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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 checked="" type="checkbox"/> Cincinnati Bell | <input type="checkbox"/> Owen Cooperative Electric, Inc. |
| <input type="checkbox"/> Cincinnati/Northern Kentucky International Airport (Kentucky Airport Zoning Commission for height restrictions near the airport) | <input checked="" 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 checked="" 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 7/1/2021

ORIGINAL Property Owner's Signature: James A. Danman III, VICE-PRES.
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

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

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

1. Date Received: 3-2-21 Fee Received: \$6,490.60 Receipt #: 83375
2. Number of Copies Received: 7
3. Has the following been submitted (check all that apply):
 - Completed Application
 - Concept Development Plan
 - Legal Description
 - Names and Mailing Addresses of Adjacent Property Owners
4. Date the application is Administratively Complete (as defined in KRS 100.211): _____
5. Staff Reviewer: KEDIN WALL
6. Committee Chairperson: JANET KEGLEY
7. Scheduled Public Hearing Date: 4/7/21
8. Boone County Planning Commission Action: _____ Date of Action: 5/5/21
 - _____ Approved
 - Approved with Conditions
 - _____ Denial
 - _____ Other
9. Resolution Number: _____

Boone County Planning Commission
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EXHIBIT

“A”

STAFF REPORT

Request of NorthPoint Development (applicant) for Greenfield Farm Inc (owner) for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

April 7, 2021

PROPOSAL

This application is for a zone change from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, approximately one quarter mile north of the Chambers Road intersection, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass in unincorporated Boone County. The site adjoins several other tracts that face Dixie Highway and Chambers Road. The application form states that the development is for warehousing, distribution, and light manufacturing uses.

A Concept Development Plan was submitted with this application. The site design is organized by an extension of Logistics Boulevard from its current terminus in the Park South at Richwood industrial subdivision, through the subject site, and to Dixie Highway. No other access is proposed to Dixie Highway and no access in any form is proposed to Chambers Road.

The Concept Development Plan includes several options for configuring the lots and buildings around the extension of Logistics Boulevard. The first option (Sheet 1) shows six buildings which range in size from 163,000 square feet to 665,000 square feet. The total building square footage noted for the Sheet 1 option is approximately 2,936,000 square feet. The second option (Sheet 2) proposes variations (Alternates A through D) which alter the building orientation and/or number of buildings on several lots. Of all alternatives, the largest building shown is Building 1A on Sheet 2 (approximately 948,000 sf). Vehicular areas (parking, driveways, and/or truck docks) are shown on each side of all buildings for both plan options.

Relative to the project's layout and building square footage, the project narrative (p. 2) states:

Several concept plans have been submitted with the Zoning Map Amendment request, but there are other possible layouts that could accommodate

manufacturing uses. Therefore, we are requesting that any approval of the Zoning Map Amendment does not reference a specific concept plan but rather limits maximum square footage on the property to 3,000,000 square feet. We would still commit to constructing a public road that extends from the terminus of Logistics Blvd. and connecting to Dixie Highway. We would also commit to meeting minimum buffer yard and setback requirements in the I-1 zone.

Based on the maximum 3,000,000 square foot figure stated in the project narrative, the maximum, possible building intensity for the overall site is 14,373 square feet of floor area per acre.

The development is proposed to use public water and sanitary sewer service. Detention basins are conceptually shown in several locations on the overall site, with at least one basin on each lot. Landscape areas around the perimeter of the overall site are shown on Sheet 1 of the Concept Development Plan as follows:

- A. Landscape buffers that have a minimum width of 40 feet are noted along the Dixie Highway frontage.
- B. A landscape buffer that has a minimum width of 80 feet is noted along the Chambers Road frontage.
- C. A landscape buffer that is approximately 98 feet wide at the narrowest point is shown along the I-75 frontage.
- D. Buffer Yard D is proposed along the common property lines with the adjoining agricultural/residential properties. The minimum width noted for these buffer yards is 80 feet, except for the west property line of the Building 6 site where a 40 foot minimum buffer yard with a fence is proposed.
- E. Buffer Yard A (10' minimum) is proposed along the north property line of the Building 1 site which adjoins the existing Park South at Richwood industrial subdivision.

The project narrative proposes to prohibit several use categories that are normally principally permitted in the I-1 zone (see page 2 of the project narrative and the modified I-1 zone use list that immediately follows it). No images which show the intended architectural design or character were submitted. The application materials, including the Concept Development Plan sheets, project narrative, and excerpts from the Traffic Impact Study, are attached. Recommended traffic improvements are described in the project narrative (p. 2) and in the Traffic Impact Study excerpts (p. 45).

SITE HISTORY

A Zoning Map Amendment application which requested a change from A-2 to I-1 for this site was submitted in December, 2006. The Planning Commission recommended denial of that request on April 18, 2007. The Findings for Denial stressed that there were no firm commitments from the Kentucky Transportation Cabinet to construct necessary road improvements (identified in the Findings for Denial as "Richwood/I-75 Interchange, Richwood Road improvements, and the proposed Richwood Road/Dixie Highway interchange"). This request was withdrawn by the applicant on June 13, 2007.

ADJACENT LAND USES AND ZONING

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

- A. A rail line is located to the east across Dixie Highway, and several residences and business which front on Old Lexington Pike are located further to the east (RS and I-1).
- B. A combination of single family residences and wooded areas are located to the north of the east and middle portions of the site (A-2), and the Park South at Richwood industrial park is located further to the north (I-1). Park South at Richwood is located immediately north of the west portion of the site (I-1).
- C. A combination of single family residences, pasture, and wooded areas are located to the south of the east and middle portions of the site, along both side of Chambers Road (RS along the Dixie Highway frontage, A-2 otherwise). Pasture areas are located to the south of the west portion of the site, along the opposite side of Chambers Road (A-2)
- D. I-75 is located to the west.

SITE CHARACTERISTICS

The site contains approximately 209 acres. It has approximately 3,240 feet of frontage along Dixie Highway, approximately 1,890 feet of frontage along Chambers Road, and approximately 2,140 feet of frontage along I-75. The areas along Dixie Highway and Chambers Road/I-75 are largely open pasture with some tree lines and wooded areas, and the middle area is wooded. There are existing tree lines along several of the property boundaries. The western part of the site contains two barns. The topography of the site is a series of ridges and valleys with the high point being the northeast corner of the site at approximately el 944 and the low point is at the southwest corner of the site at approximately el 822. Two intermittent blue line streams run across the site in a north/south manner, and a third runs along the Chambers Road frontage. A pond exists

in a wooded area in the northeast part of the site. An overhead utility line runs across the site in an east-west manner. Soil types on the site include Faywood silty clay loam (FcC, FcD), Faywood silty clay (FdD3), Nicholson silt loam (NIB, NIC), and Nolin silt loam (No). Section 3210 “Functional Roadway Classification” of the Boone County Zoning Regulations identifies Dixie Highway as an arterial roadway. Chambers Road is identified as a collector roadway in the Planning Commission’s GIS system.

RELATIONSHIP TO COMPREHENSIVE PLAN

The Our Boone County – Plan 2040’s Future Land Use Map designates the majority of the site as “Industrial.” This designation is described as “manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses.” The Chambers Road frontage area is designated as “Rural Lands” (the nominal width of this area is approximately 130 to 160 feet, but is narrower at the east end of the site’s Chambers Road frontage). The Rural Lands designation is described as “wooded, agricultural, recreational, or low density residential uses of up to one dwelling unit per two acres. Residential construction in Rural Lands does not occur in a formal subdivision.”

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

- A. There are several major influences behind the anticipated growth in this area, including the Northern Kentucky Industrial Park to the north, the new Mt. Zion interchange, Weaver Road, development pressures along U.S. 25, the extension of public sanitary sewer service, and the Norfolk & Southern Railroad Line. Because of the development pressure, all necessary types of infrastructure should increase in scale. This area is bisected by U.S. 25, a major corridor for growth, extending from urbanized Florence to Walton. The fact that it runs parallel to I-75, and is located between the interstate and the railway, makes it an ideal transportation connector. Because of the various existing and future land uses along U.S. 25, it will carry a high volume of mixed traffic types. For this reason, any traffic-intensive or truck-oriented uses shall locate near connections to the interstate, and access management shall be an important consideration on all development along U.S. 25.

Boone County has established two Tax Increment Financing (TIF) districts in the Richwood Area. Revenues from wage assessments in one district have generated \$250,000 to extend water to the site. As additional revenues are collected, the county expects to evaluate other projects, including contributions to the reconstruction of the I-75/Richwood Road Interchange. Great care and consideration must be given to the impacts of increased truck traffic in the area as a result of the development of logistic/warehouse businesses along the U.S. 25 corridor (“21. Richwood East,” p. 139).

- B. The Infrastructure For Rebuilding America (INFRA) Grant reconstruction of the Richwood interchange in 2019 and associated improvements to Richwood Road will substantially increase capacity. Commercial development around the interchange area is expected to remain and expand to serve local residents in addition to highway related services. Intrusive highway related services should not impact the low density residential uses on the west, and be limited to the east side of I-75. The industrial development should primarily occur on the east side of U.S. 25, and south of the existing commercial area, as well as along Old Lexington Pike. Any intensive industrial uses proposed for Boone County should be directed to this area because of the distance from residential uses and the proximity to rail services. As a result of the reconstruction of the interchange area, rail spur expansion could lead to better access to rail services in the area. Old Lexington Pike should be upgraded as needed to serve as an access road for these industrial uses. In summary, the planned improvements to the Richwood interchange and the construction of a Single Point Urban Interchange (SPUI) with an underpass of the existing Norfolk & Southern rail line at the U.S. 25 and KY 338 intersection are imperative to development of over 1,000 acres in Boone and Kenton counties south and east of U.S. 25 and Richwood Road and east of Old Lexington Pike. Industrial uses fronting on U.S. 25 should be developed with attention given to adequate aesthetic design and landscaping to minimize visual impacts to the residential uses across I-75. Highway commercial growth should not occur to the point of blocking industrial traffic from future planned industrial development along U.S. Highway 25. Commercial development in this area should be designed to serve nearby residential growth occurring southwest of the interchange along Richwood Road ("21. Richwood East," p. 140).
- C. The area east of I-75 and west of U.S. 25, from Richwood Road to Chambers Road, should develop as a Business Park. A buffer should be provided along Chambers Road to residential uses to the south, and no business park access should occur on Chambers Road. New industrial or business park developments south of the improvements being made to U.S. 25/Dixie Highway as part of the I-75/Richwood Road Interchange rebuild requiring new access to Dixie Highway must be accompanied by a Traffic Impact Study to determine if the existing conditions of the road are able to support additional truck traffic. If new improvements are warranted, a combined effort of State, County, and private funds shall be explored to share in the cost of the improvements. All developments should be interconnected by roadways to provide a parallel system to U.S. 25 ("21. Richwood East," p. 140).
- D. Suburban Residential development is occurring south of Chambers Road, between I-75 and U.S. 25. The rougher terrain, immediately adjacent to Chambers Road should include lower density residential development that minimizes traffic on this roadway, and fits into the landscape along this highly visible portion of the

interstate corridor. The suitability of this area for residential use is enhanced by proximity to developing recreation areas, commercial services, and the Walton-Verona schools ("23. Walton," p. 144).

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

- A. Developments in Boone County should begin with an assessment of 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 ("Utilization of Existing Vegetation and Topography," p. 95).
- B. Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering to mitigate these impacts should be an integral part of the design of proposed projects; 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 ("Buffering," p. 95).
- C. Developments in Boone County must include landscaping to accompany the proposed project. Retention of existing healthy vegetation is considered a component of landscaping and is encouraged. This landscaping should be designed to improve the public view of a development, and should be incorporated into parking lots and other vehicle circulation areas, as well as within open spaces and around structures. Landscaping is intended to soften the visual impacts of the development from adjoining properties and roadways ("Landscaping," p. 96).
- D. Developments along major roadways in Boone County must include landscaping between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing land uses ("Landscaping," p. 96).

- E. 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 (“Access Management,” p. 96).
- F. 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 semi-tractor 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 (“Transportation and Pedestrian Network,” pp. 96-97).
- G. 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 (“Design, Signs, and Cultural Resource Preservation,” p. 97).

The Demographics Element provides the following statements regarding amenities, housing, employment, and consumer needs.

- A. Furthermore, by continuing to monitor the composition of the population, Boone County will be more prepared to provide proper and adequate amenities that encourage them to stay in the county rather than moving elsewhere for their needs to be met. Knowing the makeup of the population will assist in providing the appropriate housing, employment, and retail shopping opportunities to meet their needs at the countywide level as well as within specific areas within the county as development plans and zone change requests are reviewed (“Identify the Needs of the Population,” p. 19).

The Economy Element provides the following statements regarding suitable locations for industrial and truck oriented uses.

- A. While it’s important to understand the types of jobs and industries in a community, it is equally important to know the location of these jobs and industries. They must be promoted in suitable locations to keep the county a vital part of a strong regional economy. For example, industrial development needs to be encouraged to locate near railroad lines, highways, the Ohio River, the Airport, and where infrastructure exists or is planned. The most efficient way to do this is by having compact, efficient development patterns with appropriately sized and well maintained buffer spaces between other land uses. Furthermore, larger scale interstate commercial uses, as well as the freight logistics industry, should occur within close proximity to interstate interchanges not only for maximum convenience and economy to the traveling public, but also to minimize traffic congestion in areas not necessarily close to interchanges. Recently, semi-trucks have been parked in roadways, specifically in the Hebron and Richwood areas, waiting their turn to enter warehouse facilities in order to receive or deliver goods. If the facilities are not located close to interchanges and with ample parking and/or stacking, the need for a regional logistics parking lot for staging arises (“Conclusions and Recommendations,” p. 66).

The Transportation Element identifies two “road projects” in the general area that are listed in the 2017 Boone County Transportation Plan (p. 85). These projects are identified as “U.S. 25 Widening, Phase 1” (#50) and “U.S. 25 Widening, Phase 2” (#51) and are described below in the Boone County Transportation Plan section of this report.

The Our Boone County - 2040 Plan’s Goals and Objectives include the following pertinent statements.

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

- B. Promote quality of life amenities to retain current residents and attract new residents in order to have a stable and diversified population (“Demographics,” Goal A, Objective 3).
- C. Provide appropriate services, housing, employment, and shopping opportunities in order to meet the needs of the population in all geographic areas of the County (“Demographics,” Goal A, Objective 4).
- D. Areas possessing unique environmental characteristics should be preserved, used as passive or active recreational areas, or appropriately incorporated into development design (“Environment,” Goal A, Objective 2).
- E. 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).
- F. Industries shall be promoted in suitable locations to make the county a vital part of a strong regional economy (“Economy,” Goal A, Objective 2).
- G. Boone County businesses are developed in appropriate locations and are compatible with surrounding land uses (“Economy,” Goal B).
- H. 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).
- I. 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).
- J. 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).
- K. 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).
- L. 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).
- M. 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).
 - N. Infrastructure systems, both natural and man-made, shall be built to planned and balanced capacities, for urban and rural forms, to support current and future growth (“Public Facilities,” Goal A, Objective 2).
 - O. 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).
 - P. 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).
 - Q. 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).
 - R. 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).

BOONE COUNTY TRANSPORTATION PLAN

The Boone County Transportation Plan includes the following projects that are in the overall area.

KY 338 (Richwood Road) Interchange Modification (Tier One)

Location: KY 338 (Richwood Road)

Type: Roadway Widening/Relocation/New Facility

Total Cost: \$96,950,000

Description: Reconstruct the I-71/75 interchange at KY 338 (Richwood Road) and widen KY 338 from two to four lanes. This project also includes the widening of US 25 (Dixie Highway) from two to four lanes between KY 338 to Winning

Colors Drive.

US 25 Widening (Unscheduled Need)

Location: Logistics Boulevard to KY 338 (Richwood Road)

Type: Roadway Widening/Relocation/New Facility

Total Cost: \$13,000,000

Description: Widen US 25 from two to four lanes with multi-use path to reduce congestion and support economic development.

US 25 Widening (Unscheduled Need)

Location: Winning Colors Drive to the bridge over the Norfolk Railroad Crossing

Type: Roadway Widening/Relocation/New Facility

Total Cost: \$47,800,000

Description: Widen US 25 from two to four lanes with multi-use path to improve mobility and reduce congestion. Project does not include the railroad grade separation at KY 536.

STAFF COMMENTS

1. COMPREHENSIVE PLAN AND STATUTORY FINDINGS

The Our Boone County – Plan 2040's Future Land Use Map designates the majority of the site as Industrial, which is described as “manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses.” The immediate Chambers Road frontage area is designated as Rural Lands, which is described as “wooded, agricultural, recreational, or low density residential uses of up to one dwelling unit per two acres. Residential construction in Rural Lands does not occur in a formal subdivision.”

The Land Use Element (“21. Richwood East,” pp. 139-140) discusses improvements to the Richwood interchange, the surrounding road system, and development in the area at large with particular attention given to industrial development. It also provides the following text which discusses the specific area in question:

The area east of I-75 and west of U.S. 25, from Richwood Road to Chambers Road, should develop as a Business Park. A buffer should be provided along

Chambers Road to residential uses to the south, and no business park access should occur on Chambers Road. New industrial or business park developments south of the improvements being made to U.S. 25/Dixie Highway as part of the I-75/Richwood Road Interchange rebuild requiring new access to Dixie Highway must be accompanied by a Traffic Impact Study to determine if the existing conditions of the road are able to support additional truck traffic. If new improvements are warranted, a combined effort of State, County, and private funds shall be explored to share in the cost of the improvements. All developments should be interconnected by roadways to provide a parallel system to U.S. 25 (p. 140).

Somewhat different than the Future Land Use Map, which designates the site as "Industrial," the Richwood East text states that the area "should develop as a Business Park." The Land Use Element describes the Business Park designation 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. This land use is recommended for high visibility areas and transition areas between industrial and residential land uses (p. 98).

The Business Park designation describes a "softer" use mix than the Industrial designation and is directly concerned with the overall character and quality of development. The applicant's narrative proposes to prohibit several use categories that are normally principally permitted in the I-1 zone. Both the proposed uses and qualitative design issues are discussed further below. Since the Future Land Use Map designates the site as Industrial (and Rural Lands for a small portion) versus Business Park, the standards referenced in Section 1137 "Supplemental Zoning Map Amendment Standards" of the zoning regulations do not apply.

The Richwood East text also includes the following key principles which apply to the site in question.

- A. "A buffer should be provided along Chambers Road to residential uses to the south, and no business park access should occur on Chambers Road." A buffer area is shown along the Chambers Road frontage and no access to Chambers Road is proposed. The design of this buffer area is discussed below.
- B. "New industrial or business park developments south of the improvements being made to U.S. 25/Dixie Highway as part of the I-75/Richwood Road Interchange rebuild requiring new access to Dixie Highway must be accompanied by a Traffic Impact Study to determine if the existing conditions of the road are able to support

additional truck traffic.” A Traffic Impact Study which recommends several improvements was submitted with this application and is discussed below.

- C. “All developments should be interconnected by roadways to provide a parallel system to U.S. 25.” The Concept Development Plan proposes to extend Logistics Boulevard from its current terminus at the south boundary of the Park South at Richwood industrial subdivision to Dixie Highway. This extension will complete the “parallel system to U.S. 25” while avoiding access on Chambers Road.

The Economy Element (“Conclusions and Recommendations,” p. 66) states that “industrial development needs to be encouraged to locate near railroad lines, highways, the Ohio River, the Airport, and where infrastructure exists or is planned.” This is reinforced by the Goals and Objectives which state, “Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport, and where infrastructure exists or is planned” (“Economy,” Goal B, Objective 5). The same paragraph of the Economy Element states that the freight logistics industry “should occur within close proximity to interstate interchanges not only for maximum convenience and economy to the traveling public, but also to minimize traffic congestion in areas not necessarily close to interchanges.” It also acknowledges a problem with semi-trucks parking in roadways in the Hebron and Richwood areas, leading to the conclusion that “if the facilities are not located close to interchanges and with ample parking and/or stacking, the need for a regional logistics parking lot for staging arises.”

The Demographics Element (“Identify the Needs of the Population,” p. 19) discusses the provision of “proper and adequate amenities” for county residents “that encourage them to stay in the county rather than moving elsewhere for their needs to be met.” In this context, the Element mentions, “appropriate housing, employment, and retail shopping opportunities to meet their needs at the countywide level as well as within specific areas within the county as development plans and zone change requests are reviewed.”

Overall, the Future Land Use Development Guidelines stress effective landscaping and buffering, (“Buffering,” p. 95 and “Landscaping,” p. 96), access management and mitigation of traffic impacts (“Access Management,” p. 96 and “Transportation and Pedestrian Network,” pp. 96-97), and overall design, including site, landscaping, building, and signage design (“Design, Signs, and Cultural Resource Preservation,” p. 97). The Goals and Objectives emphasize the provision of employment opportunities (“Demographics,” Goal A, Objective 4), utilization of existing topography and vegetation (“Environment,” Goal A, Objective 2), siting businesses at appropriate and suitable locations (“Economy,” Goal A, Objective 2; “Economy,” Goal B; “Economy,” Goal B, Objectives 4 and 5), and use of effective design for industrial uses and minimizing industrial impacts (“Economy,” Goal B, Objective 7).

The governing bodies will also need to consider the alternate statutory findings for the

requested zone change of whether the current zoning is inappropriate and the proposed zoning is appropriate, and whether there have been changes of an economic, physical, or social nature not anticipated in the comprehensive plan that substantially alter the area's character.

2. PROPOSED USES

The application form states that the proposal is for “warehousing, distribution, light manufacturing.” The project narrative refers to the project as a “multi-building industrial park,” and it proposes to prohibit several use categories that are normally principally permitted in the I-1 zone. These include:

41. Welding shops for the repair of industrial machinery and heavy equipment;
42. Truck stops;
43. Recycling centers;
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;
48. Sexually Oriented business as defined in Article 40 and applicable standards in Article 31;
49. Crematoriums.

Aside from the proposed exclusions, the requested I-1 zone still permits a wide range of uses (principally permitted and conditional), not all of which may be appropriate for the given site and immediate area. The I-1 zone also allows the O-1 and O-2 zone principally permitted uses by reference (applicable text is attached), some of which have a retail orientation. The governing bodies should review the use lists and consider a condition which would prohibit those which are deemed inappropriate or incompatible at this location. In particular, Staff recommends that outside storage be permitted only in, or immediately adjoining, loading dock areas which don't face Chambers Road, Dixie Highway, I-75, or an adjoining agricultural or residential zoned property.

Based on the size of the subdivision and the proposed buildings, impacts such as noise and vibration could be substantial and could be magnified by tenants with high activity levels, particularly those that operate on a 24 hour basis. Regarding noise, Staff recommends that the governing bodies consider a condition which would prohibit the use of outdoor PA systems.

3. DESIGN ISSUES

- A. Buffer Yards: Landscape areas are shown on the two Concept Development Plan options. The project narrative essentially states that, with some exception, the

two options are illustrative and not necessarily representative of how the site would be developed. Relative to buffer yards, the project narrative states, "We would also commit to meeting minimum buffer yard and setback requirements in the I-1 zone" (p. 2).

The site adjoins three prominent roadways and most of the immediately adjoining properties have an agricultural and/or low density residential character. As noted above, the Land Use Element ("21. Richwood East," p. 140), states, "A buffer should be provided along Chambers Road to residential uses to the south, and no business park access should occur on Chambers Road." The Future Land Use Map, in a configuration which approximates a buffer strip, designates the site's Chambers Road frontage as Rural Lands. Grading and clearing limits are not shown on the Concept Development Plan which makes the effectiveness of some of the buffering noted difficult to fully assess.

Due to these issues, Staff recommends that the applicant provide a more detailed plan which illustrates or explains how the buffer yards around the overall site's perimeter will be designed for the Zone Change Committee to consider. Staff recommends that large berming with predominately evergreen trees be provided along the Dixie Highway and I-75 frontages. A key goal for these two frontages is to screen truck docks and other functions with a utilitarian appearance from view. Section 3635 "Loading/Unloading Areas, Storage Areas, Utility and Mechanical Equipment and Trash Collection Areas" of the zoning regulations generally requires such areas which are visible from a public street right-of-way or adjoining property to be screened. For Chambers Road, a more naturalistic approach with a combination of evergreen tree screening at the top of the slope adjoining the on-site "hard" improvements and a variety of native hardwoods on the slope itself and along the Chambers Road frontage is recommended.

Existing vegetation is present along most of the common property lines with the adjoining A-2 and RS zoned properties. Per the Comprehensive Plan's direction, Staff recommends that this vegetation be retained where feasible and be largely supplemented with evergreen trees, hardwood trees, and berming (or fencing where berming is not feasible). When considering the pastoral character of the adjoining properties, a buffer design which is more reflective of the natural landscape (informal "woods" appearance) is more appropriate in these areas than a regimented design. The buffer plan should completely screen the development from the Chambers Road frontage and the adjoining agricultural/residential properties.

- B. Street Trees: The project includes the extension of Logistics Boulevard from its current terminus to Dixie Highway. The existing alignment of Logistics Boulevard has regularly spaced street trees that are placed largely or wholly in the street

right-of-way. These trees are in addition to the landscaping required for the individual development sites and were the result of an agreed zone change condition (#5) which states, "Street tree plantings shall be provided along both sides of the public streets within the development in addition to any other required landscaping. The quantity of street trees provided shall be based on an average spacing of forty feet (40') to fifty feet (50') on center" (9/15/04 Committee Report for IDI/Whitaker/MC Properties zone change). Since the proposed road is an extension of the existing Logistics Boulevard and the Land Use Element text recommends that the site be developed as a Business Park, Staff recommends that the same basic street tree formula be used for the subject site.

- C. Building and Retaining Wall Design: Building design is not discussed in the application materials. Due to the mixed character of the surrounding area (agricultural/low density residential properties, wooded areas, rail line, an industrial park, a freeway, an arterial road/state highway, and a two lane rural road), the building design needs appropriately respond to diverse conditions. Regarding building and signage design, the Business Park designation (mentioned in the Land Use Element text for this area) uses the phrase "consistent architectural and signage theme."

When considering these issues, Staff recommends that the applicant provide representative images of building designs and/or a written architectural program for the Zone Change Committee to evaluate. Key issues to address include: creating a "finished" overall appearance (especially for facades that face public roadways and properties outside of the development); minimizing the apparent bulk and monolithic appearance of the buildings by including three dimensional breaks, varying rooflines, and multiple materials or finishes; using a natural color palette and "solid" appearing materials such as precast or tilt-up panels and/or architectural masonry; and maintaining some level of consistency between the structures.

Several retaining walls are shown on the Concept Development Plan. The wall facing Chambers Road in particular is substantial and spans across multiple building lots. The retaining walls are recommended to have an architectural finish through use of a textured face, integral color, three dimensional cap, etc., that correlate to the design of the building(s).

- D. Lighting: Staff recommends that fixtures around the perimeter of the overall subdivision (between the buildings and overall site boundary) be shielded and downlit, and that measurable light in these areas be less than 1 footcandle at the interior edge of the applicable buffer yard with no measurable light (0.0 f.c.) at the property line, except where the Building 1 site adjoins Park South at Richwood industrial subdivision. The requirements in Section 3316 "Lighting" of the zoning

regulations still apply.

4. CIRCULATION AND TRAFFIC STUDY

- A. Street Section and Truck Parking/Stacking: The existing alignment of Logistics Boulevard in Park South at Richwood industrial park has a 41 foot pavement width within a 70 foot wide right-of-way. This same basic section is shown on the Concept Development Plan at each end of the proposed street right-of-way (scaled pavement width is approximate), but the majority of the alignment has an approximate 30 foot pavement width (scaled dimension) within a 60 foot wide right-of-way. The 30 foot wide pavement within a 60 foot right-of-way is consistent with the collector road standard in the subdivision regulations. A sidewalk is required to be provided on one side of the street.

