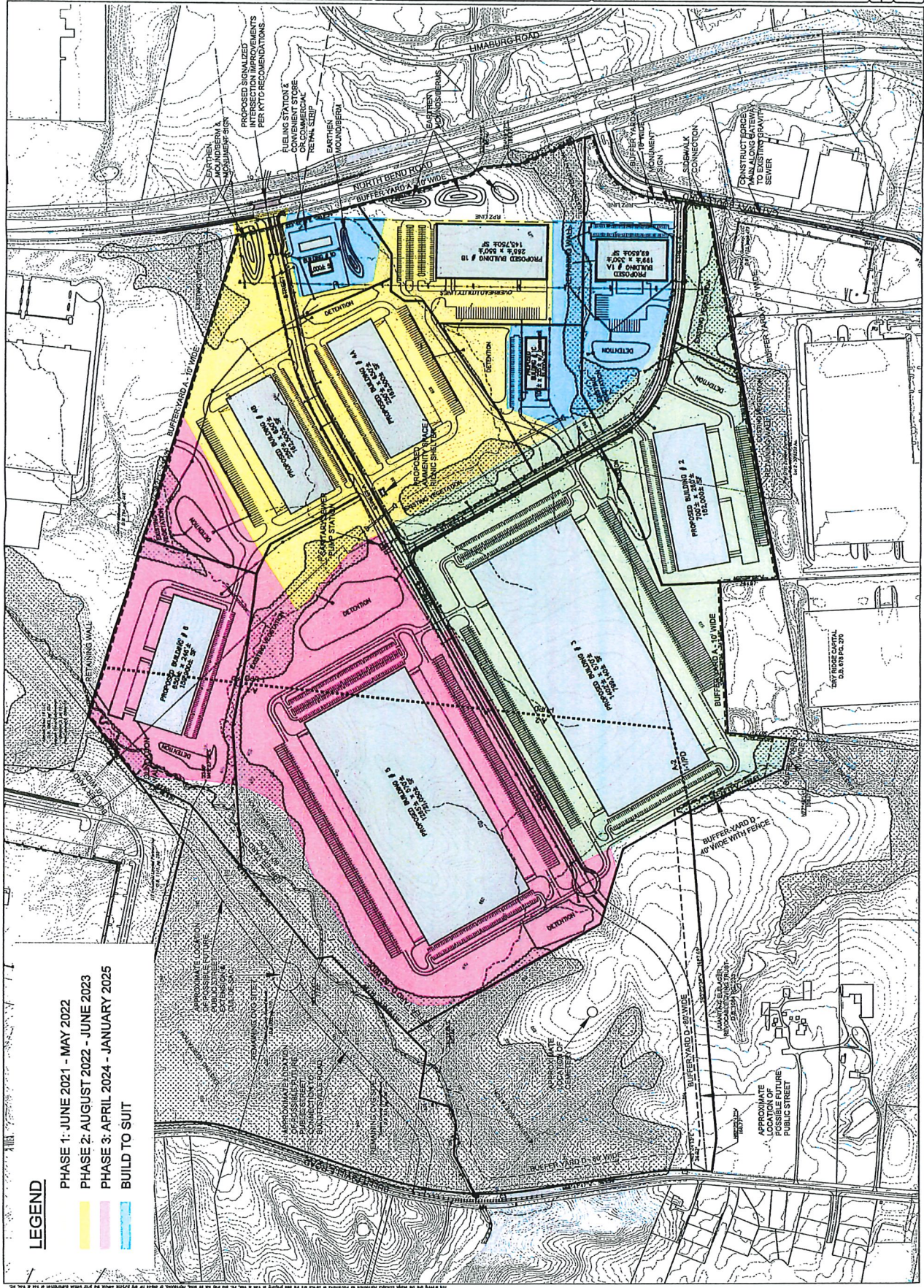
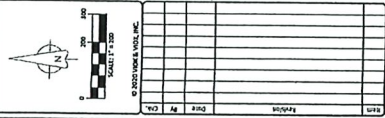
AIRPARK LOGISTICS 237
CONCEPT PLANS OPTIONS A & B
 HEBRON, BOONE COUNTY, KENTUCKY
 OVERALL CONCEPT & DEVELOPMENT PLAN OPTION B