The applicant should explain the rationale behind using a narrower street section for the majority of the Logistics Boulevard alignment, especially when considering that there have been recurring issues with off-site truck parking/stacking in the community (and acknowledged by the Comprehensive Plan as an issue in the Richwood area). The applicant should also explain what measures will be taken to assure that adequate truck parking/stacking space is provided on the individual lots.

- B. Driveway Connections: Several driveway connections between the individual development sites are shown on the Concept Development Plan (Building 1 through 4 sites), but the project narrative basically states that the layouts for the individual lots are shown for illustrative purposes. The applicant should explain if driveway connections will be provided between these lots regardless of the final site layouts.
- C. Traffic Impact Study: Excerpts from the Traffic Impact Study (TIS) are attached. The "Recommendations and Conclusions" section of the TIS (p. 45) outlines five recommended improvements to accommodate traffic that would be generated from this development. The four improvements for the 2023 build traffic volume projections include:
- i. Construct a 550' southbound right turn lane on US 25 (Dixie Highway) at the Proposed Site Access (extended Logistics Boulevard).
 - ii. Construct a 215' northbound left turn lane on US 25 (Dixie Highway) at the Proposed Site Access (extended Logistics Boulevard).
 - iii. Construct a 150' eastbound right turn lane on the Proposed Site Access (extended Logistics Boulevard) at US 25 (Dixie Highway).
 - iv. Install a traffic signal at the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard).

A graphic which illustrates these four improvements is included with attached TIS excerpts. The fifth improvement, for the 2025 build traffic volumes, is described as follows:

- v. Modify/optimize the traffic signal timing at the intersection of US 25 (Dixie Highway) and Logistics Boulevard to include a northbound protected left turn phase (in addition to the existing permitted phase) and a southbound right turn overlap (to operate concurrent with the eastbound approach).

The project narrative (p. 2) makes the following commitments relative to traffic-related issues:

Additional feedback that we received indicated a strong desire to direct traffic out of the development to northbound Dixie Highway in an effort to limit traffic through the City of Walton. The proposed public road that connects to Dixie Highway will include a traffic light to allow for ease of left turns on to Dixie Highway. We will also include signage directing all interstate traffic to the Richwood Road interchange. The proposed schedule of development is such that the first building will open when the interchange work is substantially complete.

Rob Franxman, P.E., Boone County Engineer, stated that he didn't identify any issues with the TIS. He also recommended that the dedication of additional right-of-way along Dixie Highway be considered due to anticipated improvements and inherent limitations on the opposite (east) side of the road (3/24/21 email is attached).

Staff recommends that the traffic-related commitments outlined in the project narrative, the improvements recommended in the TIS, and the Dixie Highway right-of-way dedication recommended by the Boone County Engineer, be included as conditions in any approval of this application.

Staff has requested comments on the proposal from the Kentucky Transportation Cabinet. Such comments have not been received as of this writing. Any written comments received from KYTC will be forwarded to the Zone Change Committee for review.

5. OUTSIDE AGENCY COMMENTS

- A. Captain Charlie Alexander with the Walton Fire District has stated that he has no comments on the proposal at this time.
- B. Comments from Andy Aman, Plan Review Manager with Sanitation District

1, are attached.

- C. Comments from Mike Rouse, Project Manager with the Boone County Water District, are attached.

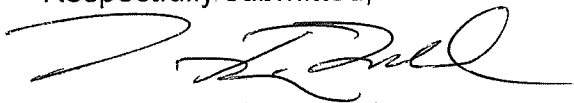
6. SITE PLAN/SUBDIVISION STANDARDS

For the applicant's information, an exhaustive site plan type review was not conducted due to the conceptual nature of the plan. The project will need to meet all applicable standards at the site plan and subdivision stages.

CONCLUSION

The Boone County Planning Commission and the Boone County Fiscal Court need to evaluate this application in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3 "Amendment" of the Boone County Zoning Regulations, the Our Boone County – Plan 2040, which is the adopted comprehensive plan, and the potential impacts on the existing and planned uses in the area. The Future Land Use Map will not need to be amended if this request is approved.

Respectfully submitted,



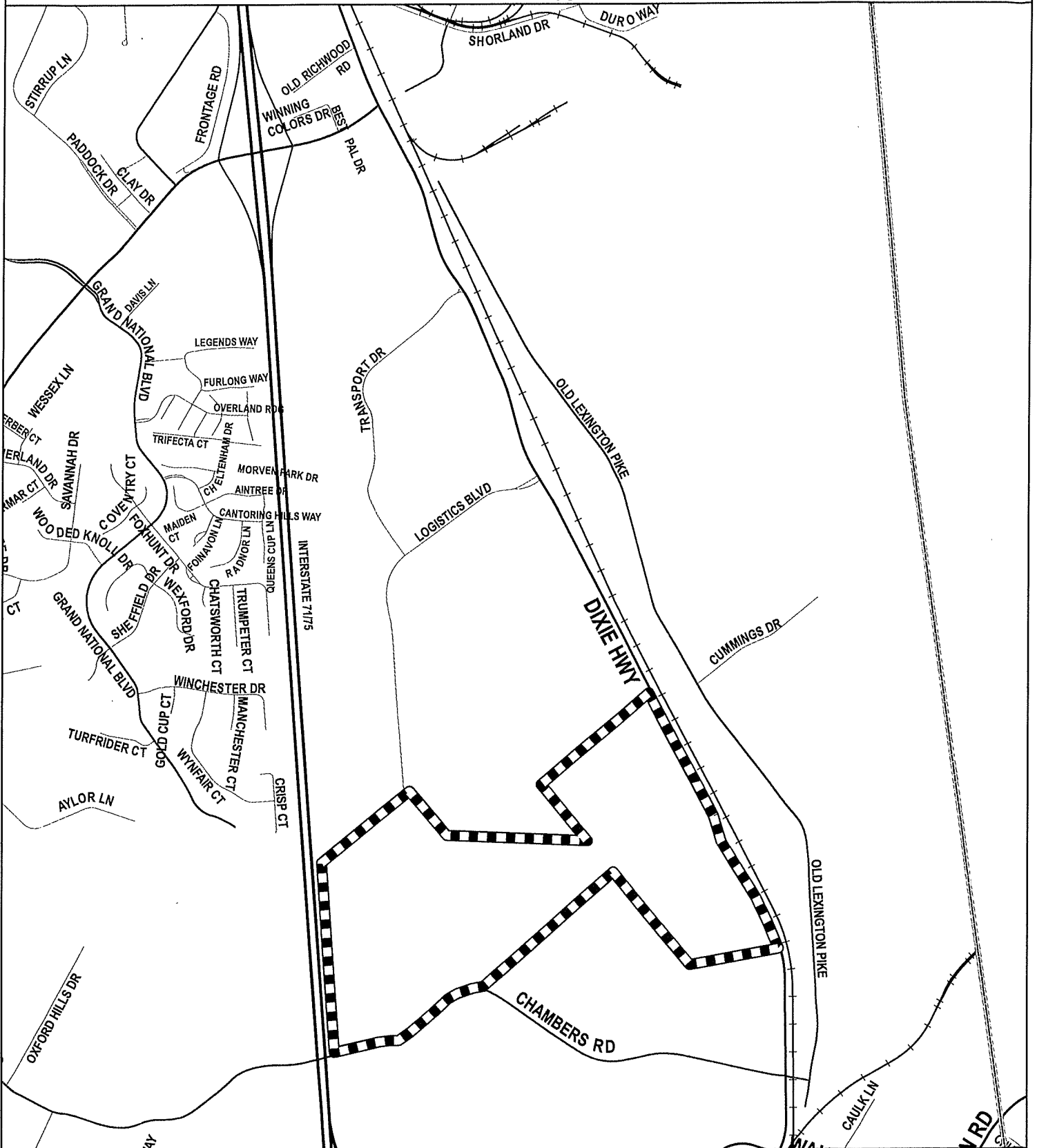
Kevin T. Wall, AICP
Director, Zoning Services

Attachments:

- Location map
- Zoning map with aerial photo
- 2040 Future Land Use Map excerpt
- Natural Features map
- I-1 zone text (including O-1 and O-2 zone principally permitted uses allowed by reference)
- 3/11/21 email from Andy Aman, Plan Review Manager, SD1
- 3/18/21 email from Mike Rouse, Project Manager, Boone County Water District
- 3/24/21 email from Rob Franxman, P.E., Boone County Engineer
- Application materials including Concept Development Plan, project narrative, and Traffic Impact Study excerpts

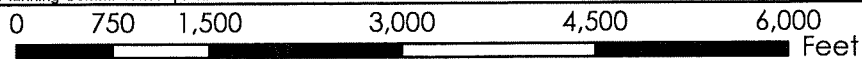
Location

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1 inch = 1,500 feet



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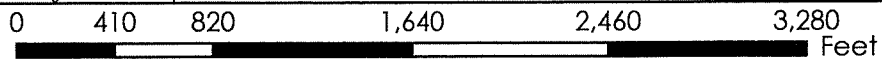
Zoning

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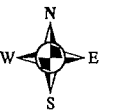


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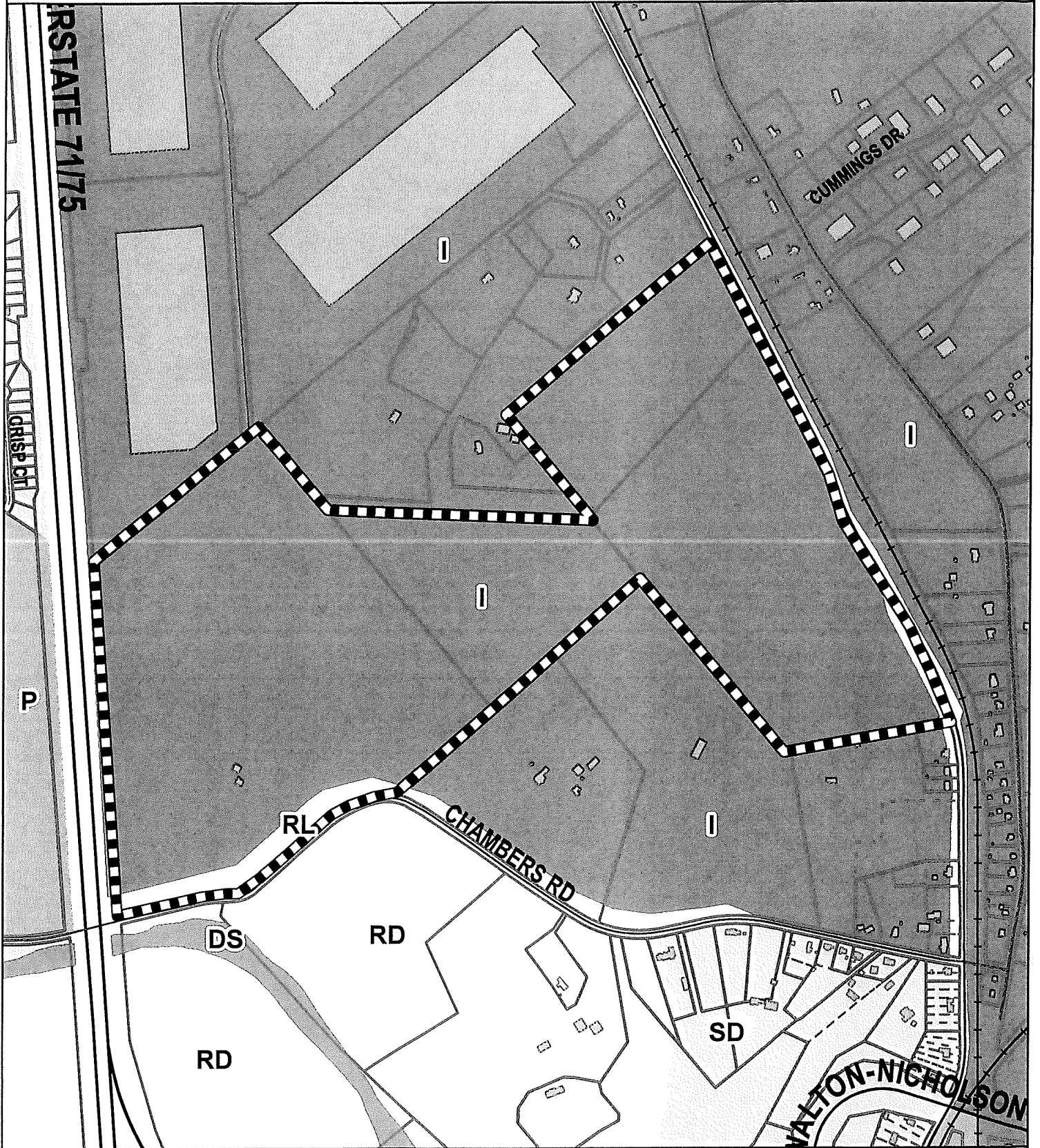
1 inch = 800 feet



Boone County GIS - Putting Northern Kentucky on the Map

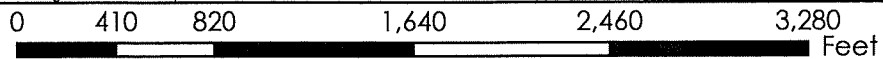
2040 Future Land Use

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1 inch = 800 feet



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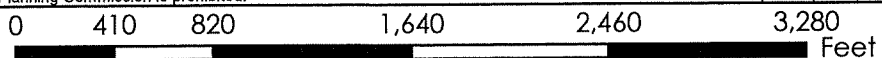
Natural Features

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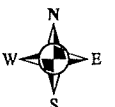
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1 inch = 800 feet



Boone County GIS - Putting Northern Kentucky on the Map



SECTION 1130 INDUSTRIAL ONE (I-1)

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

SECTION 1131 Principally Permitted Uses

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

1. All principally permitted uses in an Office Two (O-2) zone;
2. Food and kindred products, including the manufacture or processing of grain, sugar, oil, fat, glues, grease, tallow, lard, gelatin, vinegar, yeast, starch, dextrin, glucose and sauerkraut but excluding refining or processing of biodiesel, the primary manufacture of meat and fish, which includes the stocking and storing of live animals or garbage, offal or dead animal reduction or dumping or any tanning, curing or storage of rawhides or skins;
3. Textile mill products except primary manufacture of dyes, fibers, felt, rubber goods;
4. Apparel and other finished products made from fabrics, leather and similar materials except primary manufacture of rubber;
5. Fabricated wood products including containers, building components, structural members, but excluding the primary manufacture of wood or wood products;
6. Furniture and fixtures;
7. Paper products including envelopes, bags, boxes and containers, but excluding the primary manufacture of pulp, paper, paperboard or paper products;
8. Printing industries;
9. Pharmaceutical preparations, perfumes, cosmetics and other toiletry preparations;
10. Soaps and other detergents;
11. Fabrication of metal products except firearms and accessories, large scale machinery, and transportation vehicles;
12. Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks;
13. Electric and electronic equipment;
14. Jewelry and precious metals, musical instruments and parts, toys, amusement, sporting and athletic goods, pens, pencils and other office and artists materials, brooms and brushes, lamp shades, signs and advertising displays, umbrellas, parasols and canes and other miscellaneous fabrication activities.
15. Research and development facilities;
16. Educational and governmental institutions;
17. Wholesale trade of automobile accessories and parts;
18. Wholesale trade of drugs, drug proprietaries and sundries;
19. Wholesale trade of dry goods and apparel;
20. Wholesale trade of groceries and related products in enclosed facilities except animals or raw farm materials or products;

21. Wholesale trade of electrical and electronic parts;
22. Wholesale trade of hardware, plumbing, heating, equipment and supplies;
23. Wholesale trade of small machinery, equipment (light) and supplies except transportation or farm vehicles;
24. Other wholesale trade except non-containerized or bulk raw metals and minerals, petroleum products, scrap and waste materials;
25. Laundering, dry cleaning and dyeing services including rugs, linen supply and industrial laundry services;
26. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services;
27. Refrigerated, household goods (mini-warehouses) and other general refrigerated warehousing and storage;
28. Detective and protective services;
29. Photo finishing and other photographic laboratories;
30. Electrical repair and armature rewinding services;
31. Reupholstery and furniture repairing and refinishing services;
32. Building construction, general contractor, plumbing, heating, air conditioning, painting, paper handling, decorating, electrical, masonry, stonework, tile setting, plastering, carpentry, wood flooring, roofing and sheetmetal, water-well drilling, septic and other special construction trade offices, supply, storage and related activities;
33. Postal services and related storage, distribution and transfer activities;
34. Agricultural contract sorting, grading and packaging services of fruits and vegetables;
35. Motor freight terminals, public warehousing, freight garaging and equipment maintenance;
36. Freight forwarding, packing and crating services;
37. Blueprinting and photocopying services, stenographic services and other duplicating, mailing and delivering services;
38. Equipment (light) rental and leasing services including automobiles and trucks, and sales of tractor trailers and other commercial trucks and trailers;
39. Wholesale trade of containerized paints, varnishes, chemicals and allied products;
40. Manufacture of plastic products but not the primary manufacture of plastics;
41. Welding shops for the repair of industrial machinery and heavy equipment;
42. Truck stops;
43. Recycling centers;
44. Fire stations or fire related or protective services including rescue services;
45. Auto repair facilities, repair for tractor-trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking;
46. Commercial parking facilities and commercial recreational vehicle parking facilities;
47. Landscape contracting, grounds keeping, and wholesale nurseries;
48. Sexually Oriented Business as defined in ARTICLE 40 and applicable standards in ARTICLE 31.
49. Crematoriums.

SECTION 1132 Accessory Uses

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

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

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

SECTION 1133 Conditional Uses and Criteria

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

- 1. Uses in which the primary business activity involves the following:
 - a. the storage of explosives or fireworks according to State law, gas, biodiesel, or petroleum;
 - b. bag cleaning;
 - c. blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;
 - d. creosote treatment;
 - e. distillation of bones, coal or wood;
 - f. enameling, japanning or lacquering;
 - g. radium or radioactive elements;
 - h. crushing or other reduction or waterproofing;
 - i. the storage of chemicals; The permission of such uses will be decided on an individual basis;
- 2. Poultry and small game dressing and packing;
- 3. Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;
- 4. Telephone, telegraph, radio, television or other communication relay, transmitting and receiving uses, centers and equipment of a permitted use provided the structure does not physically or visually overpower, detract from or conflict with the building design, scale or character proposed in the district;
- 5. Gasoline filling stations and wash services;
- 6. Labor unions and similar labor associations;
- 7. Day care centers;
- 8. Hotels and motels;
- 9. Commercial recreation such as bowling centers, roller skating rinks, miniature golf courses, golf driving ranges, soccer fields and baseball fields;
- 10. Retail sales or leasing of new and used motor vehicles;
- 11. Wholesale vehicle sales or auctions;
- 12. Churches, synagogues, temples and other places of religious assembly for worship;

13. Kennels for household pets; City of Florence only - kennels for household pets only when not adjoining a residential zoned property;
14. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(C);
15. Fireworks retail sales. (Does not apply in the City of Union and City of Walton).

SECTION 1134 Intensity

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

SECTION 1135 Minimum Size

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

SECTION 1137 Supplemental Zoning Map Amendment Standards

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

SECTION 1110 OFFICE ONE (O-1)

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

SECTION 1111 Principally Permitted Uses

The following uses are permitted:

1. Bank related services or credit unions;
2. Business and personal credit services and title services;
3. Security brokers, investment services and finance companies;
4. Insurance agents, brokers and services;
5. Real estate agents, brokers and management services;
6. Real estate management services and builders offices excluding any outside storage equipment and the like;
7. Photographic services;
8. Eating and drinking establishments including alcoholic beverages;
9. Direct mail and advertising services;
10. Stenographic services and other duplicating and mailing services;
11. News agencies and employment services;
12. Business and management consulting services and associations;
13. Motion picture, audio-visual and similar media production and distribution services;
14. Medical, dental, or optical clinics;
15. Legal, engineering, architectural, education and scientific research services;
16. Accounting, auditing and bookkeeping services;
17. Charitable and social services administration offices;
18. Professional membership organizations and labor organizations and civic associations;
19. Telephone exchange stations, telegraph message centers, radio broadcasting studios, television broadcasting studios and other communication centers and offices excluding any relay, transmitting or receiving towers or similar unattached, erected equipment;
20. The administration, management and any related office use or activity of commercial, business, service, professional, industrial, religious, private institutional, or similar organization, incorporation, companies, associations and such uses. Includes all integral stenographic reproduction, mailing, research, sales and similar office functions, as determined by the Zoning Administrator;
21. Veterinary services not including the boarding of animals;
22. Business colleges and trade schools;
23. Recreation centers, gymnasiums and other related recreational facilities;
24. The retail sale of office supplies and equipment;
25. Funeral homes and crematoriums excluding cemeteries or mausoleums;
26. Beauty and barber services and tanning salons.
27. Sexually Oriented Business as defined in ARTICLE 40 and applicable standards in ARTICLE 31;

SECTION 1120 OFFICE TWO (O-2)

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

SECTION 1121 Principally Permitted Uses

The following uses are permitted:

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

Kevin Wall

From: Andy Aman <aaman@sd1.org>
Sent: Thursday, March 11, 2021 9:52 AM
To: Kevin Wall
Subject: RE: Greenfield Commerce Center zone change - Email 1 of 2

EXTERNAL MESSAGE

SD1 comments as follows:

Sanitary:

1. A new reservation of sanitary sewer capacity needs to be submitted and approved for this project. The current reservation of 92,733 GPD expires June/2021.
2. Public sanitary sewers will need to be submitted to SD1 and KDOW for review and approval.

Stormwater:

1. An SD1 Land Disturbance Permit will need to be obtained for this project since this parcel(s)/project abuts SD1's current storm water service boundary. Upon approval, SD1's storm water service boundary will expand around this project/parcel(s).

From: Kevin Wall <KWall@boonecountyky.org>
Sent: Wednesday, March 3, 2021 11:54 AM
To: Capt. Charlie Alexander <Charlie.Alexander@waltonfireky.com>; miker@boonewater.com; Andy Aman <aaman@sd1.org>; Robert Franxman <rfranxman@boonecountyky.org>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; 'jonathan brown' <jonlbrown@hotmail.com>
Subject: Greenfield Commerce Center zone change - Email 1 of 2

Request of **NorthPoint Development (applicant)** for **Greenfield Farm Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

The application materials for the above referenced zone change request are attached. The appendixes for the Traffic Impact Study will follow in a separate email. Please review the enclosed materials and provide any comments that you may have relative to your agency's policies, service abilities, or concerns by Monday 3/22/21. Comments may be e-mailed to me at kwall@boonecountyky.org or faxed to 334-2264. Your input is greatly appreciated.

Sincerely,

Kevin T. Wall, AICP CDT CNU-A
Director, Zoning Services
Zoning Administrator
v: 859-334-2196
f: 859-334-2264

[//www.boonecountyky.org/planning_commission/](http://www.boonecountyky.org/planning_commission/)



Kevin Wall

From: miker@boonewater.com
Sent: Thursday, March 18, 2021 11:08 AM
To: Kevin Wall
Subject: Greenfield Commerce Center

EXTERNAL MESSAGE

Kevin,

My Comments for the above the above project.

1. Water main connections made at Logistics Blvd. and Dixie Hwy. Extend water mains so that they connect, creating a loop.
2. At the end of the water main extension on Dixie Hwy., set up for future extension going South on Dixie Hwy.
3. Give easement for a 12" DIP water main between buildings 1/2 & 3 and extend water main to Chambers Rd. And set up for future East and West connections on Chambers Rd.
4. Use DIP class 52 for all water mains.
5. Use anchor tees for all 3-ways, with foster adapters for inline valves connected to the tees.

--

Thanks,
Mike

Mike Rouse / Project Manager

Boone County Water District
2475 Burlington Pike
Burlington, Ky. 41005

Office: 859-586-7270
Mobile: 859-991-5104

Kevin Wall

From: Robert Franxman
Sent: Wednesday, March 24, 2021 4:20 PM
To: Kevin Wall
Subject: RE: Greenfield Commerce Center zone change - Email 1 of 2

Kevin,

I know I'm late, but I wanted to pass these comments along; and really my comments likely fall more along the improvement plan lines.

- I don't have any issue with the TIS.
- I think we should consider dedication of additional R/W along US 25. KYTC is currently conducting planning studies for improvement and widening of US 25 along this corridor. Widening to the east is not possible due to the location of the R/R. It may be important to ensure R/W is dedicated to allow a 3 lane section of US 25 in this area. Considerations may also need to be considered for vertical alignment adjustments to US 25.

Thanks,
Rob

From: Kevin Wall
Sent: Wednesday, March 3, 2021 11:54 AM
To: Capt. Charlie Alexander <Charlie.Alexander@waltonfireky.com>; miker@boonewater.com; Andy Aman <aaman@sd1.org>; Robert Franxman <rfranxman@boonecountyky.org>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; 'Jonathan brown' <jonlbrown@hotmail.com>
Subject: Greenfield Commerce Center zone change - Email 1 of 2

Request of **NorthPoint Development (applicant)** for **Greenfield Farm Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

The application materials for the above referenced zone change request are attached. The appendixes for the Traffic Impact Study will follow in a separate email. Please review the enclosed materials and provide any comments that you may have relative to your agency's policies, service abilities, or concerns by Monday 3/22/21. Comments may be e-mailed to me at kwall@boonecountyky.org or faxed to 334-2264. Your input is greatly appreciated.

Sincerely,

Kevin T. Wall, AICP CDT CNU-A
Director, Zoning Services
Zoning Administrator
v: 859-334-2196
f: 859-334-2264
www.boonecountyky.org/planning_commission/



From: Mike Willenbrink [<mailto:mikewillenbrink@bayerbecker.com>]
Sent: Tuesday, March 02, 2021 1:28 PM
To: Kevin Wall

12. 663/726 177/131 2072
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 checked="" type="checkbox"/> Cincinnati Bell | <input type="checkbox"/> Owen Cooperative Electric, Inc. |
| <input type="checkbox"/> Cincinnati/Northern Kentucky International Airport (Kentucky Airport Zoning Commission for height restrictions near the airport) | <input checked="" 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 checked="" 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 7/1/2021

ORIGINAL Property Owner's Signature: Jan A. Deenman III, Vice-Pres.
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

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

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

1. Date Received: 3-2-21 Fee Received: \$6,490.60 Receipt #: 83375
2. Number of Copies Received: 7
3. Has the following been submitted (check all that apply):
 - Completed Application
 - Concept Development Plan
 - Legal Description
 - Names and Mailing Addresses of Adjacent Property Owners
4. Date the application is Administratively Complete (as defined in KRS 100.211): _____
5. Staff Reviewer: KEVIN WALL
6. Committee Chairperson: _____
7. Scheduled Public Hearing Date: 4/7/21
8. Boone County Planning Commission Action: _____ Date of Action: _____
 - _____ Approved
 - _____ Approved with Conditions
 - _____ Denial
 - _____ Other
9. Resolution Number: _____

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

Kevin Wall

From: Marc Gloyeske <mgloyeske@northpointkc.com>
Sent: Friday, March 05, 2021 9:15 AM
To: Kevin Wall
Subject: [BULK] Greenfield Commerce Center

Importance: Low

EXTERNAL MESSAGE

Kevin,

Following up on your phone call, we are not seeking any variances on Greenfield Commerce Center. The box was mistakenly checked on the application.

Thank you,

--

Marc Gloyeske

█

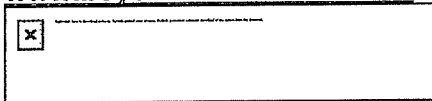
Development Manager

c:

859-250-1721

4805 Montgomery Road, Suite 310 | Cincinnati, OH 45212

www.beyondthecontract.com



Greenfield Commerce Center Zoning Map Amendment

NorthPoint Development is requesting a Zoning Map Amendment for an approximately 208 acre site located at the southern terminus of Logistics Blvd. north of Chambers Rd. east of I-71/75 and west of Dixie Highway. The property is commonly referred to as the Greenfield Farm property. NorthPoint is seeking a Zoning Map Amendment to change the zoning classification from Agricultural Estate (A-2) to Industrial One (I-1) with the intent of constructing a multi-building industrial park called the Greenfield Commerce Center. The proposed development will include a maximum of 3,000,000 square feet of industrial development across several buildings.

The majority of the site in question is identified in the "Boone County, Kentucky Plan 2040 Map" as Industrial land. A small portion of the site along Chambers Road is identified as Rural Lands. More specifically, this site is discussed in depth in Area 21 of the Land Use section of the "Our Boone County – Plan 2040" comprehensive plan. The Comprehensive Plan states the following: *"The area east of I-75 and west of U.S. 25, from Richwood Road to Chambers Road, should develop as a Business Park. A buffer should be provided along Chambers Road to residential uses to the south, and no business park access should occur on Chambers Road. New industrial or business park developments south of the improvements being made to U.S. 25/Dixie Highway as part of the I-75/Richwood Road Interchange rebuild requiring new access to Dixie Highway must be accompanied by a Traffic Impact Study to determine if the existing conditions of the road are able to support additional truck traffic. If new improvements are warranted, a combined effort of State, County, and private funds shall be explored to share in the cost of the improvements. All developments should be interconnected by roadways to provide a parallel system to U.S. 25."* The proposed Greenfield Commerce Center development meets several of the criteria that are outlined in the Comprehensive Plan, including:

- No access to Chambers Road
- An accompanying Traffic Impact Study identifying the impacts of the development on surrounding infrastructure
- The proposed extension of Logistics Blvd. creates the desired parallel roadway to Dixie Highway

The Greenfield Farm site was the subject of a prior Zoning Map Amendment request in 2007. The request was for an amendment from A-2 to I-1 for the construction of an industrial park. That request was denied on April 18, 2007. The findings of fact from that request state that while the future land use designation for this area is shown as Industrial, the infrastructure necessary to support additional development was not in place at the time. Now that the roadway infrastructure is being upgraded to meet the demands of the existing and expected traffic, we feel that it is an appropriate time for the zoning map amendment to be reevaluated.

NorthPoint Development has held several pre-application meetings with Boone County representatives to discuss this project. During those meetings, the County personnel discussed the desire for us to pursue light-manufacturing type uses for the property in an effort to have higher paying jobs within this development. After hearing these comments, we reached out to the team at the Northern Kentucky Tri-Ed to discuss our project and learn how we could position this development to take advantage of the interest from manufacturers that are interested in space in Northern Kentucky. One comment that we

Cincinnati Office:

4805 Montgomery Road, Suite 310
Cincinnati, OH 45212

heard was that there was limited space with Industrial zoning in the County that could be ready for a manufacturing tenant in a short time frame. Due to this comment, we have produced several concept plans for this proposed development in order to be flexible for future potential prospects. Several concept plans have been submitted with the Zoning Map Amendment request, but there are other possible layouts that could accommodate manufacturing uses. Therefore, we are requesting that any approval of the Zoning Map Amendment does not reference a specific concept plan but rather limits maximum square footage on the property to 3,000,000 square feet. We would still commit to constructing a public road that extends from the terminus of Logistics Blvd. and connecting to Dixie Highway. We would also commit to meeting minimum buffer yard and setback requirements in the I-1 zone.

Additional feedback that we received indicated a strong desire to direct traffic out of the development to northbound Dixie Highway in an effort to limit traffic through the City of Walton. The proposed public road that connects to Dixie Highway will include a traffic light to allow for ease of left turns on to Dixie Highway. We will also include signage directing all interstate traffic to the Richwood Road interchange. The proposed schedule of development is such that the first building will open when the interchange work is substantially complete.

NorthPoint has reviewed the current permitted uses found within the I-1 zoning regulations and will agree to strike the following uses; principally permitted uses: 41. welding shops for the repair of industrial machinery and heavy equipment, 42. Truck stops, 43. Recycling centers, 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, 48. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31, and 49. crematoriums.

The Boone County Zoning Regulations states the following: before any map amendment is granted, the Planning Commission or the legislative body use the following criteria in granting approval of a zone change or map amendment:

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.

The map amendment request for the Greenfield Commerce satisfies criteria 1 above. The map amendment is in agreement with the adopted comprehensive plan and the future land use map. The future land use for this area is identified as Industrial and meets several criteria of the comprehensive plan.

Cincinnati Office:
4805 Montgomery Road, Suite 310
Cincinnati, OH 45212

SECTION 1125

Minimum Size

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

SECTION 1126

Minimum Standards

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

SECTION 1130

INDUSTRIAL ONE (I-1)

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

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

SECTION 1131

Principally Permitted Uses

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

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

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

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

SECTION 1132

Accessory Uses

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

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

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

SECTION 1133

Conditional Uses and Criteria

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

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

The permission of such uses will be decided on an individual basis;

- 2. Poultry and small game dressing and packing;

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

SECTION 1134

Intensity

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

SECTION 1135

Minimum Size

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

SECTION 1137

Supplemental Zoning Map Amendment Standards

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

SECTION 1140

INDUSTRIAL TWO (I-2)

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

bayer

GREENFIELD COMMERCE CENTER
CONCEPT DEVELOPMENT PLAN

1715 Highway (U.S. 25) Commerce Road & I-75
Hickory County, Kentucky

Project No. 2001-1102
Scale: 1" = 20'

DATE: 02/20/01
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

CONCEPT DEVELOPMENT PLAN

NO.	DESCRIPTION	DATE
1	CONCEPT DEVELOPMENT PLAN	02/20/01
2	PRELIMINARY DEVELOPMENT PLAN	03/15/01
3	FINAL DEVELOPMENT PLAN	04/10/01

VICINITY MAP
(Not to Scale)

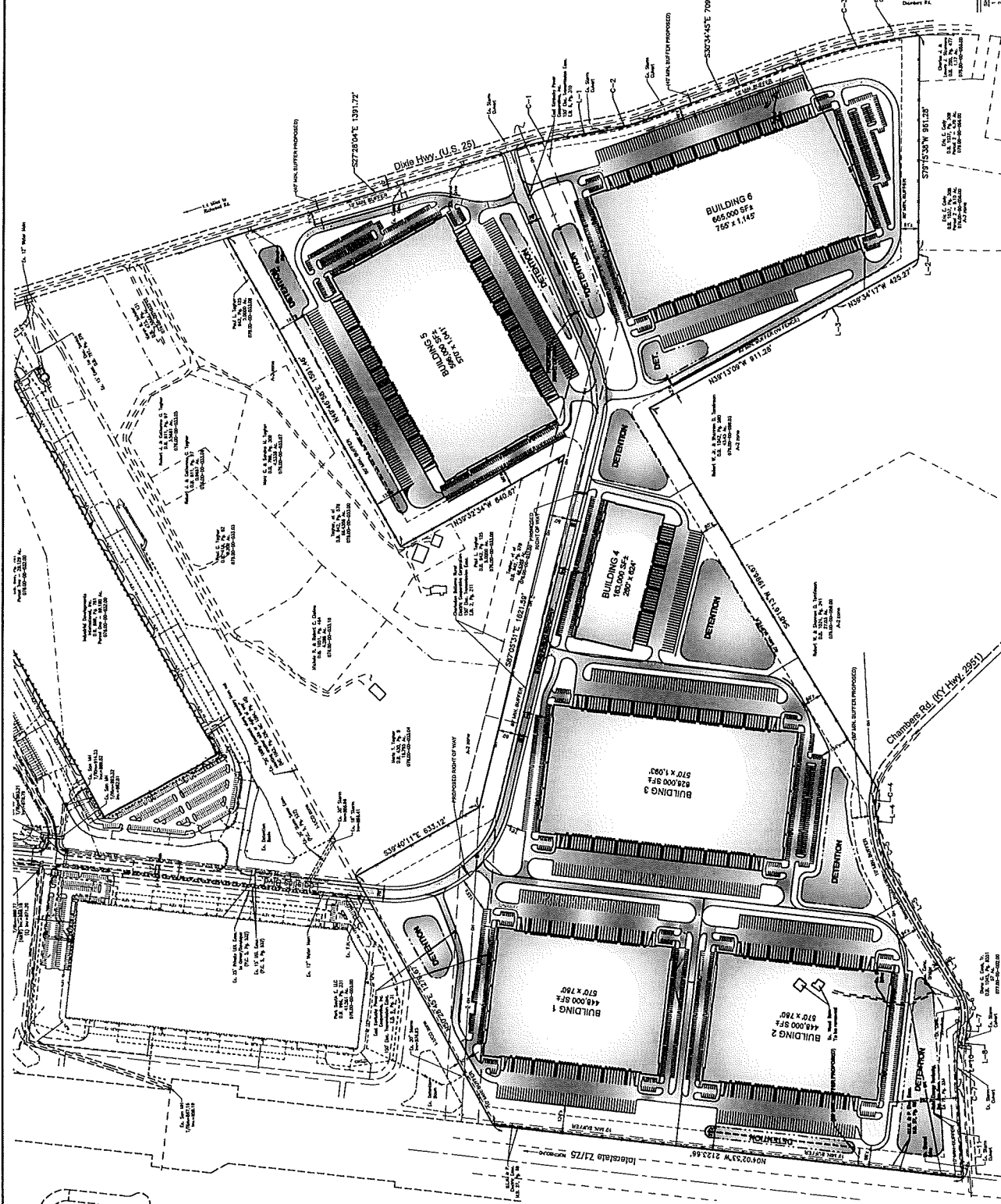
Scale: 1" = 20'

Building / Site Characteristics

NO.	AREA (SQ. FT.)	PERCENTAGE	AREA (SQ. FT.)	PERCENTAGE
1	141,000	14.10%	141,000	14.10%
2	141,000	14.10%	141,000	14.10%
3	141,000	14.10%	141,000	14.10%
4	141,000	14.10%	141,000	14.10%
5	141,000	14.10%	141,000	14.10%
6	141,000	14.10%	141,000	14.10%
7	141,000	14.10%	141,000	14.10%
8	141,000	14.10%	141,000	14.10%
9	141,000	14.10%	141,000	14.10%
10	141,000	14.10%	141,000	14.10%
11	141,000	14.10%	141,000	14.10%
12	141,000	14.10%	141,000	14.10%
13	141,000	14.10%	141,000	14.10%
14	141,000	14.10%	141,000	14.10%
15	141,000	14.10%	141,000	14.10%
16	141,000	14.10%	141,000	14.10%
17	141,000	14.10%	141,000	14.10%
18	141,000	14.10%	141,000	14.10%
19	141,000	14.10%	141,000	14.10%
20	141,000	14.10%	141,000	14.10%
21	141,000	14.10%	141,000	14.10%
22	141,000	14.10%	141,000	14.10%
23	141,000	14.10%	141,000	14.10%
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25	141,000	14.10%	141,000	14.10%
26	141,000	14.10%	141,000	14.10%
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29	141,000	14.10%	141,000	14.10%
30	141,000	14.10%	141,000	14.10%
31	141,000	14.10%	141,000	14.10%
32	141,000	14.10%	141,000	14.10%
33	141,000	14.10%	141,000	14.10%
34	141,000	14.10%	141,000	14.10%
35	141,000	14.10%	141,000	14.10%
36	141,000	14.10%	141,000	14.10%
37	141,000	14.10%	141,000	14.10%
38	141,000	14.10%	141,000	14.10%
39	141,000	14.10%	141,000	14.10%
40	141,000	14.10%	141,000	14.10%
41	141,000	14.10%	141,000	14.10%
42	141,000	14.10%	141,000	14.10%
43	141,000	14.10%	141,000	14.10%
44	141,000	14.10%	141,000	14.10%
45	141,000	14.10%	141,000	14.10%
46	141,000	14.10%	141,000	14.10%
47	141,000	14.10%	141,000	14.10%
48	141,000	14.10%	141,000	14.10%
49	141,000	14.10%	141,000	14.10%
50	141,000	14.10%	141,000	14.10%
51	141,000	14.10%	141,000	14.10%
52	141,000	14.10%	141,000	14.10%
53	141,000	14.10%	141,000	14.10%
54	141,000	14.10%	141,000	14.10%
55	141,000	14.10%	141,000	14.10%
56	141,000	14.10%	141,000	14.10%
57	141,000	14.10%	141,000	14.10%
58	141,000	14.10%	141,000	14.10%
59	141,000	14.10%	141,000	14.10%
60	141,000	14.10%	141,000	14.10%
61	141,000	14.10%	141,000	14.10%
62	141,000	14.10%	141,000	14.10%
63	141,000	14.10%	141,000	14.10%
64	141,000	14.10%	141,000	14.10%
65	141,000	14.10%	141,000	14.10%
66	141,000	14.10%	141,000	14.10%
67	141,000	14.10%	141,000	14.10%
68	141,000	14.10%	141,000	14.10%
69	141,000	14.10%	141,000	14.10%
70	141,000	14.10%	141,000	14.10%
71	141,000	14.10%	141,000	14.10%
72	141,000	14.10%	141,000	14.10%
73	141,000	14.10%	141,000	14.10%
74	141,000	14.10%	141,000	14.10%
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99	141,000	14.10%	141,000	14.10%
100	141,000	14.10%	141,000	14.10%

GENERAL NOTES:

1. All dimensions are in feet and inches.
2. All bearings are in degrees, minutes and seconds.
3. All distances are in feet.
4. All areas are in square feet.
5. All volumes are in cubic feet.
6. All elevations are in feet above sea level.
7. All bearings and distances are as shown on the plan.
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INDEX TO PLAN SHEETS

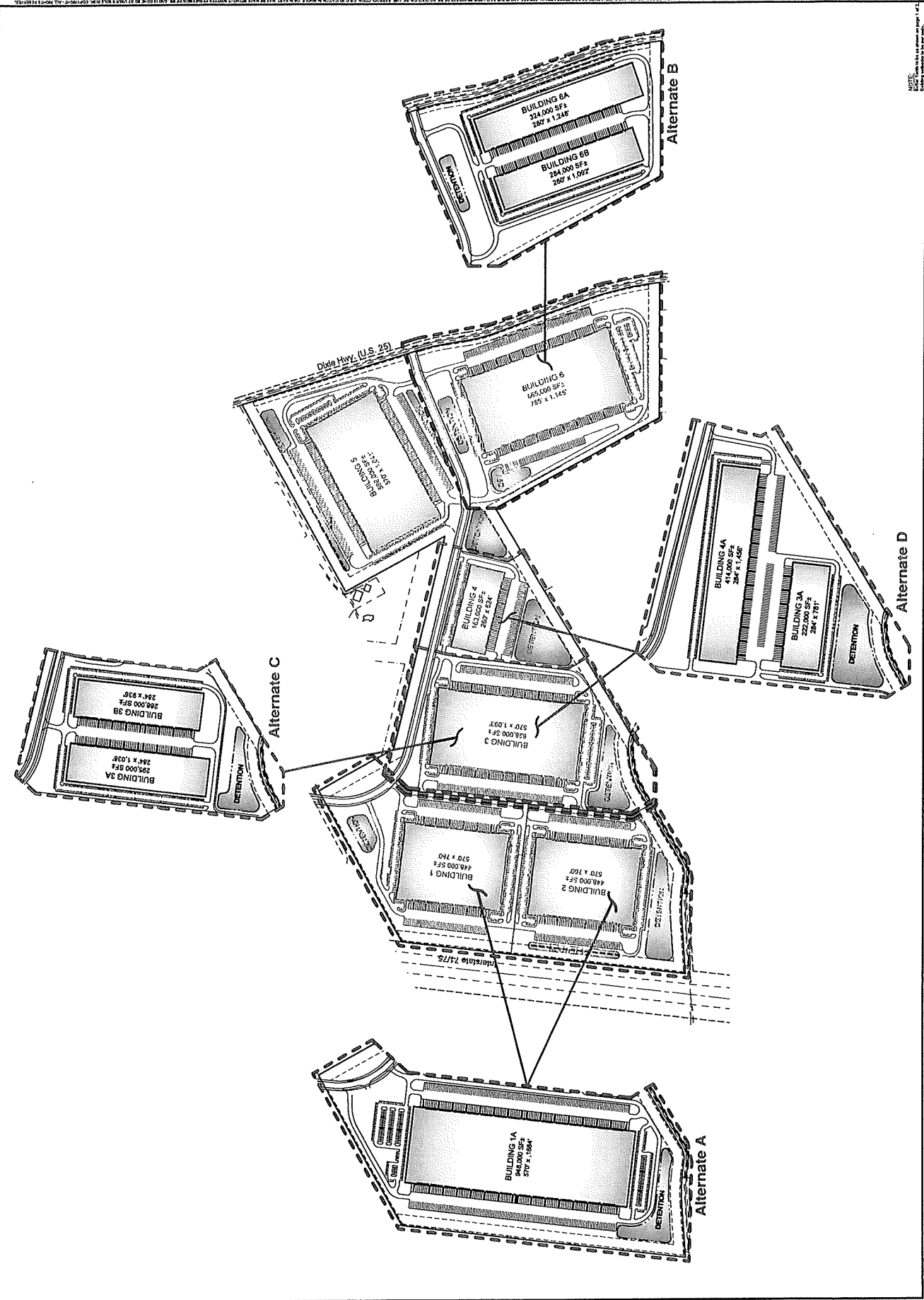
NO.	DESCRIPTION
1	CONCEPT DEVELOPMENT PLAN
2	PRELIMINARY DEVELOPMENT PLAN
3	FINAL DEVELOPMENT PLAN

boyer
 BOYER ARCHITECTS
 200 DIXIE HWY
 FARMINGDALE, NY 11737-4528
 TEL: 516-241-1113
 FAX: 516-241-1113

**CONCEPT DEVELOPMENT PLAN
 GREENFIELD COMMERCE
 CENTER**
 Highway (U.S. 29), Orange County, Kentucky
 Alternate Plans

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boyer
 BOYER ARCHITECTS
 200 DIXIE HWY
 FARMINGDALE, NY 11737-4528
 TEL: 516-241-1113
 FAX: 516-241-1113



NOTE:
 ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

Executive Summary

The Greenfield Farm/Greenfield Commerce Center site is located west of US 25 (Dixie Highway) and north of Chambers Road (KY 2951), in unincorporated Boone County, Kentucky.

The proposed development is to consist of several industrial buildings at approximately 2,936,000 square feet (SF) total. Specific industrial land uses are expected to include manufacturing and warehousing.

Access to the proposed development is to be provided along US 25 (Dixie Highway) at the existing Logistics Boulevard and at one new proposed full-movement access point, the Proposed Site Access, which is an extension of the existing Logistics Boulevard to US 25 (Dixie Highway).

Construction of the project is to be phased with opening day estimated in 2022 (Phase 1), additional phases planned for each year, 2023 and 2024 (Phase 2 and Phase 3, respectively), until an estimated full build-out in 2025 (Phase 4). The extension of the existing Logistics Boulevard to a proposed intersection at US 25 (Dixie Highway), the Proposed Site Access, is planned for construction in 2023 (Phase 2). Project phasing is further described as follows:

- Phase 1 – Building #1 (448,000 SF) and Building #2 (448,000 SF) and a connection to the existing Logistics Boulevard (i.e., no proposed new access to US 25 (Dixie Highway))
- Phase 2 – Building #3 (626,000 SF) and Building #4 (163,000 SF) and an extension of the existing Logistics Boulevard to US 25 (Dixie Highway) at the Proposed Site Access
- Phase 3 – Building #5 (596,000 SF)
- Phase 4 – Building #6 (655,000 SF)

The design year for this study is 2032 (opening year + 10 years).

A meeting was held on January 6, 2021 with the Kentucky Transportation Cabinet (KYTC) and Boone County to review and discuss the project and to establish the scope of this study, which is summarized in a memorandum dated January 8, 2021.

The following intersections comprise the study area of this report with traffic volumes analyzed for the 2020 existing year, 2022 opening year/Phase 1, 2023 Phase 2, 2024 Phase 3, 2025 full build-out/Phase 4, and 2032 horizon/design year:

- US 25 (Dixie Highway) and Logistics Boulevard
- US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard)

- US 25 (Dixie Highway) and Chambers Road (KY 2951)

In the vicinity of the Greenfield Farm/Greenfield Commerce Center site, north of Logistics Boulevard, US 25 (Dixie Highway) is currently under construction. This work is part of the I-71/75 and KY 338 (Richwood Road) interchange improvements project with construction expected to be complete in 2022.

According to design documents provided by KYTC, US 25 (Dixie Highway) is to be widened to five lanes from KY 338 (Richwood Road) to Transport Drive and it is to transition to three lanes south of Transport Drive. The project terminates at Logistics Boulevard for which, US 25 (Dixie Highway) is currently a three-lane roadway section. The US 25 (Dixie Highway) project also consists of vertical profile modifications, curb and storm sewer installation, and construction of a shared use path.

Other elements of the I-71/75 and KY 338 (Richwood Road) interchange improvements project include a double crossover diamond (DCD) interchange design and at the intersection of KY 338 (Richwood Road) and US 25 (Dixie Highway), installation of a single point urban interchange (SPUI).

Based on the analysis contained in this report, no recommendations are made for 2020 existing traffic and/or 2022, 2023, 2024, 2025, and 2032 no build traffic volume projections.

The existing and no build traffic volumes do not include traffic generated by the Greenfield Commerce Center proposed development.

Also based on the analysis contained in this report, no recommendations are made for 2022 build traffic volume projections, which include traffic generated by the proposed development. The following improvements are recommended to accommodate 2023 build traffic volume projections:

- Construct a 550' southbound right turn lane on US 25 (Dixie Highway) at the Proposed Site Access (extended Logistics Boulevard)
- Construct a 215' northbound left turn lane on US 25 (Dixie Highway) at the Proposed Site Access (extended Logistics Boulevard)
- Construct a 150' eastbound right turn lane on the Proposed Site Access (extended Logistics Boulevard) at US 25 (Dixie Highway)
- Install a traffic signal at the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard)

There are no additional recommendations made for 2024 build traffic volumes and the following recommendations are made for 2025 build traffic volumes:

- Modify/optimize the traffic signal timing at the intersection of US 25 (Dixie Highway) and Logistics Boulevard to include a northbound protected left turn phase (in addition to the existing permitted phase) and a southbound right turn overlap (to operate concurrent with the eastbound approach)

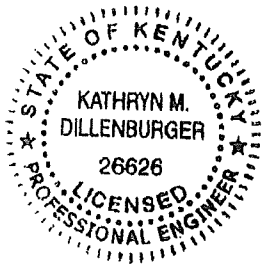
No additional recommendations are made for 2032 build traffic volumes.

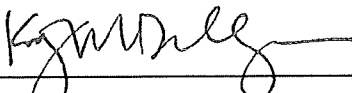
As previously indicated, the 2022, 2023, 2024, 2025, and 2034 build traffic volume projections include traffic generated by the proposed development, therefore, the above roadway improvements are recommended with the proposed development to mitigate its impact.

The recommended turn lane storage lengths identified above include a bay taper of 100 feet along US 25 (Dixie Highway) and a bay taper of 50 feet along the Proposed Site Access (extended Logistics Boulevard), per the Kentucky Transportation Cabinet *Highway Design Manual*.

Qualifications and Experience

The technical material and data contained in this document was prepared by Bayer Becker under the supervision and direction of the undersigned, whose seal as a Professional Engineer (P.E.), licensed to practice in the State of Kentucky, is affixed below.




Kathryn M. Dillenburg, P.E.
Engineer of Record, License No. 26626

03-02-21

Date

Introduction

Purpose of Report and Study Objectives

The purpose of this study is to determine the traffic impacts of the Greenfield Commerce Center proposed development, located west of US 25 (Dixie Highway) and north of Chambers Road (KY 2951), in unincorporated Boone County, Kentucky, and to satisfy the requirements of the Kentucky Transportation Cabinet (KYTC) and Boone County for traffic impact studies.

According to KYTC *Traffic Impact Study Requirements*, the purpose of a traffic impact study is to:

- Determine the appropriate location, spacing, and design of access points necessary;
- Mitigate the traffic and operational impacts on the highway;
- Determine the need for any improvements to the adjacent and nearby roadway system and
- Maintain a satisfactory level of service and safety and to protect the function of the highway system while providing appropriate and necessary access to the proposed development.

This study describes the existing roadway network, identifies peak conditions, forecasts and distributes future traffic volumes, and projects the impact of this proposed development. Conclusions relative to the impact of the increased traffic on the roadway system associated with the Greenfield Commerce Center proposed development have been identified and recommendations for mitigating any possible impacts are provided.

The following references were used in the preparation of this study for the proposed development:

- Site reconnaissance and field observations by Bayer Becker
- Communications and meetings with staff at KYTC District 6 and Boone County
- Peak hour turning movement traffic counts, performed by Bayer Becker on Wednesday, November 18, 2020, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM at the intersections of US 25 (Dixie Highway) with Logistics Boulevard and with Chambers Road (KY 2951)
- Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*
- *ITE Trip Generation Handbook, 3rd Edition*
- *ITE Traffic Access and Impact Studies and Site Development – A Recommended Practice.*
- *Highway Capacity Manual (HCM), 2010*
- Highway Capacity Software (HCS7)
- KYTC *Functional Classification Map*
- KYTC *Traffic Impact Study Requirements*

- KYTC Highway Design Manual dated September 2020
- American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*
- *Manual on Uniform Traffic Control Devices, 2009 Edition*, dated May 2012, prepared by the U.S. Department of Transportation, Federal Highway Administration
- *Boone County Zoning Regulations* adopted on November 4, 2008

The Greenfield Commerce Center proposed development is situated on approximately 208 acres in Unincorporated Boone County, Kentucky. The development is located west of US 25 (Dixie Highway) and north of Chambers Road (KY 2951).

A vicinity map is provided as Figure A.