VIOXX & VIOX
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 Fax: (502) 772-1201 • E-mail: (502) 772-1000
 www.vioxinc.com

DATE: 11/11/11
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 SHEET NO. 3 OF 3

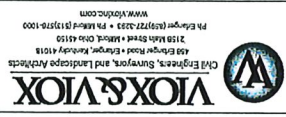


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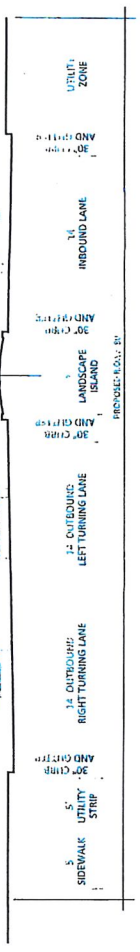


LEGEND

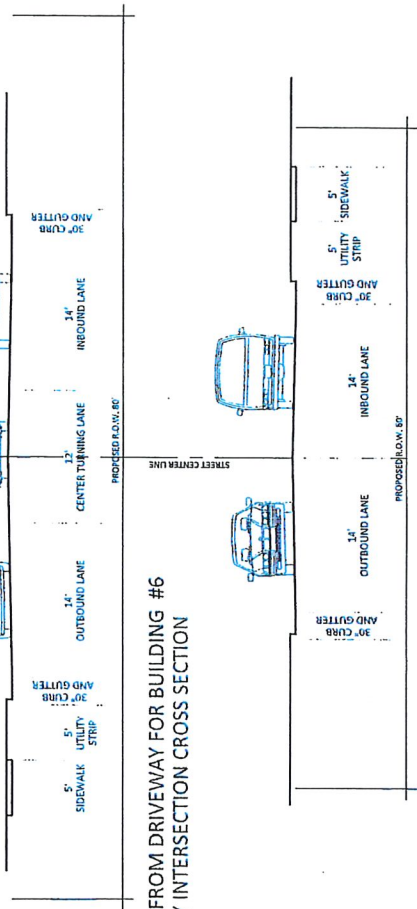
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- PHASE 2: AUGUST 2022 - JUNE 2023
- PHASE 3: APRIL 2024 - JANUARY 2025
- BUILD TO SUIT



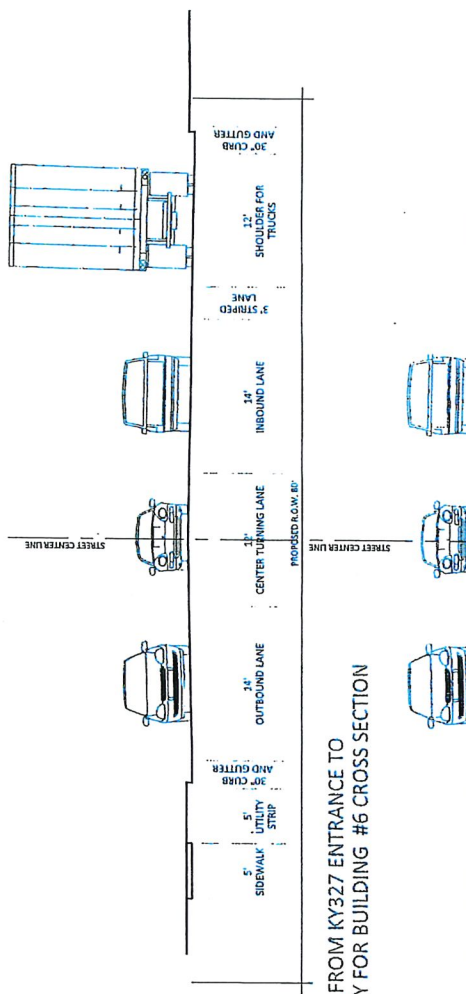
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STREET A FROM 3-WAY INTERSECTION TO
 ENTRANCE AT GATEWAY BLVD CROSS SECTION