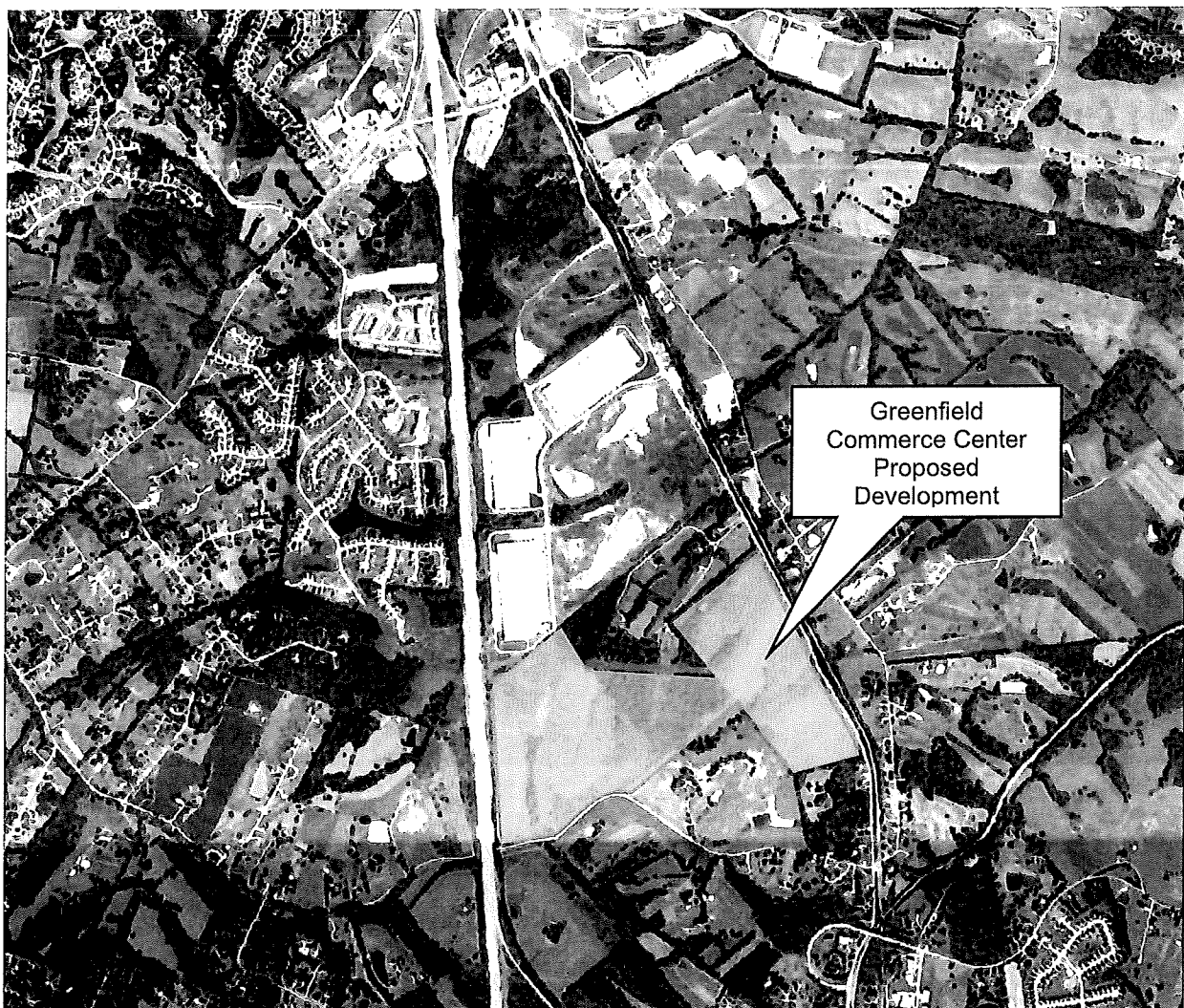


Figure A
Vicinity Map

The primary objective of this traffic impact study is to determine the traffic impacts of the proposed development, to determine what off-site improvements are required to mitigate the site's impact, and to satisfy KYTC requirements for traffic impact studies.

A meeting was held on January 6, 2021 with KYTC and Boone County to review and discuss the project and to establish the scope of this study, which is summarized in a memorandum prepared by Bayer Becker, dated January 8, 2021, which is provided in Appendix A.

The following intersections define the study area of this report:

- US 25 (Dixie Highway) and Logistics Boulevard
- US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard)
- US 25 (Dixie Highway) and Chambers Road (KY 2951)

It is acknowledged that two additional proposed intersections were identified within the scope of the study (i.e., US 25 (Dixie Highway) at Proposed Access #1 (north access) and at Proposed Access #3 (south access). However, upon further review of the site and based on an initial evaluation of the proposed intersections, the two proposed access points were removed from the project.

Traffic volumes for the 2020 existing year and traffic volume projections for the 2022 opening year/Phase 1, 2023 Phase 2, 2024 Phase 3, 2025 full build-out/Phase 4, and 2032 horizon/design year (opening year + 10 years) scenarios were evaluated as part of this study.

Proposed Development

Off-Site Development

At this time, no known developments are currently planned in the immediate area of the Greenfield Farm/Greenfield Commerce Center site. However, in the vicinity of the site, north of Logistics Boulevard, US 25 (Dixie Highway) is currently under construction. This work is part of the I-71/75 and KY 338 (Richwood Road) interchange improvements project with construction expected to be complete in 2022.

According to design documents provided by KYTC, US 25 (Dixie Highway) is to be widened to five lanes from KY 338 (Richwood Road) to Transport Drive and it is to transition to three lanes south of Transport Drive. The project terminates at Logistics Boulevard for which, US 25 (Dixie Highway) is currently a three-lane roadway section. The US 25 (Dixie Highway) project also consists of vertical profile modifications, curb and storm sewer installation, and construction of a shared use path.

Other elements of the I-71/75 and KY 338 (Richwood Road) interchange improvements project include a double crossover diamond (DCD) interchange design and at the intersection of KY 338 (Richwood Road) and US 25 (Dixie Highway), installation of a single point urban interchange (SPUI).

On-Site Development

The proposed development is to consist of several industrial buildings at approximately 2,936,000 square feet (SF) total. Specific industrial land uses are expected to include manufacturing and warehousing.

Access to the proposed development is to be provided along US 25 (Dixie Highway) at the existing Logistics Boulevard and at one new proposed full-movement access point, the Proposed Site Access, which is an extension of the existing Logistics Boulevard to US 25 (Dixie Highway).

Construction of the project is to be phased with opening day estimated in 2022 (Phase 1), additional phases planned for each year, 2023 and 2024 (Phase 2 and Phase 3, respectively), until an estimated full build-out in 2025 (Phase 4). The extension of the existing Logistics Boulevard to a proposed intersection at US 25 (Dixie Highway), the Proposed Site Access, is planned for construction in 2023 (Phase 2). Project phasing is further described as follows:

- Phase 1 – Building #1 (448,000 SF) and Building #2 (448,000 SF) and a connection to the existing Logistics Boulevard (i.e., no proposed new access to US 25 (Dixie Highway))

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- Phase 3 – Building #5 (596,000 SF)
- Phase 4 – Building #6 (655,000 SF)

The design year for this study is 2032 (opening year + 10 years).

The proposed development site plan is provided in this report as Figure B.

Improvement Analysis and Findings

Improvements to Accommodate Base Traffic

Based on the analysis contained in this report, no recommendations are made for 2020 existing traffic and/or 2022, 2023, 2024, 2025, and 2032 no build traffic volume projections.

The existing and no build traffic volumes do not include traffic generated by the Greenfield Commerce Center proposed development.

Additional Improvements to Accommodate Site Traffic

Based on the analysis contained in this report, no recommendations are made for 2022 build traffic volume projections, which include traffic generated by the proposed development. The following improvements are recommended to accommodate 2023 build traffic volume projections:

- Construct a 550' southbound right turn lane on US 25 (Dixie Highway) at the Proposed Site Access (extended Logistics Boulevard)
- Construct a 215' northbound left turn lane on US 25 (Dixie Highway) at the Proposed Site Access (extended Logistics Boulevard)
- Construct a 150' eastbound right turn lane on the Proposed Site Access (extended Logistics Boulevard) at US 25 (Dixie Highway)
- Install a traffic signal at the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard)

There are no additional recommendations made for 2024 build traffic volumes and the following recommendations are made for 2025 build traffic volumes:

- Modify/optimize the traffic signal timing at the intersection of US 25 (Dixie Highway) and Logistics Boulevard to include a northbound protected left turn phase (in addition to the existing permitted phase) and a southbound right turn overlap (to operate concurrent with the eastbound approach)

No additional recommendations are made for 2032 build traffic volumes.

As previously indicated, the 2022, 2023, 2024, 2025, and 2034 build traffic volume projections include traffic generated by the proposed development, therefore, the above roadway improvements are recommended with the proposed development to mitigate its impact.

The recommended turn lane storage lengths identified above include a bay taper of 100 feet along US 25 (Dixie Highway) and a bay taper of 50 feet along the Proposed Site Access (extended Logistics Boulevard), per the Kentucky Transportation Cabinet *Highway Design Manual*.

Alternative Improvements

No alternative roadway improvements are recommended.

Status of Improvements Already Funded, Programmed, or Planned

In the vicinity of the Greenfield Farm/Greenfield Commerce Center site, north of Logistics Boulevard, US 25 (Dixie Highway) is currently under construction. This work is part of the I-71/75 and KY 338 (Richwood Road) interchange improvements project with construction expected to be complete in 2022.

According to design documents provided by KYTC, US 25 (Dixie Highway) is to be widened to five lanes from KY 338 (Richwood Road) to Transport Drive and it is to transition to three lanes south of Transport Drive. The project terminates at Logistics Boulevard for which, US 25 (Dixie Highway) is currently a three-lane roadway section. The US 25 (Dixie Highway) project also consists of vertical profile modifications, curb and storm sewer installation, and construction of a shared use path.

Other elements of the I-71/75 and KY 338 (Richwood Road) interchange improvements project include a double crossover diamond (DCD) interchange design and at the intersection of KY 338 (Richwood Road) and US 25 (Dixie Highway), installation of a single point urban interchange (SPUI).

Recommendations and Conclusions

Improvements to Accommodate Base Traffic

Based on the analysis contained in this report, no recommendations are made for 2020 existing traffic and/or 2022, 2023, 2024, 2025, and 2032 no build traffic volume projections.

The existing and no build traffic volumes do not include traffic generated by the Greenfield Commerce Center proposed development.

Additional Improvements to Accommodate Site Traffic

Based on the analysis contained in this report, no recommendations are made for 2022 build traffic volume projections, which include traffic generated by the proposed development. The following improvements are recommended to accommodate 2023 build traffic volume projections:

- Construct a 550' southbound right turn lane on US 25 (Dixie Highway) at the Proposed Site Access (extended Logistics Boulevard)
- Construct a 215' northbound left turn lane on US 25 (Dixie Highway) at the Proposed Site Access (extended Logistics Boulevard)
- Construct a 150' eastbound right turn lane on the Proposed Site Access (extended Logistics Boulevard) at US 25 (Dixie Highway)
- Install a traffic signal at the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard)

There are no additional recommendations made for 2024 build traffic volumes and the following recommendations are made for 2025 build traffic volumes:

- Modify/optimize the traffic signal timing at the intersection of US 25 (Dixie Highway) and Logistics Boulevard to include a northbound protected left turn phase (in addition to the existing permitted phase) and a southbound right turn overlap (to operate concurrent with the eastbound approach)

No additional recommendations are made for 2032 build traffic volumes.

As previously indicated, the 2022, 2023, 2024, 2025, and 2034 build traffic volume projections include traffic generated by the proposed development, therefore, the above roadway improvements are recommended with the proposed development to mitigate its impact.

The recommended turn lane storage lengths identified above include a bay taper of 100 feet along US 25 (Dixie Highway) and a bay taper of 50 feet along the Proposed Site Access (extended Logistics Boulevard), per the Kentucky Transportation Cabinet *Highway Design Manual*.

The recommended turn lane improvements are presented in the following concept plan.

COMMISSION MEMBERS PRESENT:

Ms. Olivia Amlung
Mr. Randy Bessler
Mr. Kim Bunger, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mrs. Janet Kegley
Mr. Kim Patton, Vice Chairman
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele
Mr. Tom Szurlinski

COMMISSION MEMBERS NOT PRESENT:

Mr. Rick Lunnemann
Mr. Don McMillian
Mr. Steve Turner, Temporary Presiding Officer

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Kevin Wall, Director, Zoning Services

Chairman Rolfsen introduced the second item on the Agenda at 8:30 p.m.

ZONING MAP AMENDMENT – Kevin Wall, Staff

Request of **NorthPoint Development (applicant)** for **Greenfield Farm, Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

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LEGAL COUNSEL PRESENT:

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ZONING MAP AMENDMENT – Kevin Wall, Staff

Request of **NorthPoint Development (applicant)** for **Greenfield Farm, Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

Staff Member, Kevin Wall, presented the Staff Report, which included a PowerPoint presentation. The request is to rezone an approximate 209 acre site from A-2 to I-1. It is located between I-75 and Dixie Highway and from Park South Industrial Park to Chambers Road. Logistics Boulevard dead-ends into the site. It is currently a farm. There are 2 barns located on the property. The Future Land Use Map from the Our Boone County - Plan 2040 designates the site as Industrial (I). There is a small strip of land along Chambers Road that is designated Rural Lands (RL). The site has some history. A zone change from A-2 to I-1 application was withdrawn in 2007 after the the Planning Commission had recommended denial. The recommendation focused on road improvements, particularly the I-75/Richwood Road Interchange. Construction funding for the improvements to the interchange and Richwood Road were not in place or scheduled to be constructed.

The applicant has submitted two Concept Development Plans. Logistics Boulevard is planned to be extended south and then east to Dixie Highway. The minimum I-1 building setbacks and buffer yard requirements will be met and the developer has agreed to a maximum of 3 million square feet, which is about 14,373 square feet per acre. The Staff Report outlines the landscape or buffer areas as well which are proposed to be prohibited industrial uses. It is described in the applicant's narrative as well the attachments. No information was provided for building elevations at the time of the application. A Traffic Impact Study was submitted and excerpts from it are attached to the Staff Report. The Traffic Impact Study includes recommendations. Mr. Wall showed options of how the various buildings could be laid out on the individual lots. Mr. Wall showed photographs of the site and adjoining properties.

In terms of Staff Comments, Mr. Wall referred to pages 11-13 of the Staff Report in regard to Boone County Comprehensive Plan, both the text and the map. There is a key reference in the Land Use Element that talks about the area in question (Richwood East). There are also references to the Economy and Demographics Elements, the Future Land Use Development Guidelines and Goals and Objectives. Lastly, the governing bodies will also need to consider the alternate findings for the requested Zoning Map Amendment. The second comment refers to the proposed uses which would allow warehousing, distribution and light manufacturing. The developer is offering to prohibit 7 uses on the site. The staff recommends reviewing all uses at the Committee level as the I-1 zone allows O-1 and O-2 uses. Mr. Wall also mentioned looking at outside storage and loading docks in terms of location facing I-75 and residential uses. Mr. Wall suggested providing more detail about the proposed buffer yards particularly those that adjoin prominent roadways and those that adjoin agricultural and low density residential areas. In addition, there was a condition with the Park South development that require street trees and that should continue as the text of the Comprehensive Plan recommends the site be developed as a Business Park. In terms of building and retaining wall design, Mr. Wall suggested that the applicant provide representative images of building designs and/or a written architectural program for the Committee to evaluate as well as a lighting plan between the buildings and the overall site boundary. Much of the proposed street network is narrower than the present width of Logistics Boulevard. This needs to be explained why especially when it intersects with Dixie Highway. The existing Logistics Boulevard is 41 feet wide and the proposed road is 30 feet in width. How will truck parking on the street be addressed? What measures have been taken to avoid this problem? Mr. Wall noted the need to assure internal driveway connections among the sites. The submitted Traffic Impact Study recommends 5 specific improvements and some traffic related commitments are in the applicant's narrative. The County Engineer suggested dedicating additional right of way along Dixie Highway for future road widening. Written comments about

the project were received from the Walton Fire District, SD1, and the Boone County Water District.

In conclusion, the Boone County Planning Commission and the Boone County Fiscal Court need to evaluate the application in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3 "Amendment" of the Boone County Zoning Regulations, the Our Boone County – Plan 2040, which is the adopted comprehensive plan, and the potential impacts on the existing and planned uses in the area. The Future Land Use Map will not need to be amended if this request is approved.

Mr. Wall also noted that the Staff just received comments from the Kentucky Transportation Cabinet and the applicant addressed these comments in an Addendum, Letters and emails were received from property owners in the area, including Susan Marshall, Jim Weaver, Charlotte Brewer, Robert Tagher, and Robert Tomlinson. Another adjoining property owner sent in some photos and Mr. Wall stated that he would show them at the appropriate time.

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

Marc Gloyeske, NorthPointe Development, introduced his team from Bayer Becker Engineers and the Graydon law firm. He described the company. It is based in Kansas City, Missouri with regional offices including one in Cincinnati. He showed a map of various industrial markets that his company is located in and a list of tenants across the country. NorthPointe is a long term holder of their assets. They don't build and sell. They manage their developments. They have in-house management. The site would be primarily accessed from the north. In the past, the site was not adequately served by infrastructure. However, that is about to change with the reconstruction of the I-75/Richwood Interchange. The site is designated mostly as Industrial (I) on the Future Land Use Map. They submitted two different Concept Development Plans based upon input from Staff and Tri-ED. Buildings 1, 2, 3, 5 and 6 are cross dock buildings. Building 4 is a rear dock facility. They are proposing loop roads around the buildings for the purpose of truck stacking. All of it is on private property.

The alternate Concept Development Plan provides some flexibility to cater to 2 different types of tenant mixes. The A version shows some flexibility to allow for more tenants and more variety of uses including different manufacturing. This is what Tri-ED suggested due to the lack of different products and available sites. He showed examples – the West Chester Trade Center which has different size buildings for manufacturing in as little as 27,000 square feet. This development has 40% manufacturing and 60% warehousing. The second example is a development in Kansas City, Missouri. There are buildings that have multiple tenants involved in manufacturing. Mr. Gloyeske showed some representative examples of building architecture and colors.

As previously mentioned, the site is discussed in the Our Boone County – Plan 2040. It is identified in Area 21. It mentions not allowing access to Chambers Road. No access is planned. It mentions the requirement of submitting a Traffic Impact Study. One has been submitted and there are recommended improvements. It also states the need to develop roads running parallel to Dixie Highway because of its condition. They are doing that by extending Logistics Boulevard. The basis for granting the zone change is the project meets Criteria #1 or the request is in

agreement with the adopted Comprehensive Plan as well as the Future Land Use Plan. Mr. Gloyeske outlined the five recommended transportation improvements.

- 1 & 2 - Add northbound and southbound turn lanes on Dixie Highway at the proposed site access.
- 3 - Construct an eastbound right turn lane on the proposed site access at Dixie Highway.
- 4 - Install a traffic signal at Dixie Highway and the proposed site access.
- 5 - Modify/optimize the traffic signal timing at the intersection of Dixie Highway and Logistics Boulevard to include a northbound left turn phase and a southbound right turn overlap.

Mr. Gloyeske noted the need to dedicate additional right-of-way for Dixie Highway widening. He stated that he will discuss this with the County Engineer to determine how much land to dedicate.

Mr. Gloyeske concluded that the proposal conforms with the Future Land Use Map designation. They meet several areas of the Comprehensive Plan. It is a \$200 million investment with close to 3 million square feet of industrial space. The completion of the interchange project will coincide with the completion of the first building. That improvement and the one proposed for Dixie Highway will provide adequate infrastructure to serve the size of the development. Lastly, they meet the criteria for granting a zone change.

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

Ms. Sandy McMillian, 12219 Dixie Highway, stated that she lives 2 houses down from the new traffic light at Chambers Road and Old Lexington Pike. The back-up of traffic is ridiculous. All the truck traffic will be horrendous. She prefers that the project not go in because of the traffic and pollution. It won't be the same rural neighborhood. How can a Traffic Impact Study be done when the interchange is not completed?

Ms. Shannon Tomlison, 262 Chambers Road, thanked the Staff, Chairman Rolfsen and the applicant in allowing her to speak tonight. She is an attorney and owner/operator of a thoroughbred farm as well as a boarding facility. She wants to make sure due process is met and she has the opportunity to cross examine as granted under Kentucky law and local ordinances including Article 3 of the Zoning Regulations. One of her concerns is having expert testimony regarding the development. She would like the opportunity to do their own traffic study and present it to the Board. It is crucial because the development impacts adjoining land owners. She understands by the Staff Report that the Planning Commission is considering those issues seriously. She wants to have the same opportunity to present their own evidence in a Public Hearing format. The Staff Report requests that the applicant provide more details on the Concept Development Plan. The applicant admits that they don't want to be locked into a Concept Development Plan. The Staff Report identifies many deficiencies and how the development will impact the adjoining land owners. An example of this is grading the site. The site will require large amounts of dirt to be moved since it has a lot of hills and valleys. They really haven't met

the requirements of a Concept Development Plan. Early stage knowledge of the site is important to know. She would like to have experts address how to remedy these problems mentioned in the Staff Report. With only a 14 day notice, it is a little short to accomplish this task. According to the Kentucky Revised Statutes, the Planning Commission must have at least one Public Hearing. Due to the need for details involved in the project as noted in the Staff Report, Ms. Tomlinson requested a second Public Hearing so that more evidence could be given to the Planning Commission to make a decision. We should not rely on a somewhat vague plan that relies on information produced later. This is our only shot to cross examine. It raises some due process issues and also completeness issues so we can have a proper decision by this governing authority. This meeting is difficult by Zoom since some people don't have access to a computer or the internet. Can the Planning Commission hold a second Public Hearing? The applicant has waived the 60 day time limit until July so that the public has adequate time to respond.

Mr. Wilson stated that tonight's trial type hearing is probably not the best time to say yes to a second Public Hearing. The Planning Commission should wait and see after hearing all of the facts to make that type of decision.

Ms. Tomlinson stated that it seems reasonable to her but she would just like to consider it in the course of its business. She sent pictures of her property and noted that she abuts the site in question. These pictures show how the proposed project will destroy the historic value of her property. She noted that another developer tried to acquire the property under review. They applied for an industrial use permit before the U.S. Army Corp of Engineers. The historical society and the state environmental agency have grave concerns. As a result, the application was withdrawn by the developer and the contract was terminated. Mr. Wall showed the photographs of Ms. Tomlinson's property. It included the paddock area, the historic home, a guest house, a small and large barn with 20 stalls. The project site affects her horse farm. What about grading and drainage? Her property has 3 streams of which some may be considered intermittent, a lake and pond. They are fed by streams that cross the property in question. The Staff Report raises questions about impacts such as noise and odors from industrial uses. There is a difference between a business park and an industrial park. Her property should be shielded from the development. She said the character of the area has not changed in over 100 years plus. That is why she is in need of experts that will know how to address the impact of the proposed use. In reference to Article 3, it requires that a Concept Development Plan be submitted. How do you advocate your interest in either submitted plan? How do you make a decision of something that is moving in place? The standard of review is the worst case scenario as noted in Article 3 which applies to this situation. The pictures show that if further proof is not admitted at a later date. Article 3, Section 308 states that the proposal has to be in agreement with the Comprehensive Plan. While the applicant has argued that it has met the criteria, he fails to address the specifics. She noted page 140 of the Comprehensive Plan that states commercial areas must be adequately buffered from existing residential areas. This impacts all of us. We have no assurances of how these impacts will be mitigated. The application fails to address the ridges and valleys. There have been no grading plans produced. She has met with the developer and has toured the property. The developer readily admits they will level the property. This will affect the water system and the environment. Page 6 of the Staff Report recognizes the potential impacts that must incorporate a transition – visual, noise, vibration, odor, dust, smoke and light. None of these impacts have been addressed by the applicant in terms of mitigation. Only setbacks and traffic

concerns have been addressed. What about landscaping? While the applicant may provide additional materials, they would like to review them. The Staff has requested a detailed plan and she agrees wholeheartedly. Finally, the Plan demonstrates that there has been no contact to the USDA Conservation District. These streams affect the Big Bone Lick Watershed. It will impact the streams in this watershed. She requested another Public Hearing and that the application be denied on its face because it fails to meet the requirements under local law.

Mr. Chet Hand, 674 Chambers Road, owns a 25 acre rural family farm. He supports Ms. Tomlinson's points, requesting a second hearing so additional impacted property owners can provide additional input. It would involve traffic, grading and irrigation, noise, and safety issues. The proposed project is going to have a significant impact on the adjoining property owners. It is unfortunate that this farm is being considered for an industrial use according to the 2040 Plan. On the other side of Chambers Road, his property is significantly higher so he can see the site clearly from his house. Visually, he only sees a farm now and some houses across the street. This Plan was not in place when he bought his farm and if it was, he would never have bought it. The top concerns are traffic and access on Chambers Road. There will be more traffic on Chambers regardless of no curb cut. They frequently have semi-trucks travel on Chambers and turn around before the tunnel a lot of times on private property. Workers will use Dixie Highway which is a narrow street. He expressed a concern about safety with 6 children living on his farm. The view and character of the area will change. It is a rural area. We don't see any industrial or commercial buildings. This will change once the buildings are in place. There are a number of historic buildings in the Chambers Road area. His suggestion is to deny the zone change request or at least have another Public Hearing for other property owners to voice their concerns.

Mr. Mark Byron, 262 Chambers Road, echoed what Ms. Tomlinson has said. He referred to the topographical map. It is a very hilly area. How will they construct a few million square feet of building without leveling the site? There will be a lot of noise pollution because trucks will be circling around in the back portion of the development due to the only access point being on Dixie Highway. He also requested another Public Hearing in order to be more thorough and allow others to make comments and address the impact.

Mr. Jim Dressman, part owner of Greenfield Farm, Inc., stated that the cancelled contract for the subject site had nothing to do with opposition of the wetland mediation. The farm that Ms. Tomlinson owns was originally part of the Greenfield Farm. The Company sold it to Lanny Holbrook years ago. For over 20 years, the Comprehensive Plan Future Land Use Map designated this site for industrial use. The Tomlinsons bought the farm from a bank who took it from Lanny Holbrook. At the time, they could see the industrial IDI buildings in the foreground and the stubbed street that goes into the property.

Mr. Andrew Gore, 123 Chambers Road, echoed his support of the previous comments. He asked the Board to deny the request until the roads are completed and improved and a traffic study is completed by a neutral party showing that the roads can handle this type of development. There is a big safety concern about 53 footer trucks and box trucks.

Ms. Debbie Rowe, 12097 Dixie Highway, expressed a concern about traffic on Dixie Highway at shift changes. It is impossible to pull onto Dixie Highway. What will it do to the property values?

She is speaking on behalf of her father. Road widening on Dixie Highway is difficult because one side is landlocked due to the railroad. What will this project do to her Dad's property value?

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

Mrs. Kegley stated that the Zone Change Committee will give the neighbors a chance to respond to some of the information or details brought to the meeting. They will have a chance to look at all the information the Planning Commission is reviewing. Also, before the full Board votes on the request, the public for either side is allowed to comment on the project for up to five minutes. Mr. Costello stated that the public is welcome to review the information received in the office. The public can contact Staff at the office. The information has been available.

Ms. Amlung inquired about a timeline to widen Dixie Highway since there was a \$50 million unscheduled needs project? Mr. Costello replied there is no construction funds for the project, but the Kentucky Transportation Cabinet will be hiring an engineering firm to design the project in the next 2 months to widen Dixie Highway from the end of the Interchange project to KY 14. Mr. Costello suggested that perhaps access to Dixie Highway could be contingent on the road widening project? Ms. Amlung asked about the traffic from this project and its impact on the new Steeplechase Elementary School? Mr. Costello responded that the school is located on the other side of I-75 away from the project. The Redistricting Plan for the school shows traffic going mostly north and west of the school site. There is some traffic going east but that traffic will use I-75 or Richwood Road and then travel north on Dixie Highway. The boundary between the Boone County School District and Walton-Verona School District is Chambers Road. The new interchange will increase road capacity. There is no immediate plan at this time to extend Grand National Boulevard south to Chambers Road even though the School District owns the land. Mr. Costello stated there are improvements to Dixie Highway from Richwood Road to Park South Subdivision. The applicant stated that they wouldn't occupy their first building until the interchange was opened or substantially completed. This is similar to what was required when Biggs was opened on Houston Road and the Turfway Road exit. Mr. Gloyeske explained that the widening of Dixie Highway is 5 lanes to Transport Drive and 3 lanes to Logistics Boulevard. They plan on breaking ground in 2022 and complete the first building at the end of 2022. The interchange is scheduled to be completed by November, 2022. They would be open to a condition that they could not obtain a Certificate of Occupancy for the first building until the interchange is open and substantially completed.

Mr. Bunger asked if a second Public Hearing could be considered? Mr. Costello replied that he didn't know the purpose of it. In the past, there have been cases where someone wasn't properly notified at the fault of the applicant so a second Public Hearing was held. The Fiscal Court can hold a second Public Hearing after they receive the Planning Commission's recommendation. The Planning Commission would have to determine that they don't have enough information or conflicting information. The Public Hearing was advertised properly according to State law. We followed the same procedure compared with the last application. We are hearing the testimony now and those who want to speak at the Public Hearing are able to. Mr. Bunger stated that perhaps it might be more of a second Zone Change Committee Meeting as the Committee might request additional information from the application based on the Public Hearing. Mr. Costello noted that the details will be provided at the Committee meeting as a response to the public comments. This includes the traffic study and it may take more than one Committee meeting.

Mr. Bungler stated that it is important that the applicant take notes and address the comments to provide detailed answers at the Committee meeting.

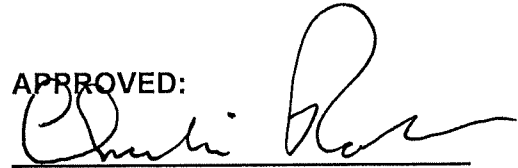
Chairman Rolfsen asked if the neighbors could provide a neutral/unbiased Traffic Impact Study? Can they hire a firm and present it to the Zone Change Committee? Mr. Wall stated that he provided a copy of all the materials including the Traffic Impact Study to an attorney and Mr. Wall didn't see him at the Public Hearing. It was provided to Mr. Alex Edmonson and we are not aware of who he was representing.

Mr. Patton cited the KY 237/I-275 exit as an example. Industrial didn't happen until after the exit was built. The State didn't upgrade the roads until IDI built the industrial subdivision and residential development occurred. It was appropriate to turn the industrial zone change done 17 years ago because the exit wasn't fixed. It is the right time since it has been in the Comprehensive Plan for the last 25 years and the new interchange is being built. There are subsequent reviews by the Planning Commission with detailed engineering drawings and permits. This is pretty early in the process. There is plenty of opportunity in the process for interaction with the public. Chairman Rolfsen mentioned utility plans, grading plans, landscaping plans, etc.

Mr. Wilson stated that the record made tonight will go to the Committee. The Committee will decide what they need to take action. Mrs. Kegley explained that anyone will be able to comment of any revision to the plan presented to the Committee. Let's don't make any decisions. Let's see what the process requires.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on April 21, 2021 at 5:00 P.M. via Live Video Teleconference. This item will be on the Agenda for the Business Meeting on May 5, 2021 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 9:51 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
MAY 5, 2021
7:00 P.M.**

Chairman Rolfsen opened the Business Meeting at 7:00 p.m. and welcomed everyone to the Planning Commission's May 5, 2021 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, May 5, 2021 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:

Ms. Olivia Amlung
Mr. Kim Bunger, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Don McMillian
Mr. Kim Patton, Vice Chairman
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele
Mr. Tom Szurlinski

COMMISSION MEMBERS NOT PRESENT:

Mr. Randy Bessler
Mr. Steve Turner, Temporary Presiding Officer

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

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

APPROVAL OF THE MINUTES:

Chairman Rolfsen stated that the Commissioners received copies of the Minutes from the April 21, 2021 Business Meeting. Chairman Rolfsen asked if there were any other comments or corrections?

Mr. Patton moved to approve the Minutes. Mr. Lunnemann 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 April 8, 2021 and May 5, 2021.

EXPENSES:

Accounting Fees	\$ 528.42
Attorney Fees	4,000.00
Auto Expense	34.97
Consultant/Professional Svcs Fees	1,610.00
Filing Fees (CLURS)	900.00
Legal Ads/Recruitment	134.76
Miscellaneous Expense	73.95
Office & Board Meeting Supplies	696.15
Office Equipment/Expense	1,605.16
Postage Expense	1,005.00
Printing/Pub/Dues/Subscriptions	460.00
Professional Development	2,600.00
Refunds	<u>45.00</u>

TOTAL: \$ 13,693.41

SALARIES AND BENEFITS:

FICA-BCPC Portion	\$ 5,923.93
Health/Dental/Life/LTD	13,199.72
Retirement – BCPC Portion	23,533.08
Salaries – Staff Expenses	81,244.20
Salaries – BCPC & BOA	<u>1,525.00</u>

TOTAL: \$125,425.96

GRAND TOTAL: \$139,119.37

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. Harper seconded the motion and it carried unanimously.

ZONING MAP AMENDMENT – Corrin Gulick, Chairwoman, Michael Schwartz, Staff

1. Request of **City of Florence (owner)** for a Zoning Map Amendment from Public Facilities/Planned Development/Parkway Corridor Study Overlay (PF/PD/PO) to Commercial Two/Planned Development/Parkway Corridor Study Overlay (C-2/PD/PO) for the approximate 1.06 acre site located at 8275 Ewing Boulevard, Florence, Kentucky. The request is for a zone change to allow medical, dental, optical and veterinary clinics and professional office uses that provide medical, dental, optical and veterinary administrative services in an existing building.

Staff Member, Michael Schwartz, read the Committee Report, which recommended approval based upon Findings of Fact (see Committee Report). He noted the Committee voted unanimously to approve the request with Ms. Gulick, Mrs. Kegley, Mr. Bunger and Mr. Lunnemann 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?

At this time, Ms. Heilman entered the virtual Business Meeting.

Seeing no further comments, Chairman Rolfsen asked if there was a motion to take action? **Ms. Gulick moved to approve the Zoning Map Amendment by Resolution to the City of Florence based upon the Committee Report and subject to the Findings of Fact. Mr. Szurlinski seconded the motion and it passed unanimously.**

CHANGE IN CONCEPT DEVELOPMENT PLAN – Kim Bunger, Chairman, Kevin Wall, Staff

2. Request of **Farmview Commons LLC (applicant)** for **ERPS, Inc. (owner)** for a Change in an Approved Concept Development Plan in a Commercial Two/Planned Development (C-2/PD) zone for an approximate 11.82 acre site located on the northeast corner of the US 42/Farmview Drive intersection and the southeast corner of the Old US 42/Farmview Drive intersection, Florence and Union, Kentucky. The request is for a Change in an Approved Concept Development Plan to permit eating and drinking establishments and commercial uses, including drive-through facilities, elderly housing facility, multi-family housing, medical offices, and a car wash, and to modify previous conditions of approval concerning architectural design and to permit a 50 foot maximum building height on the entire site.

Mrs. Kegley and Mr. Patton announced that they were recusing themselves from voting on the request due to a potential conflict of interest. Both left the meeting virtually by leaving their cameras and muting their microphones.

Staff Member, Kevin Wall, read the Committee Report, which recommended approval based upon Findings of Fact and subject to Conditions (see Committee Report). Mr. Wall noted the Committee voted unanimously to approve the request with Mr. Bunger, Mr. Lunnemann and Ms. Gulick 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?

Mr. Sean Suder, attorney for the applicant, thanked the Committee for their thoughtful review of the project. His client has agreed to all seventeen of the conditions. He looks forward to moving ahead with the project.

Seeing no further comments, Chairman Rolfsen asked if there was a motion to take action? **Mr. Bunger moved to approve the Change in Concept Development Plan by Resolution to the City of Florence and to the City of Union based upon the Committee Report and subject to the Findings of Fact and Conditions. Mrs. Steele seconded the motion and it passed unanimously (11-0) with Mrs. Kegley and Mr. Patton not voting on the request.**

Mrs. Kegley and Mr. Patton returned to the meeting at this time.

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

3. Request of **NorthPoint Development (applicant)** for **Greenfield Farm, Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

Staff Member, Kevin Wall, read the Committee Report, which recommended approval based upon Findings of Fact and subject to Conditions (see Committee Report). Mr. Wall noted the Committee voted unanimously to approve the request with Mrs. Kegley, Mr. Bunger, Mr. Lunnemann, Mr. Patton and Ms. Gulick 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?

Mr. Marc Gloyeske, NorthPoint Development, noted that the Committee meeting was over 2 hours long. The request is in agreement with the Future Land Use Map and several sections of the Comprehensive Plan. The site has been planned for industrial since 2000. The improvements made at the interchange will help support the project. He is available to answer any questions.

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

Mr. Rolfsen asked if any of the Board members had any questions?

Mr. Szurlinski commented that he originally had some concerns about the project but he thought that the work the Committee did in terms of the conditions, especially the buffering and traffic, was good. He felt more comfortable about it and stated that he will vote in favor of it.

Mr. Patton acknowledged that the project has been a challenge for a couple of decades. Mr.

Patton suggested that Staff research the impact of smells on adjoining properties. We have a lot of information about noise and lighting but not a lot about smells. It may smell okay to one person and not to another. He is not sure where the science is with this issue. He asked if a sub-committee could be formed to look into this issue further as we may face it more into the future. Perhaps we need more standards.

Mr. Costello responded that smell is one topic that is being looked at as part of the Zoning Update.

Chairman Rolfsen inquired about the street connection to Dixie Highway? Mr. Wall reviewed Condition #10. The road widening is not scheduled at this time. Funds have been allocated for design only. There is an option of contributing funds or making the improvements after one million square feet of warehouse is built and occupied. The maximum square footage for the site is 3 million.

Mr. Bungler stated that he agreed with the Committee members, the Staff and applicant on the recommended conditions.

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

TECHINAL/DESIGN REVIEW – Lori Heilman, Chairwoman, Todd Morgan, Staff

4. Twin Peaks – 6835 Houston Road

Staff Member, Todd Morgan, referred to a Power Point presentation. The site is located in front of Wal-Mart on Houston Road. The applicant originally went through the Design Review process in December, 2020. The request is LED tube lighting (accents) on the top of the building's 4 sides. However, the Committee only recommended 3 sides. The rear façade will not have the LED lighting accent. This will be the same as approved for the new Texas Roadhouse restaurant and Chuy's restaurant on Houston Road.

Mr. Morgan noted that the Technical/Design Review Committee met prior to the Business Meeting and voted unanimously to approve the request showing the LED lighting accent only on 3 facades.

Chairman Rolfsen asked if there was a motion to act on the request? Mrs. Heilman moved to approve the request based upon the Technical/Design Review Committee recommendation as presented and with the stated condition. Mr. Harper seconded the motion and it passed unanimously.

NEW BUSINESS:

ZONING TEXT AMENDMENT – Kevin Wall, Staff

5. Request of the City of Union to consider Zoning Text Amendments to Section 3149 "Parking and Storage of Certain Vehicles" of the Boone County Zoning Regulations to: (1) add the provisions regarding parking and storage of certain vehicles which currently apply to unincorporated Boone County and the cities of Florence and Walton; and (2) repeal the provisions regarding parking and storage of certain vehicles which currently apply to the City of Union. 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 TEXT AMENDMENT – Michael Schwartz, Staff

6. Request of the **Boone County Fiscal Court** to consider a series of Zoning Text Amendments to Articles 6, 7, 8, 9, 16, 20, 23, 25, 31, and 40 of the Boone County Zoning Regulations to: (1) define "short term rental"; (2) allow "short term rentals" in agriculture, recreation, conservation, residential, Employment Planned Development/Residential Planned Development (EPD/RPD), Union Commercial (UC) and Small Community Overlay (SC) 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.

CHANGE IN CONCEPT DEVELOPMENT PLAN – Kevin Wall, Staff

7. Request of **William Martin (applicant)** for **Hebron Land Company, LLC (owner)** for a Change in Approved Concept Development Plan in a Commercial Four (C-4) zone for a 1.29 acre site located at 2575 North Bend Road, Boone County, Kentucky. The request is for a Change in an Approved Concept Development Plan to permit retail, office, commercial service, and eating and drinking establishment uses.

CHANGE IN CONCEPT DEVELOPMENT PLAN – Todd Morgan, Staff

8. Request of **Ken Butler (owner)** for a Change in Approved Concept Development Plan in Commercial Two/Planned Development (C-2/PD) and Office One/Planned Development (O-1/PD) zones for a .9703 acre site located at 8747 US 42, Florence, Kentucky. The request is for a Change in an Approved Concept Development Plan to modify a previous condition of approval regarding the location of a drive-through menu board sign.

CHANGE IN CONCEPT DEVELOPMENT PLAN – Todd Morgan, Staff

9. Request of **Viox & Viox (applicant)** for **ERHAL Holdings LLC (owner)** for a Change in Approved Concept Development Plan in a Urban Residential Two/Commercial Two/Planned Development (UR-2/C-2/PD) zone for an approximate 3.5 acre site located at 1200 Bill Wentz Drive, Florence, Kentucky. The request is for a Change in an Approved Concept Development Plan to allow an alternate buffer yard planting scheme in the north/northeast most part of the site.

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

10. Request of **Lee Richard Cahill (applicant)** for **Marshall Land Management LLC (owner)** for a Zoning Map Amendment from Suburban Residential Two/Parkway Corridor Study Overlay (SR-2/PO) zone to Commercial Two/Planned Development/Parkway Corridor Study Overlay (C-2/PD/PO) zone for the northern, approximate 1.3 acres of the property located at 7544 Burlington Pike, Florence, Kentucky; and the request of **Lee Richard Cahill (applicant)** for **Marshall Land Management LLC (owner)** for a Concept Development Plan in a Commercial Two/Planned Development/Parkway Corridor Study Overlay (C-2/PD/PO) zone for the southern, approximate 1.23 acres of the property located at 7544 Burlington Pike, Florence, Kentucky. Both applications are for a total, approximate 2.53 acre site to allow an eating and drinking establishment, dog park, and food truck parking.

Mr. Patton moved to schedule the Public Hearings for Items #5 through #10 on June 2, 2021 at 7:30 p.m. Mr. Lunnemann seconded the motion and it passed unanimously.

EXECUTIVE DIRECTOR'S REPORT: Mr. Costello
No Report

COMMITTEE REPORTS:

AIRPORT: Mr. Bessler
No Report

ADMINISTRATIVE/PERSONNEL: Mr. Lunnemann
No Report

ENFORCEMENT: Mr. Bungler
No Report

LONG RANGE PLANNING/COMPREHENSIVE PLAN: Mr. Schwenke
No Report

TECHNICAL/DESIGN REVIEW: Mrs. Heilman
No Report

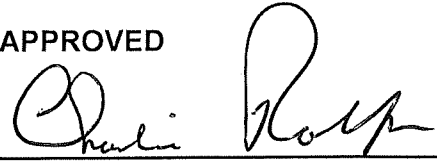
EXECUTIVE: Chairman Rolfsen
No Report

CHAIRMAN: Chairman Rolfsen
No Report

OTHER:

There being no further business to come before the Planning Commission, **Mr. Patton moved to adjourn the meeting. Mr. Schwenke seconded the motion and it passed unanimously. The meeting was adjourned at 7:48 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: Janet Kegley, Chairwoman

DATE: May 5, 2021

RE: Request of **NorthPoint Development (applicant)** for **Greenfield Farm Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

REMARKS:

We, the Committee, recommend approval of the above referenced request based on the following findings of fact and with the following conditions.

FINDINGS OF FACT

1. The Committee has concluded that the proposed Zoning Map Amendment and accompanying Concept Development Plan are in agreement with the Our Boone County - 2040 Plan, which is the adopted Comprehensive Plan, due to the following reasons.

The Our Boone County - 2040 Plan's Future Land Use Map designates the majority of the site as Industrial (I), which is described as "manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses." The proposed development is for a light industrial park, which corresponds to the Industrial designation, with uses which have been limited per the agreed conditions. In a configuration which approximates a buffer strip, the immediate Chambers Road frontage area is designated as Rural Lands (RL), which is described as "wooded, agricultural, recreational, or low density residential uses of up to one dwelling unit per two acres. Residential construction in Rural Lands does not occur in a formal subdivision." Per the Concept Development Plan and the agreed conditions, the landscape buffer along Chambers Road will be a minimum of 80 feet wide, contain a minimum of 30 feet of existing vegetation where it exists, and will be supplemented with landscaping from Buffer Yard C per Article 36 "Landscaping" of the Boone County Zoning Regulations.

The Land Use Element ("21. Richwood East," p. 140) states the following regarding the specific area in question:

The area east of I-75 and west of U.S. 25, from Richwood Road to Chambers Road, should develop as a Business Park. A buffer should be provided along Chambers Road to residential uses to the south, and no business park access should occur on Chambers Road. New industrial or business park developments south of the improvements being made to U.S. 25/Dixie Highway as part of the I-75/Richwood Road Interchange rebuild requiring new access to Dixie Highway must be accompanied by a Traffic Impact Study to determine if the existing conditions of the road are able to support additional truck traffic. If new improvements are warranted, a combined effort of State, County, and private funds shall be explored to share in the cost of the improvements. All developments should be interconnected by roadways to provide a parallel system to U.S. 25.

The Committee has drawn several conclusions regarding how the proposal agrees with this text. First, the Future Land Use Map designates the site largely as Industrial and the Richwood East text states that the area should develop as a Business Park. Since the Future Land Use Map designates the site as Industrial, and Rural Lands for a small portion, versus Business Park, the standards referenced in Section 1137 "Supplemental Zoning Map Amendment Standards" of the zoning regulations do not apply. As discussed above, the Committee has concluded that the proposal agrees with the Industrial designation. The Committee has also concluded that the proposal, with consideration given to the Future Land Use Map's Industrial designation, reasonably agrees with the Richwood East text which states that the area "should develop as a Business Park." Per the Concept Development Plan and the agreed conditions, the development will include a low floor area ratio, consistent architectural theme, substantial landscape buffers and large building setbacks around the perimeter of the overall development, street trees along the extension of Logistics Boulevard, and controlled lighting. Higher impact industrial uses and uses with a consumer retail character will be prohibited through the agreed conditions.

Second, as explained above, a substantial landscape buffer will be provided along the Chambers Road frontage. No access to Chambers Road is proposed.

Third, a Traffic Impact Study which recommends several traffic related improvements was submitted with this application. Per the agreed conditions, the developer will construct these improvements, or if acceptable to the Kentucky Transportation Cabinet, will make an equivalent cash contribution towards the future reconstruction of Dixie Highway which adjoins the site.

Fourth, the Concept Development Plan proposes to extend Logistics Boulevard from its current terminus at the south boundary of the Park South at Richwood

industrial subdivision to Dixie Highway. This extension will complete the "parallel system to U.S. 25" while avoiding access on Chambers Road.

The Economy Element ("Conclusions and Recommendations," p. 66) states that "industrial development needs to be encouraged to locate near railroad lines, highways, the Ohio River, the Airport, and where infrastructure exists or is planned." This is reinforced by the Goals and Objectives which state, "Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport, and where infrastructure exists or is planned" ("Economy," Goal B, Objective 5). The same paragraph of the Economy Element states that the freight logistics industry "should occur within close proximity to interstate interchanges not only for maximum convenience and economy to the traveling public, but also to minimize traffic congestion in areas not necessarily close to interchanges." The site adjoins I-71/75 and is in close proximity to the Richwood interchange, which along with the appurtenant portions of Richwood Road and Dixie Highway, is currently being reconstructed. Per the agreed conditions, the first building in this development will not be occupied until the reconstructed Richwood interchange is open. Sufficient infrastructure will exist for this development, which will include traffic related improvements along Dixie Highway and public water system improvements.

The Economy Element ("Conclusions and Recommendations," p. 66) acknowledges a problem with semi-trucks parking in roadways in the Hebron and Richwood areas, leading to the conclusion that "if the facilities are not located close to interchanges and with ample parking and/or stacking, the need for a regional logistics parking lot for staging arises." The Concept Development Plan includes an extensive system of private driveways on the individual lots which will allow ample space for truck stacking. The property owner has also agreed to a condition which will require driveway connections between the Building 1 through 4 sites.

The Committee has also concluded that the proposal agrees with pertinent Future Land Use Development Guidelines and Goals and Objectives due to the following reasons.

- A. Per the Concept Development Plan and agreed conditions, substantial landscape buffering will be provided around the perimeter of the overall development and street trees will be provided along the extension of Logistics Boulevard (Future Land Use Development Guidelines "Buffering," p. 95 and "Landscaping," p. 96; "Economy," Goal B, Objective 1). Additionally, existing topography and vegetation will be utilized in the landscape buffers around the perimeter of the overall site ("Environment," Goal A, Objective 2),
- B. Only one access point, which is in the approximate center of the site's Dixie

Highway frontage, is proposed along said road. Traffic related improvements along Dixie Highway will be constructed along Dixie Highway, or an equivalent cash contribution will be made to the Kentucky Transportation Cabinet for necessary improvements to be made as part of the forthcoming upgrades to Dixie Highway. Additionally, driveway connections will be provided between the Building 1 through 4 sites (Future Land Use Development Guidelines "Access Management," p. 96 and "Transportation and Pedestrian Network," pp. 96-97).

- C. Per the agreed conditions, a consistent architectural theme with a warm, natural color palette, and architectural grade retaining walls, will be provided (Future Land Use Development Guidelines "Design, Signs, and Cultural Resource Preservation," p. 97).
 - D. The proposed development will provide appropriate employment opportunities ("Demographics," Goal A, Objective 4).
 - E. Due to its location adjoining Park South at Richwood industrial park, I-71/75, and Dixie Highway, which the Land Use Element describes as "an ideal transportation connector" ("21. Richwood East," p. 139), and its proximity to the reconstructed Richwood interchange, the site is appropriate and suitable for the proposed industrial park ("Economy," Goal A, Objective 2; "Economy," Goal B; "Economy," Goal B, Objectives 4 and 5).
 - F. Per the Concept Development and agreed conditions regarding uses, building and retaining wall design, lighting, landscape buffering, and the provision of ample space for truck stacking, effective design will be employed for the proposed industrial uses and impacts will be minimized ("Economy," Goal B, Objective 7).
2. The Committee has concluded that the attached conditions are necessary to achieve consistency with the specific goals, objectives, and policies of the Our Boone County - 2040 Plan. The Committee has also concluded that the attached conditions are necessary to mitigate foreseeable community impacts that may be created by the development. The property owner has signed a letter demonstrating agreement with these conditions.

CONDITIONS

1. The development shall follow the attached Concept Development Plan ("Greenfield Commerce Center – Supplemental Zone Change Information" narrative, Concept Development Plan sheets 1 and 2, "Buffer Yard Typical" plan sheet and buffer yard "Section Views" Sections A through G exhibits, and "Building Exterior Examples" exhibit) which was revised in response to the testimony given at the Public Hearing, except where modified by the agreed conditions outlined

below. It is understood that the building and pavement configurations for the individual building sites are conceptual and may change. However, a maximum of 3,000,000 square feet of gross floor area shall be permitted in the overall development and the extension of Logistics Boulevard shall be constructed in the alignment shown.

2. The following uses which are normally permitted in the I-1 zone shall be prohibited in this development.
 - A. Principally Permitted Use 41: Welding shops for the repair of industrial machinery and heavy equipment;
 - B. Principally Permitted Use 42: Truck stops;
 - C. Principally Permitted Use 43: Recycling centers;
 - D. Principally Permitted Use 45: Auto repair facilities, repair for tractor-trailers and other trucks; and towing and vehicle impound services excluding junkyards and wrecking;
 - E. Principally Permitted Use 46: Commercial parking facilities and commercial recreational vehicle parking facilities;
 - F. Principally Permitted Use 47: Landscape contracting, grounds keeping, and wholesale nurseries;
 - G. Principally Permitted Use 48: Sexually Oriented business as defined in Article 40 and applicable standards in Article 31;
 - H. Principally Permitted Use 49: Crematoriums;
 - I. Conditional Use 1: Uses in which the primary business activity involves the following:
 - a. the storage of explosives or fireworks according to State law, gas, biodiesel, or petroleum;
 - b. bag cleaning;
 - c. blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;
 - d. creosote treatment;
 - e. distillation of bones, coal or wood;
 - f. enameling, japanning or lacquering;
 - g. radium or radioactive elements;
 - h. crushing or other reduction or waterproofing;
 - i. the storage of chemicals; The permission of such uses will be decided on an individual basis;
 - J. Conditional Use 3: Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;
 - K. Conditional Use 5: Gasoline filling stations and wash services;
 - L. Conditional Use 8: Hotels and motels;
 - M. Conditional Use 10: Retail sales or leasing of new and used motor vehicles
 - N. Conditional Use 11: Wholesale vehicle sales or auctions;
 - O. Conditional Use 12: Churches, synagogues, temples and other places of religious assembly for worship;

- P. Conditional Use 15: Fireworks retails sales.
3. The following uses which are normally permitted in the I-1 zone by reference to the O-1 zone principally permitted uses shall be prohibited in this development.
 - A. Principally Permitted 1: Bank related services or credit unions;
 - B. Principally Permitted 8: Eating and drinking establishments including alcoholic beverages;
 - C. Principally Permitted 25: Funeral homes and crematoriums excluding cemeteries or mausoleums;
 - D. Principally Permitted 27: Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.
 4. The following uses which are normally permitted in the I-1 zone by reference to the O-2 zone principally permitted uses shall be prohibited in this development.
 - A. Principally Permitted Use 2: Retail sales of newspapers and magazines, drugs, and proprietary goods;
 - B. Principally Permitted Use 3: Banking and credit union services, including drive-through teller services;
 - C. Principally Permitted Use 4: Convenient stores;
 - D. Principally Permitted Use 5: Laundering, dry cleaning and dyeing services, including self-service;
 - E. Principally Permitted Use 6: Shoe repair, shoe shining and hat cleaning services;
 - F. Principally Permitted Use 7: Florists, excluding greenhouses;
 - G. Principally Permitted Use 8: Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.
 5. Any "food and kindred products" related use in the development, per I-1 zone Principally Permitted Use #2, shall be evaluated by the Zoning Administrator to assure that no product or manufacturing odors are discernible from any adjoining site or lot. The developer shall provide any technical information necessary for the Zoning Administrator to make this determination.
 6. Outside storage shall be only permitted in, or immediately adjoining, loading dock areas which do not face Chambers Road, Dixie Highway, I-71/75, or an adjoining agricultural or residential zoned property.
 7. In addition to complying with the normal standards in Article 36 "Landscaping" of the Boone County Zoning Regulations, the following landscaping and buffer yard stipulations shall apply:
 - A. Except as modified below, landscaping and buffer yards around the perimeter of the overall site shall follow the commitments in the "Greenfield

Commerce Center – Supplemental Zone Change Information” narrative and the representations in the “Buffer Yard Typical” plan sheet and buffer yard “Section Views” Sections A through G exhibits.

- B. Where Buffer Yard B is specified in the landscape areas along the I-71/75 and Dixie Highway frontages in the “Greenfield Commerce Center – Supplemental Zone Change Information” narrative, the large deciduous tree option (no small or medium deciduous trees) and large shrub option shall be followed.
 - C. A 6 foot high berm shall be added along the I-71/75 frontage where the existing grade does not block motorists’ view of the ground level/truck dock level of the buildings from the freeway.
 - D. The required evergreen trees, and screen fence where applicable, shall be placed on the top or upper portion of slopes in the buffer yards along the perimeter of the overall site.
 - E. A 6 foot screen fence shall be provided on top of the retaining wall that is shown around the southeast corner of the Building 3 site.
8. The building and retaining wall design shall follow the commitments in the “Greenfield Commerce Center – Supplemental Zone Change Information” narrative. Instead of the of the Hazelwood Logistics Park example referenced in the narrative, the development shall follow the Logistics Park Kansas City and/or Three Trails Logistics Park examples shown on the “Building Exterior Examples” exhibit. A consistent warm, earth tone color palette shall be used on all buildings in the development.
9. Exterior lighting shall be as described in the “Greenfield Commerce Center – Supplemental Zone Change Information” narrative. Additionally, exterior lighting shall be in the warm color spectrum and freestanding light masts shall have a maximum height of 30 feet.
10. The connection of Logistics Boulevard between its current terminus in Park South at Richwood industrial park and Dixie Highway, and all intersection related improvements identified in the Traffic Impact Study for the proposed Dixie Highway/Logistics Boulevard intersection, shall be fully constructed by the time that 1,000,000 gross square feet of floor area in the development is occupied. If agreed by the Kentucky Transportation Cabinet, the developer shall contribute funds, in an amount equal to the costs of the intersection related improvements identified in the Traffic Impact Study for the proposed Dixie Highway/Logistic Boulevard intersection, to the Cabinet in lieu of constructing said improvements. The cost estimate for the improvements shall be based on the Kentucky Transportation Cabinet’s average unit prices from the prior year.