STREET A FROM DRIVEWAY FOR BUILDING #6
 TO 3-WAY INTERSECTION CROSS SECTION



STREET A FROM KY327 ENTRANCE TO
 DRIVEWAY FOR BUILDING #6 CROSS SECTION

This drawing and the design concepts represented are preliminary and subject to change without notice. No part of this drawing shall be used for any other project without the prior written authorization of Viox & Viox, Inc.



ATA BELHARZ ARCHITECTS
A LIMITED LIABILITY PARTNERSHIP

PAUL HEMMER COMPANY
CVG 7 - SINGLE LOAD
HEBRON, KENTUCKY

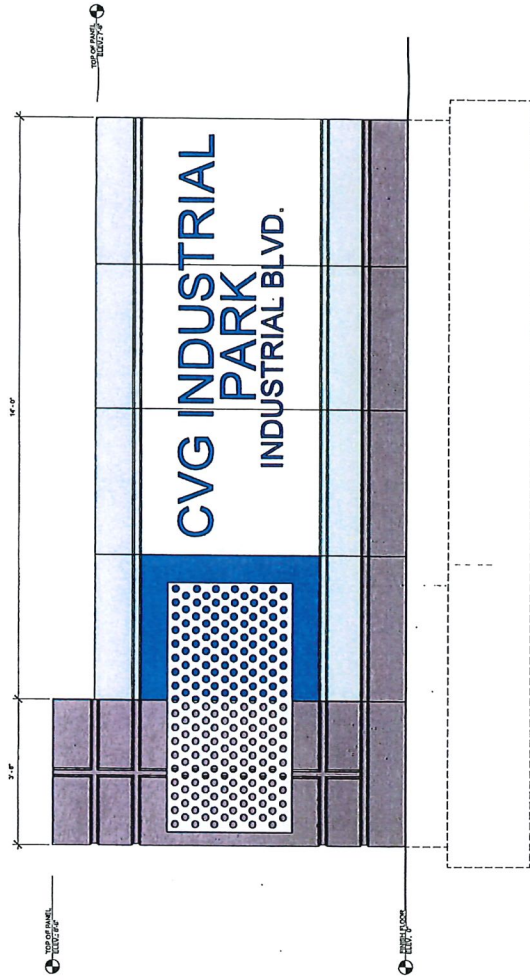
REVISIONS

DATE DESCRIPTION

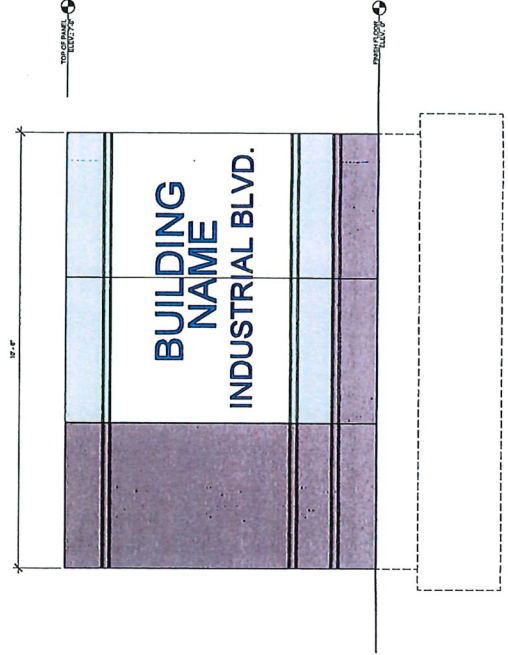
PROJECT # 1028
DRAWN BY
CHECKED BY

SIGNAGE
ELEVATIONS

A201



1. PARK SIGN
7'-0" x 14'-0"



2. BUILDING SIGN
10'-0" x 14'-0"