11. Signage will be provided in the development which directs all interstate traffic to the Richwood interchange.
12. The first building in the development shall not be occupied until the Richwood interchange reconstruction is substantially complete, as determined by the Kentucky Transportation Cabinet.
13. Internal driveway connections shall be provided between the Building 1 through 4 sites.
14. The comments provided by the Boone County Water District shall be addressed at the subdivision review stage (3/18/21 email from Mike Rouse, Project Manager, is attached). The water main loop outlined in Comment 1 shall be completed by the time that Logistics Boulevard is connected to Dixie Highway.

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 Plan Committee Vote.

Greenfield Commerce Center – Supplemental Zone Change Information

After reviewing the Staff Report and meeting minutes from the Public Hearing for this project, we are providing the following additional information to supplement our original submittal documents.

- Staff recommended that additional detail be provided along the roadway frontage buffer yards and along the residential buffer yards to illustrate how landscaping will be handled on the site. A supplement to the concept plan has been submitted with this letter which shows the proposed grading limits and highlights a typical buffer yard along each property line.
 - o Chambers Road frontage – we will save a minimum of 30' of existing vegetation along Chambers Road and will supplement with a Buffer Yard "C" between the development and the existing vegetation.
 - o Southeastern border with Tomlinson property – we will save a minimum of 25' of existing vegetation and will supplement with a Buffer Yard "D" between the development and the existing vegetation.
 - o Southwestern border with Tomlinson property – we will provide a Buffer Yard "D" and a 6' tall wooden privacy fence adjacent to the western most driveway around Building 6.
 - o Southern property line (bordering Cady and Sizemore properties) – we will save a minimum of 20' of existing vegetation and will supplement with a Buffer Yard "D" between the development and the existing vegetation.
 - o Dixie Hwy. frontage – Due to dedicating additional right-of-way we will provide a minimum 35' buffer yard, planted in accordance with a Buffer Yard "B".
 - o Northern border with Tagher property – we will save a minimum of 40' of existing vegetation and will supplement with a Buffer Yard "D" between the development and the existing vegetation.
 - o Western border with Tagher property – we will provide a Buffer Yard "D"
 - o I-75 frontage – we will provide a minimum 80' setback to pavement and plant the area in accordance with a Buffer Yard "B".
 - o Street trees – we will provide street trees along Logistics Blvd to match the development to the north

- Staff recommends that the applicant review additional uses permitted or conditionally permitted within the I-1 zone. The following list encompasses additional items which we will be willing to strike:
 - o Conditional Use #1: Uses in which the primary business activity involves the following:
 - a) The storage of explosives or fireworks according to State law, gas, biodiesel, or petroleum;
 - b) Bag cleaning;
 - c) Blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;
 - d) Creosote treatment;
 - e) Distillation of bones, coal or wood;
 - f) Enameling, japanning or lacquering;

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- g) Radium or radioactive elements
 - h) Crushing or other reduction or waterproofing;
 - i) The storage of chemicals
 - o Conditional Use #3: Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;
 - o Conditional Use #8: Hotels and motels;
 - o Conditional Use #11: Wholesale vehicle sales or auctions;
 - o Conditional Use #12: Churches, synagogues, temples and other places of religious assembly for worship;
 - o Conditional Use #15: Fireworks retail sales.
- Staff recommends providing additional building and retaining wall design information
 - o We have submitted our typical architectural building example board with this packet. The building design has not been finalized but will most closely match the design Logistics Park Kansas City or Three Trails Logistics Park examples represented and will be painted with warm earth tones (browns, tans, creams)
 - o The proposed retaining walls will be constructed of a split face block (Allan Block or similar) and will be colored in a manner to blend in with the building design.
 - Lighting:
 - o We will provide downlit LED lighting with shields to limit light spread and will commit to have the light levels be 1 footcandle or less at the interior side of the applicable buffer yard and 0 footcandle at the property lines.
 - Staff asked that the applicant address the reduction of Logistics Blvd. from 41' to 30'.
 - o Throughout the numerous industrial parks that NorthPoint has developed throughout the country, we have found that semi-truck parking on a publicly traveled way is a hazard, can cause a nuisance and may deter light manufacturing and R&D uses from wanting to locate within the park. We feel that providing a 41' wide pavement section will invite trucks to park on the roadway and by reducing the pavement width to 30', the trucks will not be inclined to park on the roadway. As mentioned in the public hearing, the internal circulation that we are providing on our plan will provide adequate room for staging of tractor trailers while they are waiting to access the truck dock area of the buildings.
 - The County Engineer recommended that additional right-of-way be dedicated along Dixie Highway for a future widening project.
 - o We have evaluated our plan and reviewed the plans for the current Dixie Highway widening project that KYTC is undertaking and have determined that we would be able to provide additional right-of-way. The "half-width" (distance from center of road to edge of right-of-way) right-of-way that is provided along Dixie Highway for the current



widening project is 46'. The current "half-width" right-of-way in front of the Greenfield Farm property is 30'. Therefore, we are proposing to dedicate 16' of additional right-of-

way along our property frontage. However, by dedicating this right-of-way, our proposed minimum buffer yard along Dixie Highway will be reduced from 40' to 35'.

- During the public hearing, the timing of our first building opening was discussed.
 - o We will agree to not obtaining a Certificate of Occupancy on the first building until the interchange is substantially complete. The interchange is currently scheduled to be completed in the late fall of 2022 which will coincide with our first building completion.

bayer

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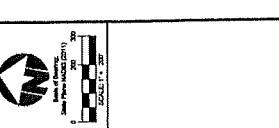
GREENFIELD COMMERCIAL CENTER

CONCEPT DEVELOPMENT PLAN

Highway (I-25) Chambers Road & I-75
Incorporated Boone County, Kentucky

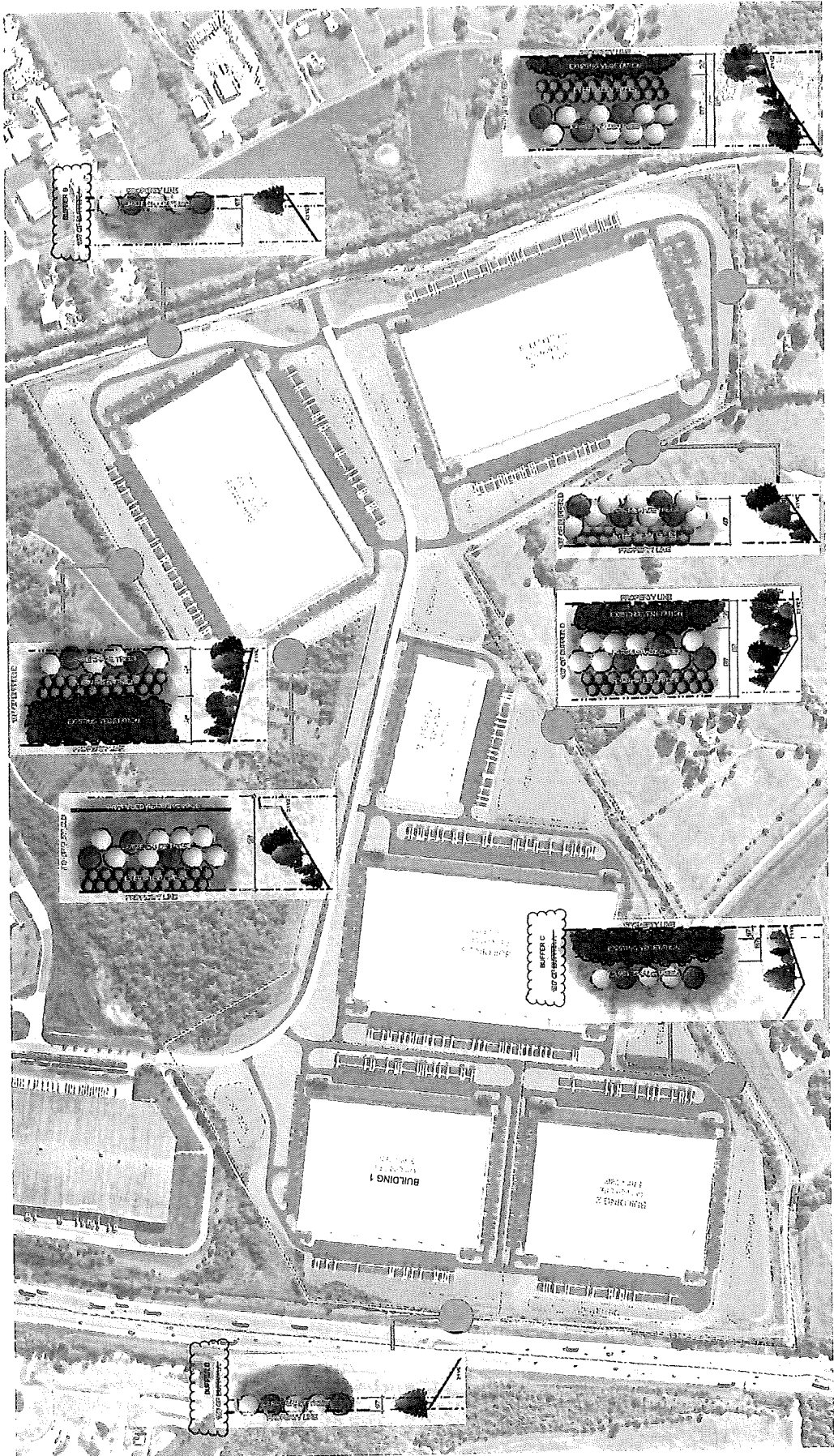
Concept Development Plan

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INDEX TO PLAN SHEETS

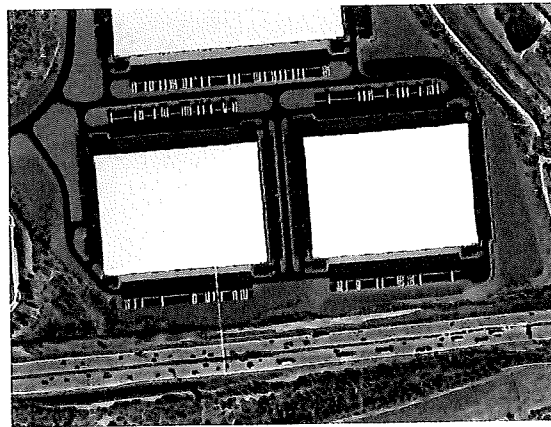
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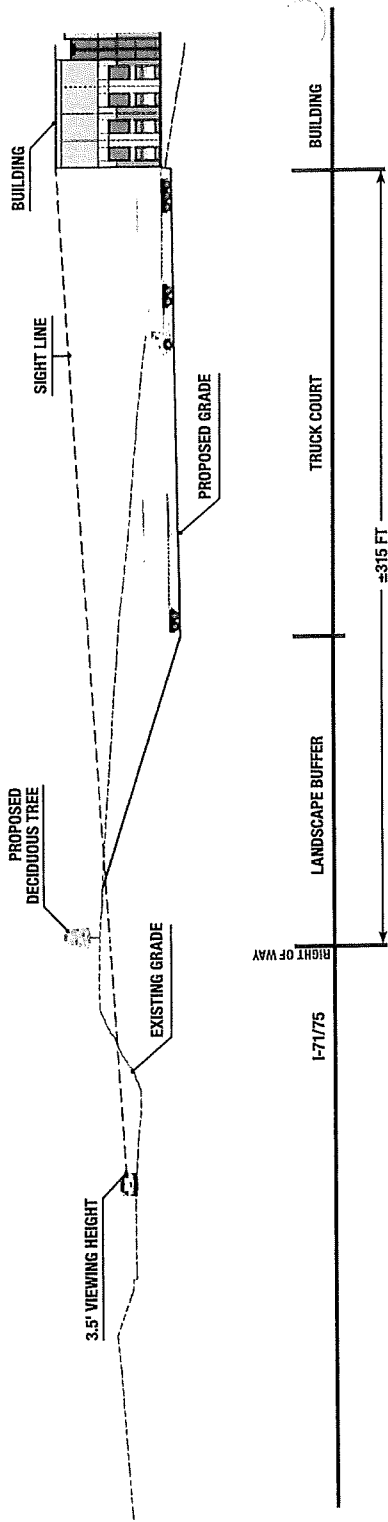
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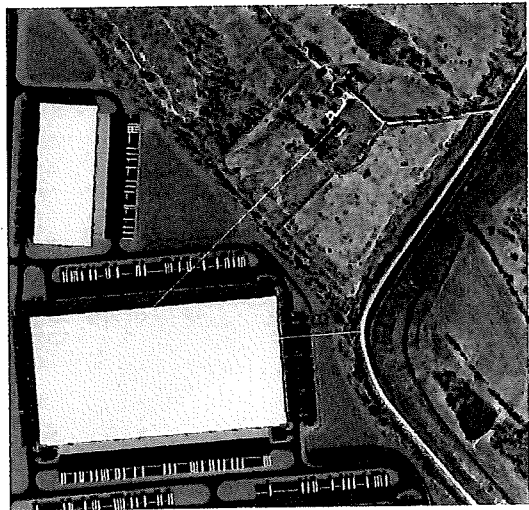
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 ASH 2003
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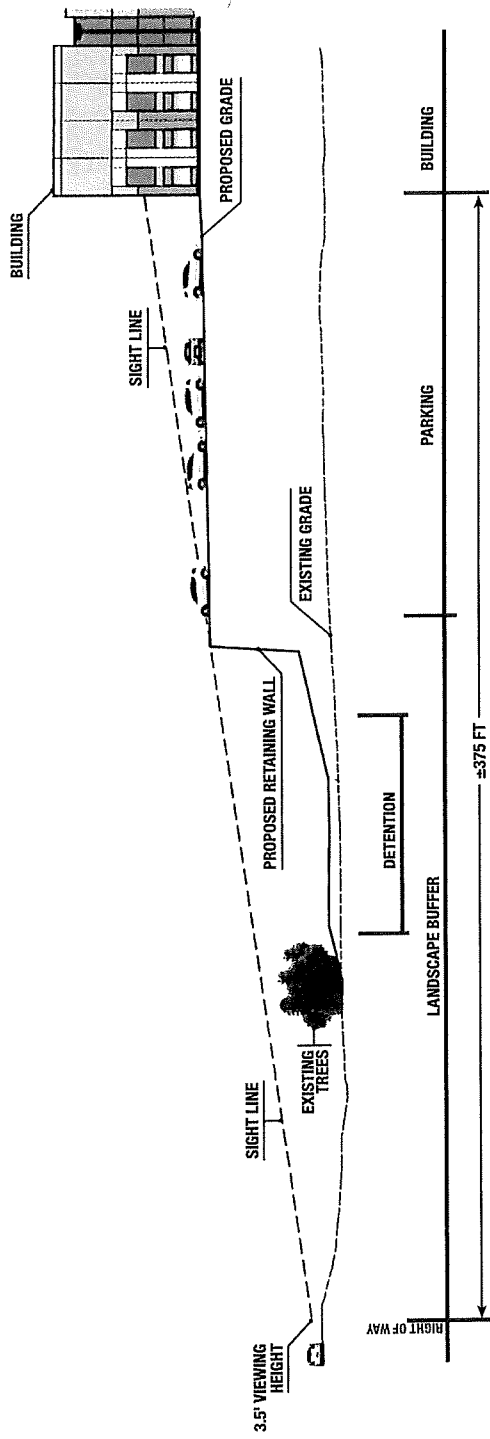


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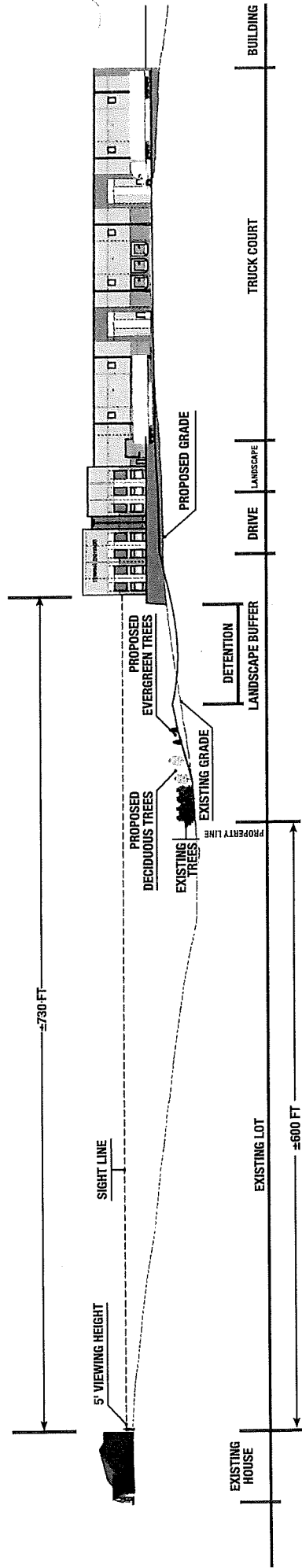


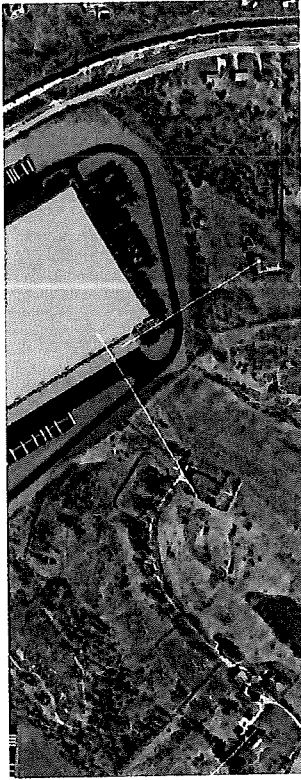


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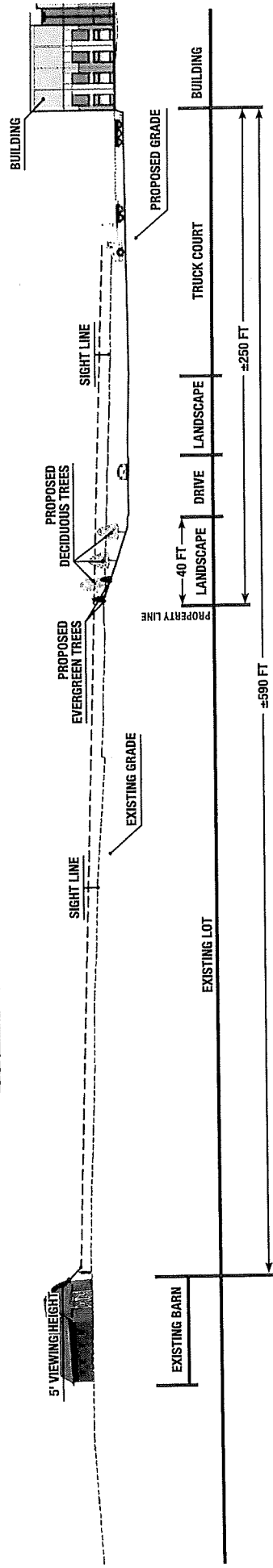


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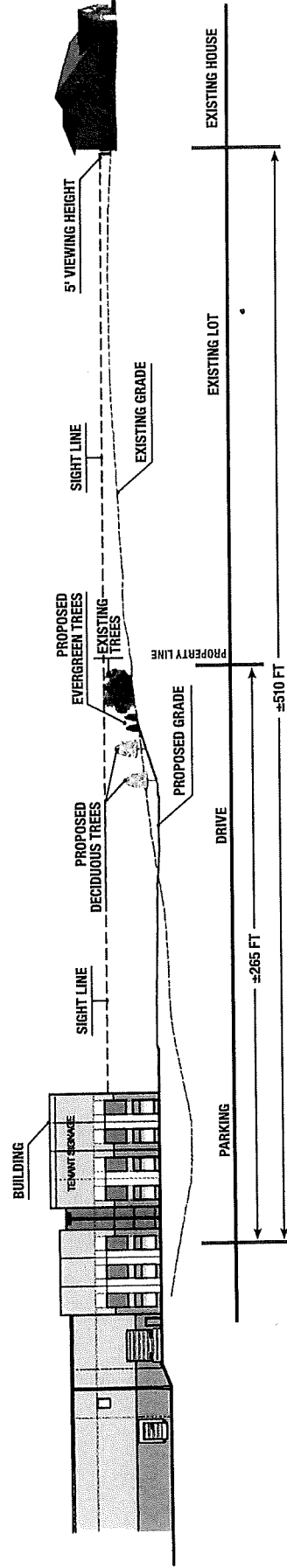




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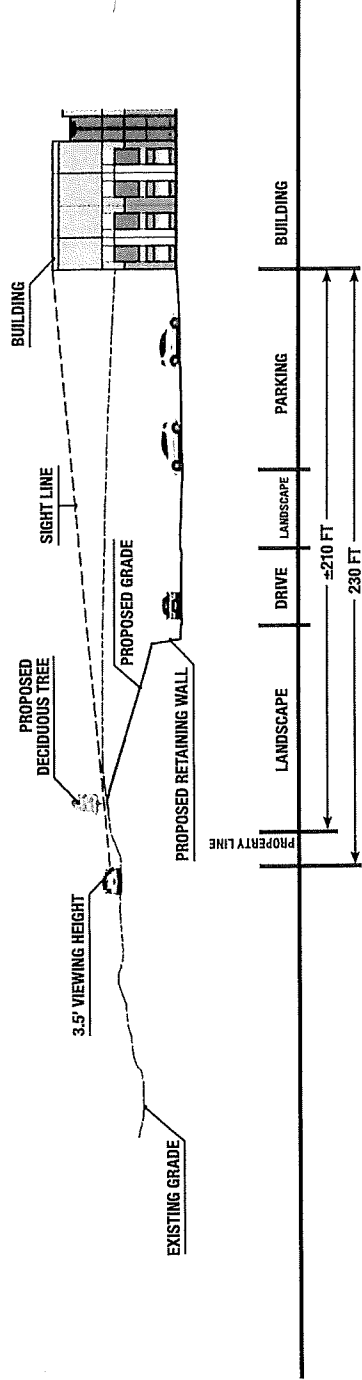


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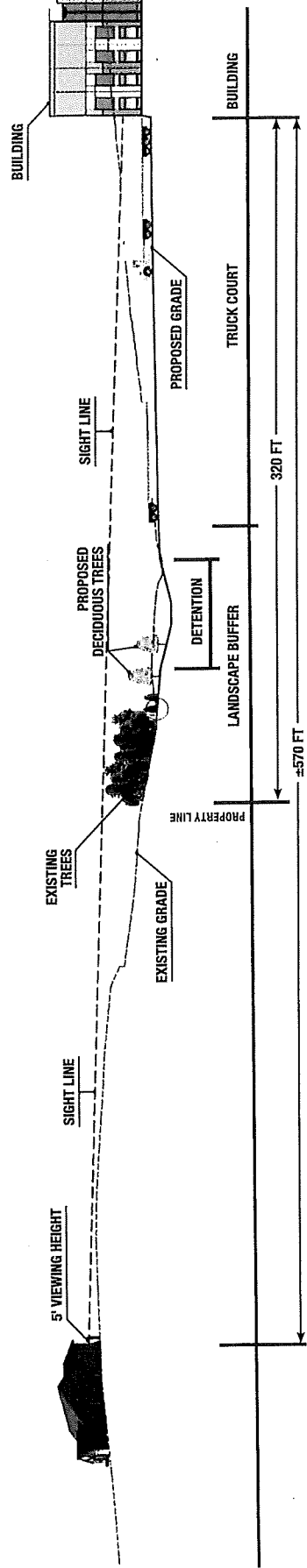




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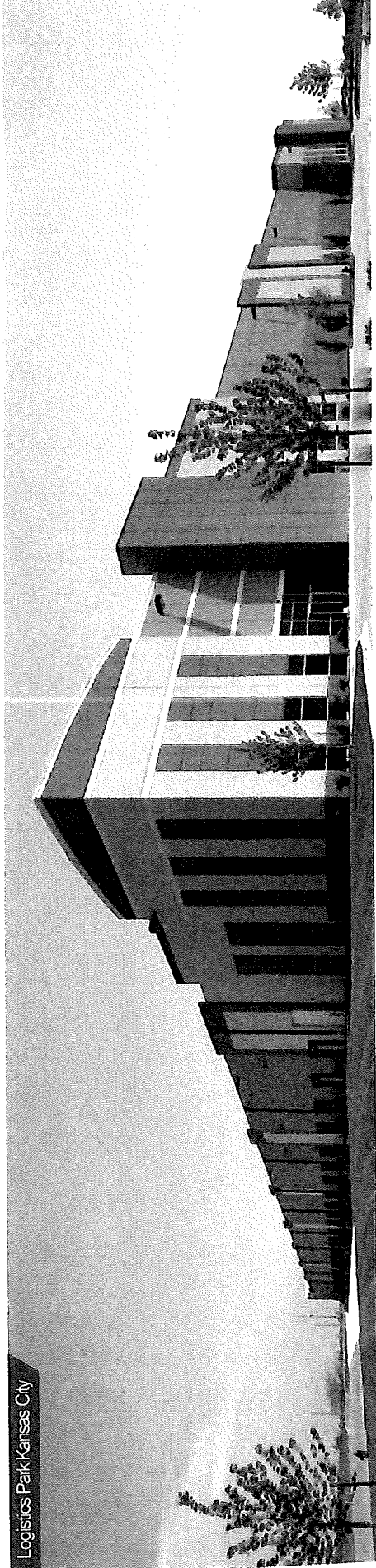
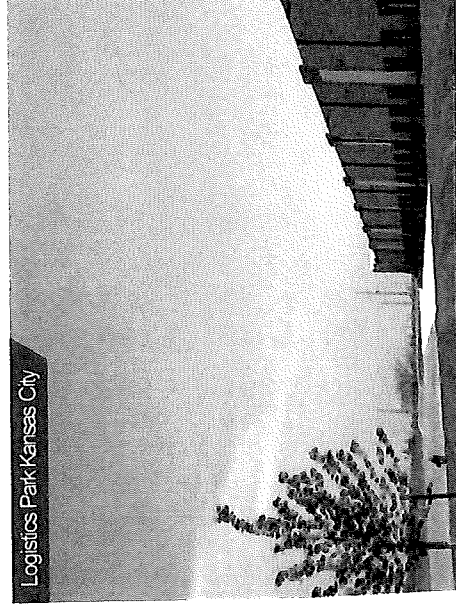
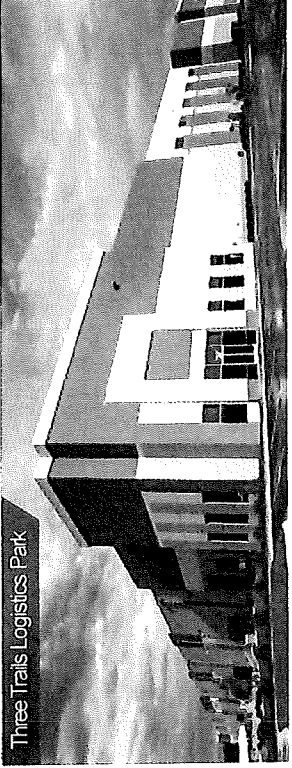
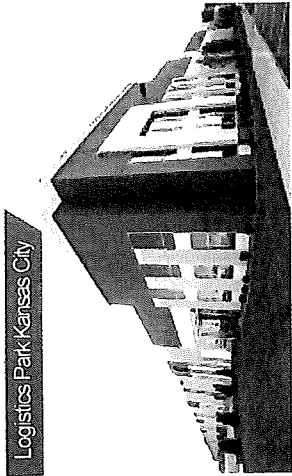
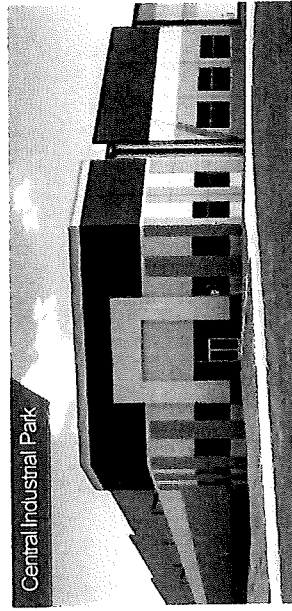
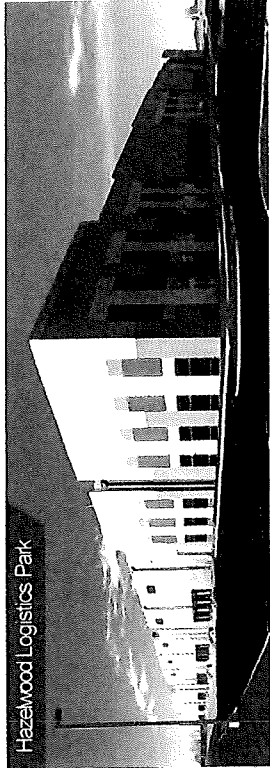
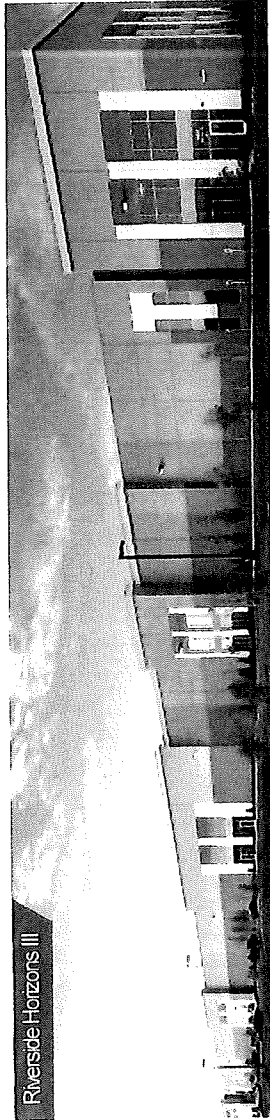


SECTION G



GREENFIELD COMMERCE CENTER

Building Exterior Examples



Kevin Wall

From: miker@boonewater.com
Sent: Thursday, March 18, 2021 11:08 AM
To: Kevin Wall
Subject: Greenfield Commerce Center

EXTERNAL MESSAGE

Kevin,

My Comments for the above the above project.

1. Water main connections made at Logistics Blvd. and Dixie Hwy. Extend water mains so that they connect, creating a loop.
2. At the end of the water main extension on Dixie Hwy., set up for future extension going South on Dixie Hwy.
3. Give easement for a 12" DIP water main between buildings 1/2 & 3 and extend water main to Chambers Rd. And set up for future East and West connections on Chambers Rd.
4. Use DIP class 52 for all water mains.
5. Use anchor tees for all 3-ways, with foster adapters for inline valves connected to the tees.

--

Thanks,
Mike

Mike Rouse / Project Manager

Boone County Water District
2475 Burlington Pike
Burlington, Ky. 41005

Office: 859-586-7270
Mobile: 859-991-5104

COMMISSION MEMBERS PRESENT:

Ms. Olivia Amlung
Mr. Randy Bessler
Mr. Kim Bunger, Secretary/Treasurer
Ms. Corrin Gulick
Mr. Steve Harper
Mrs. Lori Heilman
Mrs. Janet Kegley
Mr. Kim Patton, Vice Chairman
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele
Mr. Tom Szurlinski

COMMISSION MEMBERS NOT PRESENT:

Mr. Rick Lunnemann
Mr. Don McMillian
Mr. Steve Turner, Temporary Presiding Officer

LEGAL COUNSEL PRESENT:

Mr. Dale T. Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Kevin Wall, Director, Zoning Services

Chairman Rolfsen introduced the second item on the Agenda at 8:30 p.m.

ZONING MAP AMENDMENT – Kevin Wall, Staff

Request of **NorthPoint Development (applicant)** for **Greenfield Farm, Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

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Mr. Don McMillian
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Staff Member, Kevin Wall, presented the Staff Report, which included a PowerPoint presentation. The request is to rezone an approximate 209 acre site from A-2 to I-1. It is located between I-75 and Dixie Highway and from Park South Industrial Park to Chambers Road. Logistics Boulevard dead-ends into the site. It is currently a farm. There are 2 barns located on the property. The Future Land Use Map from the Our Boone County - Plan 2040 designates the site as Industrial (I). There is a small strip of land along Chambers Road that is designated Rural Lands (RL). The site has some history. A zone change from A-2 to I-1 application was withdrawn in 2007 after the the Planning Commission had recommended denial. The recommendation focused on road improvements, particularly the I-75/Richwood Road Interchange. Construction funding for the improvements to the interchange and Richwood Road were not in place or scheduled to be constructed.

The applicant has submitted two Concept Development Plans. Logistics Boulevard is planned to be extended south and then east to Dixie Highway. The minimum I-1 building setbacks and buffer yard requirements will be met and the developer has agreed to a maximum of 3 million square feet, which is about 14,373 square feet per acre. The Staff Report outlines the landscape or buffer areas as well which are proposed to be prohibited industrial uses. It is described in the applicant's narrative as well the attachments. No information was provided for building elevations at the time of the application. A Traffic Impact Study was submitted and excerpts from it are attached to the Staff Report. The Traffic Impact Study includes recommendations. Mr. Wall showed options of how the various buildings could be laid out on the individual lots. Mr. Wall showed photographs of the site and adjoining properties.

In terms of Staff Comments, Mr. Wall referred to pages 11-13 of the Staff Report in regard to Boone County Comprehensive Plan, both the text and the map. There is a key reference in the Land Use Element that talks about the area in question (Richwood East). There are also references to the Economy and Demographics Elements, the Future Land Use Development Guidelines and Goals and Objectives. Lastly, the governing bodies will also need to consider the alternate findings for the requested Zoning Map Amendment. The second comment refers to the proposed uses which would allow warehousing, distribution and light manufacturing. The developer is offering to prohibit 7 uses on the site. The staff recommends reviewing all uses at the Committee level as the I-1 zone allows O-1 and O-2 uses. Mr. Wall also mentioned looking at outside storage and loading docks in terms of location facing I-75 and residential uses. Mr. Wall suggested providing more detail about the proposed buffer yards particularly those that adjoin prominent roadways and those that adjoin agricultural and low density residential areas. In addition, there was a condition with the Park South development that require street trees and that should continue as the text of the Comprehensive Plan recommends the site be developed as a Business Park. In terms of building and retaining wall design, Mr. Wall suggested that the applicant provide representative images of building designs and/or a written architectural program for the Committee to evaluate as well as a lighting plan between the buildings and the overall site boundary. Much of the proposed street network is narrower than the present width of Logistics Boulevard. This needs to be explained why especially when it intersects with Dixie Highway. The existing Logistics Boulevard is 41 feet wide and the proposed road is 30 feet in width. How will truck parking on the street be addressed? What measures have been taken to avoid this problem? Mr. Wall noted the need to assure internal driveway connections among the sites. The submitted Traffic Impact Study recommends 5 specific improvements and some traffic related commitments are in the applicant's narrative. The County Engineer suggested dedicating additional right of way along Dixie Highway for future road widening. Written comments about

the project were received from the Walton Fire District, SD1, and the Boone County Water District.

In conclusion, the Boone County Planning Commission and the Boone County Fiscal Court need to evaluate the application in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3 "Amendment" of the Boone County Zoning Regulations, the Our Boone County – Plan 2040, which is the adopted comprehensive plan, and the potential impacts on the existing and planned uses in the area. The Future Land Use Map will not need to be amended if this request is approved.

Mr. Wall also noted that the Staff just received comments from the Kentucky Transportation Cabinet and the applicant addressed these comments in an Addendum, Letters and emails were received from property owners in the area, including Susan Marshall, Jim Weaver, Charlotte Brewer, Robert Tagher, and Robert Tomlinson. Another adjoining property owner sent in some photos and Mr. Wall stated that he would show them at the appropriate time.

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

Marc Gloyeske, NorthPointe Development, introduced his team from Bayer Becker Engineers and the Graydon law firm. He described the company. It is based in Kansas City, Missouri with regional offices including one in Cincinnati. He showed a map of various industrial markets that his company is located in and a list of tenants across the country. NorthPointe is a long term holder of their assets. They don't build and sell. They manage their developments. They have in-house management. The site would be primarily accessed from the north. In the past, the site was not adequately served by infrastructure. However, that is about to change with the reconstruction of the I-75/Richwood Interchange. The site is designated mostly as Industrial (I) on the Future Land Use Map. They submitted two different Concept Development Plans based upon input from Staff and Tri-ED. Buildings 1, 2, 3, 5 and 6 are cross dock buildings. Building 4 is a rear dock facility. They are proposing loop roads around the buildings for the purpose of truck stacking. All of it is on private property.

The alternate Concept Development Plan provides some flexibility to cater to 2 different types of tenant mixes. The A version shows some flexibility to allow for more tenants and more variety of uses including different manufacturing. This is what Tri-ED suggested due to the lack of different products and available sites. He showed examples – the West Chester Trade Center which has different size buildings for manufacturing in as little as 27,000 square feet. This development has 40% manufacturing and 60% warehousing. The second example is a development in Kansas City, Missouri. There are buildings that have multiple tenants involved in manufacturing. Mr. Gloyeske showed some representative examples of building architecture and colors.

As previously mentioned, the site is discussed in the Our Boone County – Plan 2040. It is identified in Area 21. It mentions not allowing access to Chambers Road. No access is planned. It mentions the requirement of submitting a Traffic Impact Study. One has been submitted and there are recommended improvements. It also states the need to develop roads running parallel to Dixie Highway because of its condition. They are doing that by extending Logistics Boulevard. The basis for granting the zone change is the project meets Criteria #1 or the request is in

agreement with the adopted Comprehensive Plan as well as the Future Land Use Plan. Mr. Gloyeske outlined the five recommended transportation improvements.

- 1 & 2 - Add northbound and southbound turn lanes on Dixie Highway at the proposed site access.
- 3 - Construct an eastbound right turn lane on the proposed site access at Dixie Highway.
- 4 - Install a traffic signal at Dixie Highway and the proposed site access.
- 5 - Modify/optimize the traffic signal timing at the intersection of Dixie Highway and Logistics Boulevard to include a northbound left turn phase and a southbound right turn overlap.

Mr. Gloyeske noted the need to dedicate additional right-of-way for Dixie Highway widening. He stated that he will discuss this with the County Engineer to determine how much land to dedicate.

Mr. Gloyeske concluded that the proposal conforms with the Future Land Use Map designation. They meet several areas of the Comprehensive Plan. It is a \$200 million investment with close to 3 million square feet of industrial space. The completion of the interchange project will coincide with the completion of the first building. That improvement and the one proposed for Dixie Highway will provide adequate infrastructure to serve the size of the development. Lastly, they meet the criteria for granting a zone change.

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

Ms. Sandy McMillian, 12219 Dixie Highway, stated that she lives 2 houses down from the new traffic light at Chambers Road and Old Lexington Pike. The back-up of traffic is ridiculous. All the truck traffic will be horrendous. She prefers that the project not go in because of the traffic and pollution. It won't be the same rural neighborhood. How can a Traffic Impact Study be done when the interchange is not completed?

Ms. Shannon Tomlison, 262 Chambers Road, thanked the Staff, Chairman Rolfsen and the applicant in allowing her to speak tonight. She is an attorney and owner/operator of a thoroughbred farm as well as a boarding facility. She wants to make sure due process is met and she has the opportunity to cross examine as granted under Kentucky law and local ordinances including Article 3 of the Zoning Regulations. One of her concerns is having expert testimony regarding the development. She would like the opportunity to do their own traffic study and present it to the Board. It is crucial because the development impacts adjoining land owners. She understands by the Staff Report that the Planning Commission is considering those issues seriously. She wants to have the same opportunity to present their own evidence in a Public Hearing format. The Staff Report requests that the applicant provide more details on the Concept Development Plan. The applicant admits that they don't want to be locked into a Concept Development Plan. The Staff Report identifies many deficiencies and how the development will impact the adjoining land owners. An example of this is grading the site. The site will require large amounts of dirt to be moved since it has a lot of hills and valleys. They really haven't met

the requirements of a Concept Development Plan. Early stage knowledge of the site is important to know. She would like to have experts address how to remedy these problems mentioned in the Staff Report. With only a 14 day notice, it is a little short to accomplish this task. According to the Kentucky Revised Statutes, the Planning Commission must have at least one Public Hearing. Due to the need for details involved in the project as noted in the Staff Report, Ms. Tomlinson requested a second Public Hearing so that more evidence could be given to the Planning Commission to make a decision. We should not rely on a somewhat vague plan that relies on information produced later. This is our only shot to cross examine. It raises some due process issues and also completeness issues so we can have a proper decision by this governing authority. This meeting is difficult by Zoom since some people don't have access to a computer or the internet. Can the Planning Commission hold a second Public Hearing? The applicant has waived the 60 day time limit until July so that the public has adequate time to respond.

Mr. Wilson stated that tonight's trial type hearing is probably not the best time to say yes to a second Public Hearing. The Planning Commission should wait and see after hearing all of the facts to make that type of decision.

Ms. Tomlinson stated that it seems reasonable to her but she would just like to consider it in the course of its business. She sent pictures of her property and noted that she abuts the site in question. These pictures show how the proposed project will destroy the historic value of her property. She noted that another developer tried to acquire the property under review. They applied for an industrial use permit before the U.S. Army Corp of Engineers. The historical society and the state environmental agency have grave concerns. As a result, the application was withdrawn by the developer and the contract was terminated. Mr. Wall showed the photographs of Ms. Tomlinson's property. It included the paddock area, the historic home, a guest house, a small and large barn with 20 stalls. The project site affects her horse farm. What about grading and drainage? Her property has 3 streams of which some may be considered intermittent, a lake and pond. They are fed by streams that cross the property in question. The Staff Report raises questions about impacts such as noise and odors from industrial uses. There is a difference between a business park and an industrial park. Her property should be shielded from the development. She said the character of the area has not changed in over 100 years plus. That is why she is in need of experts that will know how to address the impact of the proposed use. In reference to Article 3, it requires that a Concept Development Plan be submitted. How do you advocate your interest in either submitted plan? How do you make a decision of something that is moving in place? The standard of review is the worst case scenario as noted in Article 3 which applies to this situation. The pictures show that if further proof is not admitted at a later date. Article 3, Section 308 states that the proposal has to be in agreement with the Comprehensive Plan. While the applicant has argued that it has met the criteria, he fails to address the specifics. She noted page 140 of the Comprehensive Plan that states commercial areas must be adequately buffered from existing residential areas. This impacts all of us. We have no assurances of how these impacts will be mitigated. The application fails to address the ridges and valleys. There have been no grading plans produced. She has met with the developer and has toured the property. The developer readily admits they will level the property. This will affect the water system and the environment. Page 6 of the Staff Report recognizes the potential impacts that must incorporate a transition – visual, noise, vibration, odor, dust, smoke and light. None of these impacts have been addressed by the applicant in terms of mitigation. Only setbacks and traffic

concerns have been addressed. What about landscaping? While the applicant may provide additional materials, they would like to review them. The Staff has requested a detailed plan and she agrees wholeheartedly. Finally, the Plan demonstrates that there has been no contact to the USDA Conservation District. These streams affect the Big Bone Lick Watershed. It will impact the streams in this watershed. She requested another Public Hearing and that the application be denied on its face because it fails to meet the requirements under local law.

Mr. Chet Hand, 674 Chambers Road, owns a 25 acre rural family farm. He supports Ms. Tomlinson's points, requesting a second hearing so additional impacted property owners can provide additional input. It would involve traffic, grading and irrigation, noise, and safety issues. The proposed project is going to have a significant impact on the adjoining property owners. It is unfortunate that this farm is being considered for an industrial use according to the 2040 Plan. On the other side of Chambers Road, his property is significantly higher so he can see the site clearly from his house. Visually, he only sees a farm now and some houses across the street. This Plan was not in place when he bought his farm and if it was, he would never have bought it. The top concerns are traffic and access on Chambers Road. There will be more traffic on Chambers regardless of no curb cut. They frequently have semi-trucks travel on Chambers and turn around before the tunnel a lot of times on private property. Workers will use Dixie Highway which is a narrow street. He expressed a concern about safety with 6 children living on his farm. The view and character of the area will change. It is a rural area. We don't see any industrial or commercial buildings. This will change once the buildings are in place. There are a number of historic buildings in the Chambers Road area. His suggestion is to deny the zone change request or at least have another Public Hearing for other property owners to voice their concerns.

Mr. Mark Byron, 262 Chambers Road, echoed what Ms. Tomlinson has said. He referred to the topographical map. It is a very hilly area. How will they construct a few million square feet of building without leveling the site? There will be a lot of noise pollution because trucks will be circling around in the back portion of the development due to the only access point being on Dixie Highway. He also requested another Public Hearing in order to be more thorough and allow others to make comments and address the impact.

Mr. Jim Dressman, part owner of Greenfield Farm, Inc., stated that the cancelled contract for the subject site had nothing to do with opposition of the wetland mediation. The farm that Ms. Tomlinson owns was originally part of the Greenfield Farm. The Company sold it to Lanny Holbrook years ago. For over 20 years, the Comprehensive Plan Future Land Use Map designated this site for industrial use. The Tomlinsons bought the farm from a bank who took it from Lanny Holbrook. At the time, they could see the industrial IDI buildings in the foreground and the stubbed street that goes into the property.

Mr. Andrew Gore, 123 Chambers Road, echoed his support of the previous comments. He asked the Board to deny the request until the roads are completed and improved and a traffic study is completed by a neutral party showing that the roads can handle this type of development. There is a big safety concern about 53 footer trucks and box trucks.

Ms. Debbie Rowe, 12097 Dixie Highway, expressed a concern about traffic on Dixie Highway at shift changes. It is impossible to pull onto Dixie Highway. What will it do to the property values?

She is speaking on behalf of her father. Road widening on Dixie Highway is difficult because one side is landlocked due to the railroad. What will this project do to her Dad's property value?

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

Mrs. Kegley stated that the Zone Change Committee will give the neighbors a chance to respond to some of the information or details brought to the meeting. They will have a chance to look at all the information the Planning Commission is reviewing. Also, before the full Board votes on the request, the public for either side is allowed to comment on the project for up to five minutes. Mr. Costello stated that the public is welcome to review the information received in the office. The public can contact Staff at the office. The information has been available.

Ms. Amlung inquired about a timeline to widen Dixie Highway since there was a \$50 million unscheduled needs project? Mr. Costello replied there is no construction funds for the project, but the Kentucky Transportation Cabinet will be hiring an engineering firm to design the project in the next 2 months to widen Dixie Highway from the end of the Interchange project to KY 14. Mr. Costello suggested that perhaps access to Dixie Highway could be contingent on the road widening project? Ms. Amlung asked about the traffic from this project and its impact on the new Steeplechase Elementary School? Mr. Costello responded that the school is located on the other side of I-75 away from the project. The Redistricting Plan for the school shows traffic going mostly north and west of the school site. There is some traffic going east but that traffic will use I-75 or Richwood Road and then travel north on Dixie Highway. The boundary between the Boone County School District and Walton-Verona School District is Chambers Road. The new interchange will increase road capacity. There is no immediate plan at this time to extend Grand National Boulevard south to Chambers Road even though the School District owns the land. Mr. Costello stated there are improvements to Dixie Highway from Richwood Road to Park South Subdivision. The applicant stated that they wouldn't occupy their first building until the interchange was opened or substantially completed. This is similar to what was required when Biggs was opened on Houston Road and the Turfway Road exit. Mr. Gloyeske explained that the widening of Dixie Highway is 5 lanes to Transport Drive and 3 lanes to Logistics Boulevard. They plan on breaking ground in 2022 and complete the first building at the end of 2022. The interchange is scheduled to be completed by November, 2022. They would be open to a condition that they could not obtain a Certificate of Occupancy for the first building until the interchange is open and substantially completed.

Mr. Bunger asked if a second Public Hearing could be considered? Mr. Costello replied that he didn't know the purpose of it. In the past, there have been cases where someone wasn't properly notified at the fault of the applicant so a second Public Hearing was held. The Fiscal Court can hold a second Public Hearing after they receive the Planning Commission's recommendation. The Planning Commission would have to determine that they don't have enough information or conflicting information. The Public Hearing was advertised properly according to State law. We followed the same procedure compared with the last application. We are hearing the testimony now and those who want to speak at the Public Hearing are able to. Mr. Bunger stated that perhaps it might be more of a second Zone Change Committee Meeting as the Committee might request additional information from the application based on the Public Hearing. Mr. Costello noted that the details will be provided at the Committee meeting as a response to the public comments. This includes the traffic study and it may take more than one Committee meeting.

Mr. Bunger stated that it is important that the applicant take notes and address the comments to provide detailed answers at the Committee meeting.

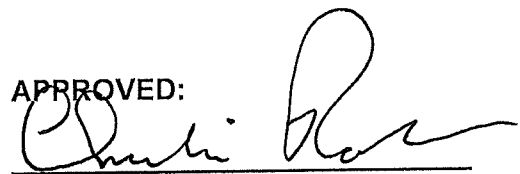
Chairman Rolfsen asked if the neighbors could provide a neutral/unbiased Traffic Impact Study? Can they hire a firm and present it to the Zone Change Committee? Mr. Wall stated that he provided a copy of all the materials including the Traffic Impact Study to an attorney and Mr. Wall didn't see him at the Public Hearing. It was provided to Mr. Alex Edmonson and we are not aware of who he was representing.

Mr. Patton cited the KY 237/I-275 exit as an example. Industrial didn't happen until after the exit was built. The State didn't upgrade the roads until IDI built the industrial subdivision and residential development occurred. It was appropriate to turn the industrial zone change done 17 years ago because the exit wasn't fixed. It is the right time since it has been in the Comprehensive Plan for the last 25 years and the new interchange is being built. There are subsequent reviews by the Planning Commission with detailed engineering drawings and permits. This is pretty early in the process. There is plenty of opportunity in the process for interaction with the public. Chairman Rolfsen mentioned utility plans, grading plans, landscaping plans, etc.

Mr. Wilson stated that the record made tonight will go to the Committee. The Committee will decide what they need to take action. Mrs. Kegley explained that anyone will be able to comment of any revision to the plan presented to the Committee. Let's don't make any decisions. Let's see what the process requires.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on April 21, 2021 at 5:00 P.M. via Live Video Teleconference. This item will be on the Agenda for the Business Meeting on May 5, 2021 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 9:51 p.m.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission
FROM: Janet Kegley, Chairwoman
DATE: April 21, 2021

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

3. Request of **NorthPoint Development (applicant)** for **Greenfield Farm, Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

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.

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

Corrin Gulick
For Project ____ Absent ____
Against Project ____
Abstain ____ Deferred

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

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

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

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

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



**Recorded Vote by Kevin T.
Wall, Director, Zoning Services**

TOTAL: 4 DEFERRED ____ FOR PROJECT ____ ABSENT
 ____ AGAINST PROJECT ____ ABSTAIN

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Janet Kegley, Chairwoman

DATE: April 28, 2021

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

3. Request of **NorthPoint Development (applicant)** for **Greenfield Farm, Inc (owner)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 208.73 acre site located on the west side of Dixie Highway, south of the property at 11765 Dixie Highway and north of the properties at 12097 and 12119 Dixie Highway, and on the north side of Chambers Road at the northeast quadrant of the Chambers Road/I-75 overpass, and to the north, northeast, and west of the property at 262 Chambers Road, and south of the property at 60 Logistics Boulevard, Boone County, Kentucky. The request is for a zone change to allow a subdivision for warehousing, distribution, and light manufacturing uses.

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.

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

Corrin Gulick
For Project Absent _____
Against Project _____
Abstain _____ Deferred _____

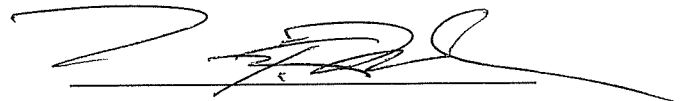
Janet Kegley (Chairwoman)
For Project Absent _____
Against Project _____
Abstain _____ Deferred _____

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

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

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

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

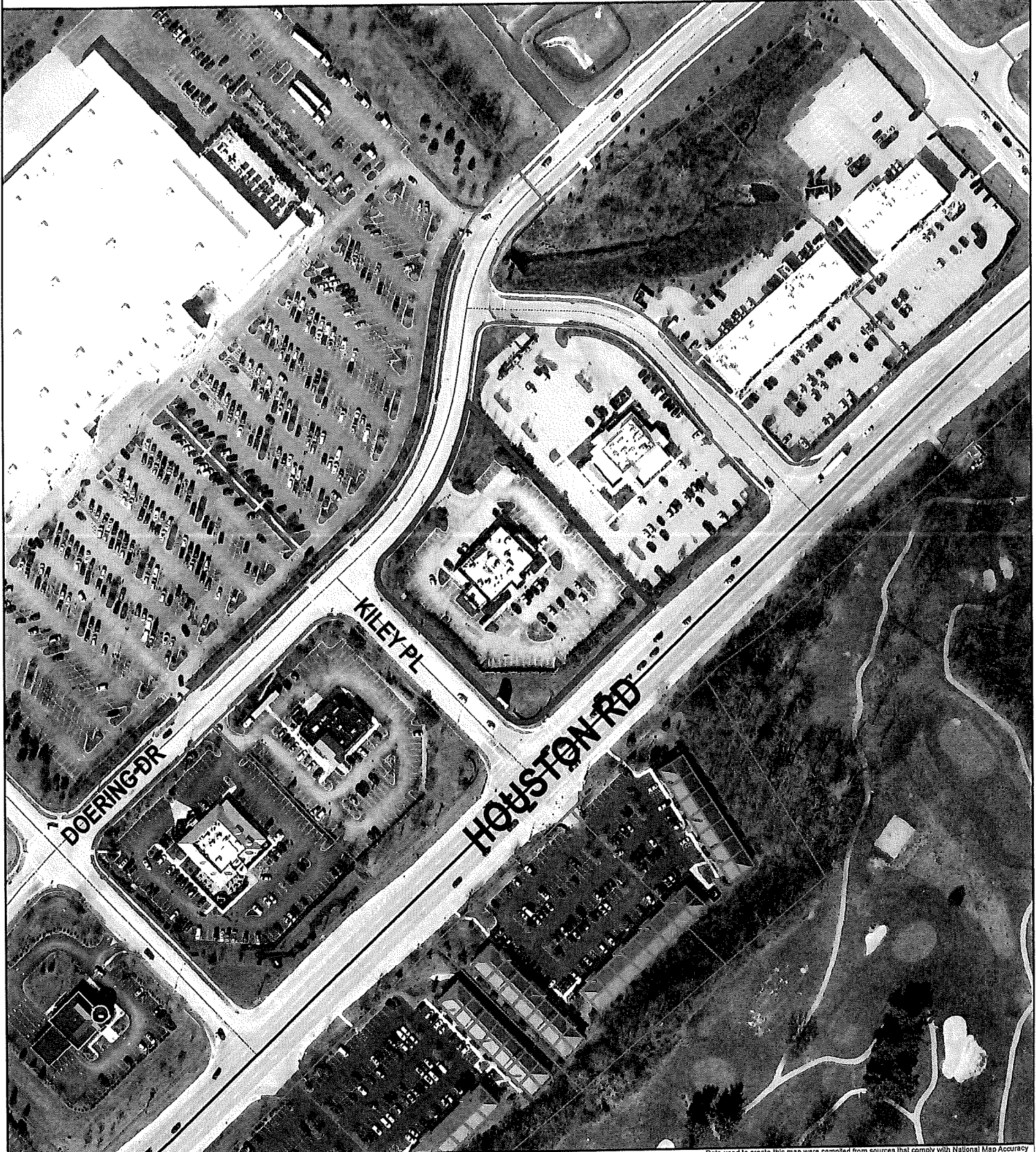


Recorded Vote by Kevin T.
Wall, Director, Zoning Services

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

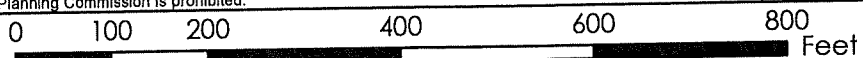
TWIN PEAKS

www.boonecountygis.com



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



1 inch = 200 feet



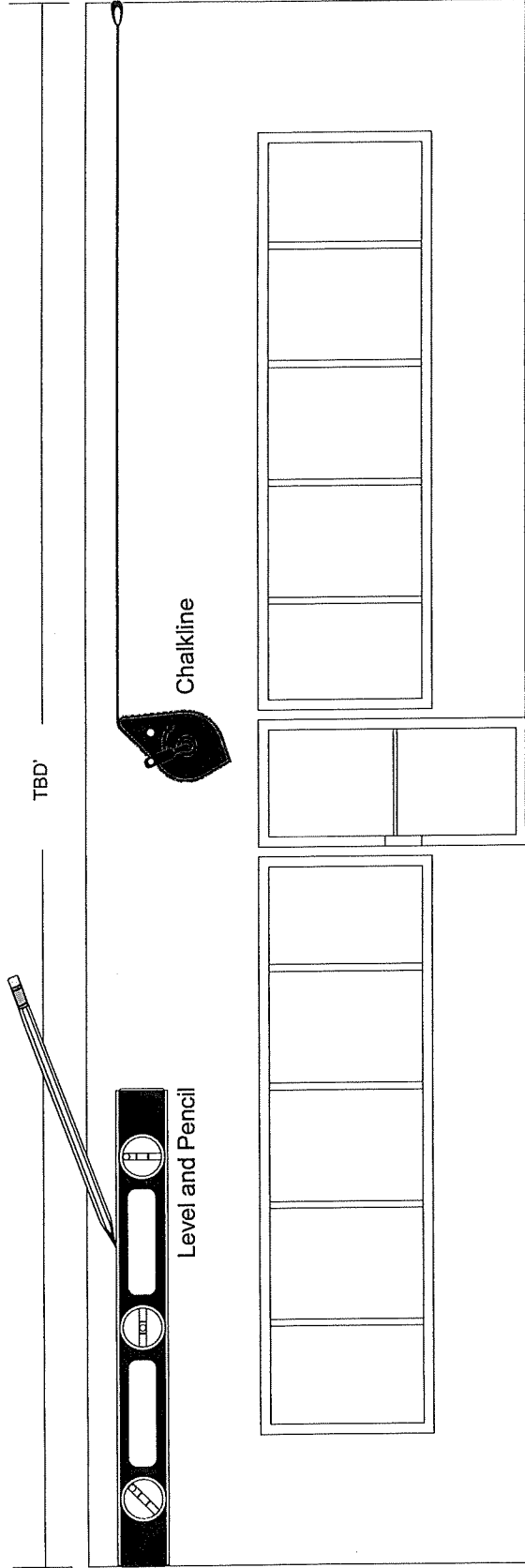
Boone County GIS - Putting Northern Kentucky on the Map



Map Created: xv/xx/2020
ArcMap Document: *.mxd

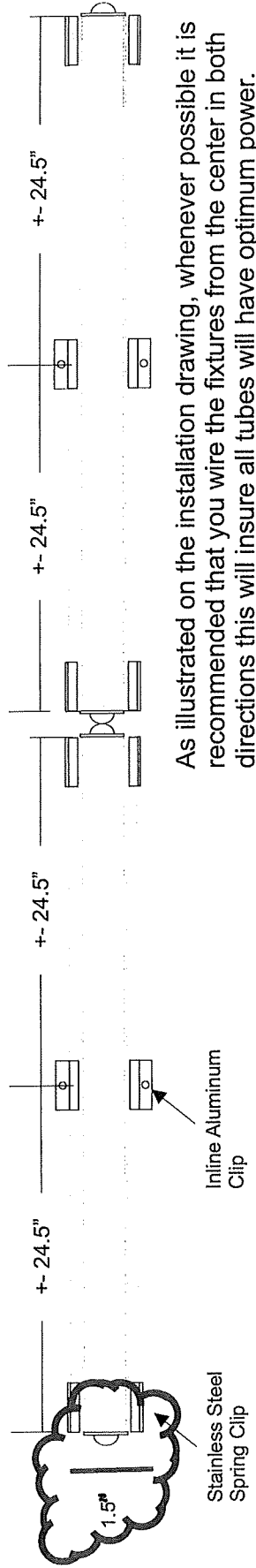
Project Planning laying out the installation:

Where you will apply the border tubes and proven methods for layout.....



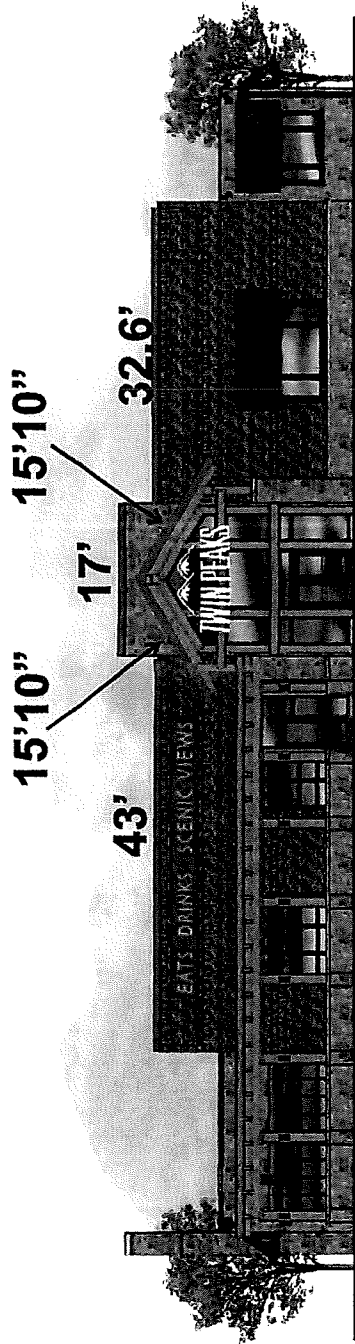
Step Three: using a Level or a Chalk line make a line across the entire length of the installation This will ensure that each tube applied will stay on the same level plane.

Step Four: after you have determined how many mounting clips you will need, install them spaced according to the length of the specified tube(s), spacing them + or - 24.5" on center. for pieces less than 26" long you will install the fixture using one spring clip on each end.



As illustrated on the installation drawing, whenever possible it is recommended that you wire the fixtures from the center in both directions this will insure all tubes will have optimum power.

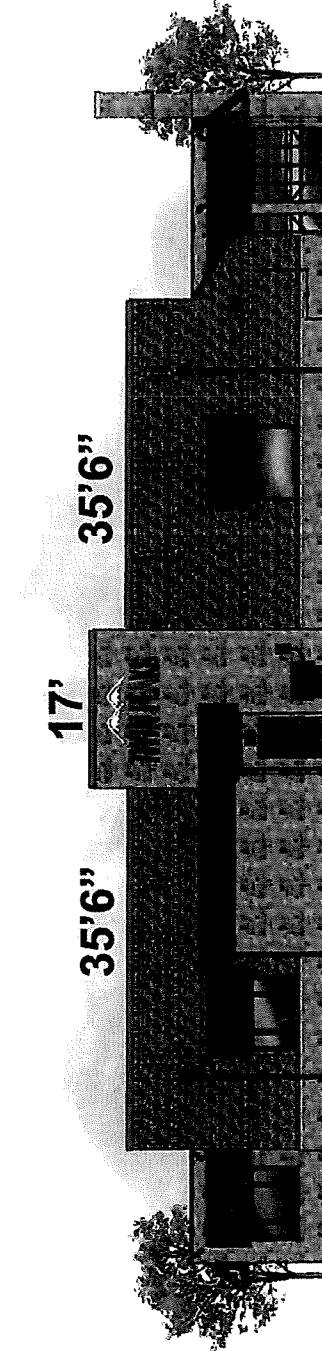
LED BORDERS ARE 1.5" TALL



1 EXTERIOR ELEVATION - FRONT

FRONT

- EX. SIGNAGE = 157.14 S.F.
- 15.33 S.F. OF LED BORDER PROPOSED (124'-3.2" X 1.5")
- TOTAL SIGNAGE PROPOSED = 172.47 S.F.



2 EXTERIOR ELEVATION - REAR

REAR

- EX. SIGNAGE = 57.31 S.F.
- 11 S.F. OF LED BORDER PROPOSED (88' X 1.5")
- TOTAL SIGNAGE PROPOSED = 68.31 S.F.

Fieldstone
 2100 Alcorn Rd, Suite 200
 Alcorn Rd, TX 76012
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 13904 Fossil Oaks Blvd, Suite 110
 Fort Worth, TX 76137
 Phone: 817-333-0377
 Fax: 817-333-0378
 6000 City West Pkwy, Suite 200
 Fort Worth, TX 76148
 Phone: 817-558-8444
 Fax: 817-558-7171
 www.fieldstone.com

CLIENT:

J&B FOOD GROUP LLC
 3001 HIGHWAY # 121
 ENNIS, TX 76839

Date Issued for:
 11-16-2020 PLAN/REV
 11-16-2020 PLAN/REV
 11-16-2020 PLAN/REV
 11-16-2020 PLAN/REV

Job No.
 2051500.102

Project Title

RENOVATIONS TO
 EXISTING BUILDING FOR
 TWIN PEAKS RESTAURANT

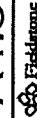
Sheet Title

RENDERED
 ELEVATIONS

SCALE: AS SHOWN
 DO NOT SCALE DRAWINGS

Sheet No.

A4.5



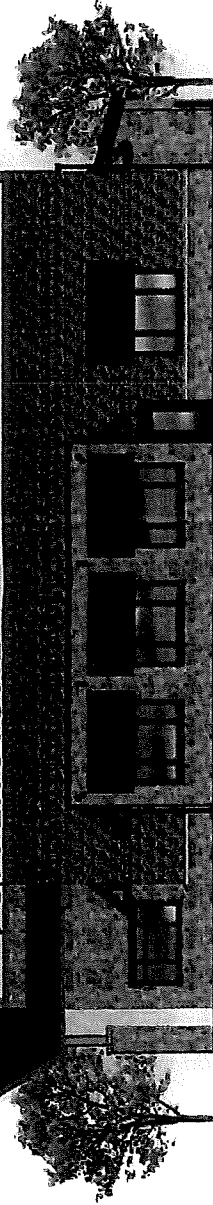
LED BORDERS ARE 1.5" TALL

17'6" lower green gable return to building

12'-6"

UPPER STONE

72' BRICK ROOF LINE



VIEW FROM CHUY'S

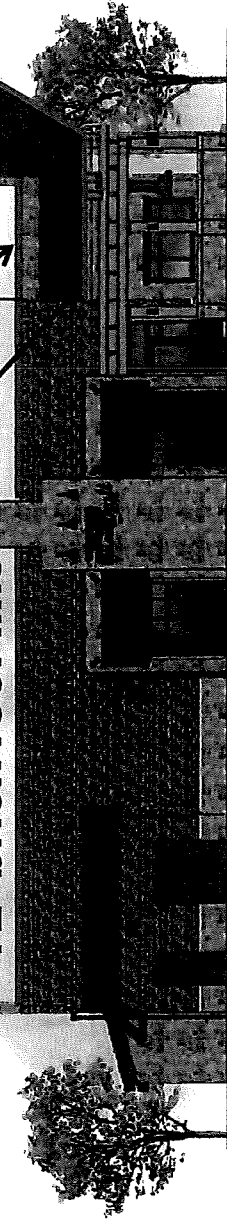
1 EXTERIOR ELEVATION - SIDE
1/8" = 1'-0"

- EX. SIGNAGE = 0
- 12.75 S.F. LED BORDER PROPOSED (102' X 1.5")
- TOTAL SIGNAGE PROPOSED = 12.75 S.F.

17'6" lower green gable return to building

12'6" upper stone area

72' brick roof line



VIEW FROM KILEY PLACE

2 EXTERIOR ELEVATION - SIDE
1/8" = 1'-0"

- EX. SIGNAGE = 25.5 S.F.
- 12.75 S.F. LED BORDER PROPOSED (102' X 1.5")
- TOTAL SIGNAGE PROPOSED = 38.25 S.F.



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www.fieldinc.com

CLIENT:
JES FOOD GRG
3001 HIGHWAY
EULESS, TX 75020

Date
11-18-2020

Job No
205150

Project Title
RENOVATION/ EXISTING BL TWIN PEAKS

Sheet Title
SIGN SPECIFICA

Sheet No.
A2



Up to 50% of the sign area may be used as manually changeable copy display. Any proposed manually changeable copy display(s) shall be located beneath fixed copy signs.

Monument Signs

The base and sides of the sign shall use construction materials and design details that match the dominant construction material of the principal building.
The top of the sign shall have an architectural feature or finish, such as a gable, arch, or pediment. Single panel plexi-faced cabinets shall not be permitted.

2. INDIVIDUAL TENANT SPACES WITHIN COMMERCIAL/RETAIL/SHOPPING CENTERS

Anchor tenants over 40,000 square feet in area shall be permitted one building mounted sign on each facade that faces a public street or main development driveway. However, no more than two such signs shall be permitted. The permitted size of the building mounted signs shall be two square feet for each lineal foot of tenant space width on which the sign is mounted but shall not exceed two hundred and fifty (250) square feet.

Individual tenants spaces that are 40,000 square feet in area or smaller are permitted one building mounted sign. The permitted size of the building mounted sign shall be two square feet per each lineal foot of tenant space width on which the sign is mounted but shall not exceed one hundred (100) square feet in area. Corner tenant spaces can break their permitted square footage up and display it on the front and side facades if the side facade is visible from a public street or main development driveway. In such a case, the permitted signage can be broken into one sign area on the front facade and one sign area on the side facade.

Construction Standards

Building Mounted Signs

Channel letters, sandblasted redwood, individual pin mounted letters, neon copy, neon or L.E.D. accent bands, fabric awnings, and similar signs as determined by the Zoning Administrator shall be permitted. Manually changeable copy, electronically changeable copy, plexi-faced panels, internally illuminated awnings, firmly structured awnings with an "inflated" or plastic appearance, and similar signs shall not be permitted unless specifically approved through a Design Review, Concept Development Plan, or Special Sign District application.



3. FREESTANDING COMMERCIAL LOTS AND OUTLOTS WITHIN COMMERCIAL/RETAIL/SHOPPING CENTERS

One building mounted sign shall be permitted on each facade that faces a public street or main development driveway. However, no more than two such signs shall be permitted. The permitted size of the building mounted signs shall be two square feet per each lineal foot of building or tenant space width on which the sign is mounted but shall not exceed two hundred (200) square feet in area. One monument sign shall also be permitted at maximum of eight (8) feet tall and twenty-four (24) square feet in area.

Construction Standards

Monument Signs

The base and sides of the sign shall use construction materials and design details that match the dominant construction materials of the principal building.
The top of the sign shall have an architectural feature or finish, such as a gable, arch, or pediment.
Single panel plexi-faced cabinets shall not be permitted.



Building Mounted Signs

Channel letters, sandblasted redwood, individual pin mounted letters, neon copy, neon or L.E.D. accent bands, fabric awnings, and similar signs as determined by the Zoning Administrator shall be permitted. Board signs, graphics painted directly on the building, manually changeable copy, electronically changeable copy, plexi-faced panels, internally illuminated awnings, firmly structured awnings with an "inflated" or plastic appearance, and similar signs shall not be permitted unless specifically approved through a Design Review, Concept Development Plan, or Special Sign District application.

(B) OFFICE/INDUSTRIAL DEVELOPMENTS

1. OFFICE AND INDUSTRIAL PARKS

One (1) entrance monument sign that is up to ten (10) feet in height (measured from the grade of the street centerline) and one hundred (100) square feet at each entrance to the park from a public street are permitted. Such monument signs shall only announce the name of the subdivision or park.

Construction Standards

The base and sides of the sign shall be constructed with a masonry product (excluding smooth or textured concrete block).
The top of the sign shall have an architectural feature or finish, such as a gable, arch, or pediment.
Single panel plexi-faced cabinets shall not be permitted.

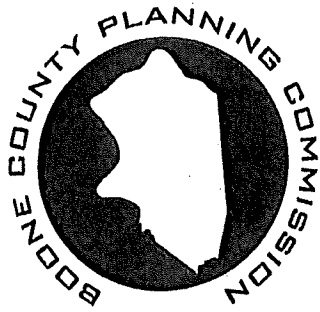
2. INDIVIDUAL LOTS WITHIN OFFICE OR INDUSTRIAL PARKS OR FREESTANDING LOTS WITHIN EMPLOYMENT ZONES

One (1) monument sign shall be permitted at maximum of eight (8) feet tall and forty-eight (48) square feet in area.

The amount of permitted building mounted signage shall be determined by the area of the building or tenant space.

Over 40,000 square feet: Individual building users or tenant spaces shall be permitted one building mounted sign on each facade that faces a public street or main development driveway. However, no more than two such signs shall be permitted. The permitted size of the building mounted signs shall be two square feet for each lineal foot of building or tenant space width on which the sign is mounted but shall not exceed two hundred and fifty (250) square feet.

40,000 square feet in area or smaller: Individual buildings users or tenants spaces shall be permitted one building mounted sign for each facade that faces a public street or main development driveway. However, no more than two such sign shall be permitted. The permitted size of the building mounted sign shall be two square feet per each lineal foot of building or tenant space width on which the sign is mounted but shall not exceed one hundred fifty (150) square feet in area.



May 3, 2021

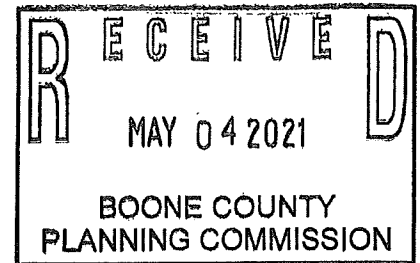
BOONE COUNTY PLANNING COMMISSION

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

Mr. James A. Dressman III, Vice President
Greenfield Farm Inc.
c/o Mr. Marc Gloyeske, P.E.
NorthPoint Development
4805 Montgomery Road
Suite 310
Montgomery, OH 45212



RE: Recommended Conditions of Approval for NorthPoint Development/Greenfield Farm Inc. Zoning Map Amendment Application from A-2 to I-1 for Approximate 208.73 Acre Site on Dixie Highway and Chambers Road, Boone County, Kentucky

Dear Mr. Dressman:

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 April 28, 2021 meeting. If you, as the property owner's authorized representative 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 as soon as possible.

CONDITIONS

1. The development shall follow the attached Concept Development Plan ("Greenfield Commerce Center – Supplemental Zone Change Information" narrative, Concept Development Plan sheets 1 and 2, "Buffer Yard Typical" plan sheet and buffer yard "Section Views" Sections A through G exhibits, and "Building Exterior Examples" exhibit) which was revised in response to the testimony given at the Public Hearing, except where modified by the agreed conditions outlined below. It is understood that the building and pavement configurations for the individual building sites are conceptual and may change. However, a maximum of 3,000,000 square feet of gross floor area shall be permitted in the overall development and the extension of Logistics Boulevard shall be constructed in the alignment shown.
2. The following uses which are normally permitted in the I-1 zone shall be prohibited in this development.
 - A. Principally Permitted Use 41: Welding shops for the repair of industrial machinery and heavy equipment;
 - B. Principally Permitted Use 42: Truck stops;
 - C. Principally Permitted Use 43: Recycling centers;
 - D. Principally Permitted Use 45: Auto repair facilities, repair for tractor-trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking;
 - E. Principally Permitted Use 46: Commercial parking facilities and commercial recreational vehicle parking facilities;
 - F. Principally Permitted Use 47: Landscape contracting, grounds keeping, and wholesale nurseries;

- G. Principally Permitted Use 48: Sexually Oriented business as defined in Article 40 and applicable standards in Article 31;
 - H. Principally Permitted Use 49: Crematoriums;
 - I. Conditional Use 1: Uses in which the primary business activity involves the following:
 - a. the storage of explosives or fireworks according to State law, gas, biodiesel, or petroleum;
 - b. bag cleaning;
 - c. blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;
 - d. creosote treatment;
 - e. distillation of bones, coal or wood;
 - f. enameling, japanning or lacquering;
 - g. radium or radioactive elements;
 - h. crushing or other reduction or waterproofing;
 - i. the storage of chemicals; The permission of such uses will be decided on an individual basis;
 - J. Conditional Use 3: Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;
 - K. Conditional Use 5: Gasoline filling stations and wash services;
 - L. Conditional Use 8: Hotels and motels;
 - M. Conditional Use 10: Retail sales or leasing of new and used motor vehicles
 - N. Conditional Use 11: Wholesale vehicle sales or auctions;
 - O. Conditional Use 12: Churches, synagogues, temples and other places of religious assembly for worship;
 - P. Conditional Use 15: Fireworks retails sales.
3. The following uses which are normally permitted in the I-1 zone by reference to the O-1 zone principally permitted uses shall be prohibited in this development.
- A. Principally Permitted 1: Bank related services or credit unions;
 - B. Principally Permitted 8: Eating and drinking establishments including alcoholic beverages;
 - C. Principally Permitted 25: Funeral homes and crematoriums excluding cemeteries or mausoleums;
 - D. Principally Permitted 27: Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.
4. The following uses which are normally permitted in the I-1 zone by reference to the O-2 zone principally permitted uses shall be prohibited in this development.
- A. Principally Permitted Use 2: Retail sales of newspapers and magazines, drugs, and proprietary goods;
 - B. Principally Permitted Use 3: Banking and credit union services, including drive-through teller services;
 - C. Principally Permitted Use 4: Convenient stores;
 - D. Principally Permitted Use 5: Laundering, dry cleaning and dyeing services, including self-service;
 - E. Principally Permitted Use 6: Shoe repair, shoe shining and hat cleaning services;

- F. Principally Permitted Use 7: Florists, excluding greenhouses;
 - G. Principally Permitted Use 8: Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.
5. Any "food and kindred products" related use in the development, per I-1 zone Principally Permitted Use #2, shall be evaluated by the Zoning Administrator to assure that no product or manufacturing odors are discernible from any adjoining site or lot. The developer shall provide any technical information necessary for the Zoning Administrator to make this determination.
 6. Outside storage shall be only permitted in, or immediately adjoining, loading dock areas which do not face Chambers Road, Dixie Highway, I-71/75, or an adjoining agricultural or residential zoned property.
 7. In addition to complying with the normal standards in Article 36 "Landscaping" of the Boone County Zoning Regulations, the following landscaping and buffer yard stipulations shall apply:
 - A. Except as modified below, landscaping and buffer yards around the perimeter of the overall site shall follow the commitments in the "Greenfield Commerce Center – Supplemental Zone Change Information" narrative and the representations in the "Buffer Yard Typical" plan sheet and buffer yard "Section Views" Sections A through G exhibits.
 - B. Where Buffer Yard B is specified in the landscape areas along the I-71/75 and Dixie Highway frontages in the "Greenfield Commerce Center – Supplemental Zone Change Information" narrative, the large deciduous tree option (no small or medium deciduous trees) and large shrub option shall be followed.
 - C. A 6 foot high berm shall be added along the I-71/75 frontage where the existing grade does not block motorists' view of the ground level/truck dock level of the buildings from the freeway.
 - D. The required evergreen trees, and screen fence where applicable, shall be placed on the top or upper portion of slopes in the buffer yards along the perimeter of the overall site.
 - E. A 6 foot screen fence shall be provided on top of the retaining wall that is shown around the southeast corner of the Building 3 site.
 8. The building and retaining wall design shall follow the commitments in the "Greenfield Commerce Center – Supplemental Zone Change Information" narrative. Instead of the of the Hazelwood Logistics Park example referenced in the narrative, the development shall follow the Logistics Park Kansas City and/or Three Trails Logistics Park examples shown on the "Building Exterior Examples" exhibit. A consistent warm, earth tone color palette shall be used on all buildings in the development.
 9. Exterior lighting shall be as described in the "Greenfield Commerce Center – Supplemental Zone Change Information" narrative. Additionally, exterior lighting shall be in the warm color spectrum and freestanding light masts shall have a maximum height of 30 feet.
 10. The connection of Logistics Boulevard between its current terminus in Park South at Richwood Industrial park and Dixie Highway, and all intersection related improvements identified in the Traffic Impact Study for the proposed Dixie Highway/Logistics Boulevard intersection, shall be fully constructed by the time that 1,000,000 gross square feet of floor area in the development is

NorthPoint Development/Greenfield Farm Inc.

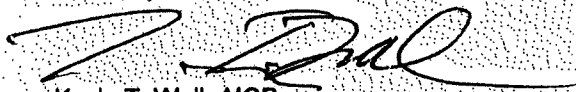
May 3, 2021

Page 4

occupied. If agreed by the Kentucky Transportation Cabinet, the developer shall contribute funds, in an amount equal to the costs of the intersection related improvements identified in the Traffic Impact Study for the proposed Dixie Highway/Logistic Boulevard intersection, to the Cabinet in lieu of constructing said improvements. The cost estimate for the improvements shall be based on the Kentucky Transportation Cabinet's average unit prices from the prior year.

11. Signage will be provided in the development which directs all interstate traffic to the Richwood interchange.
12. The first building in the development shall not be occupied until the Richwood interchange reconstruction is substantially complete, as determined by the Kentucky Transportation Cabinet.
13. Internal driveway connections shall be provided between the Building 1 through 4 sites.
14. The comments provided by the Boone County Water District shall be addressed at the subdivision review stage (3/18/21 email from Mike Rouse, Project Manager, is attached). The water main loop outlined in Comment 1 shall be completed by the time that Logistics Boulevard is connected to Dixie Highway.

Sincerely,



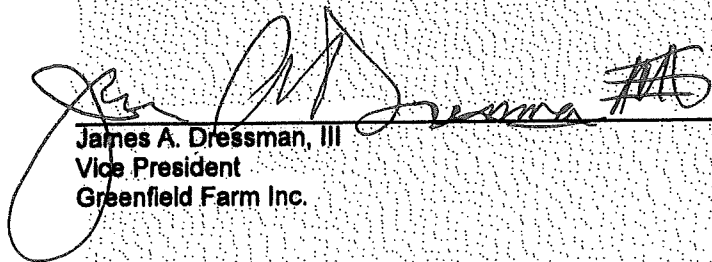
Kevin T. Wall, AICP
Director, Zoning Services

KTW/tlb

enclosures

AGREEMENT

I, the authorized representative of the property owner of the approximate 208.73 acre site on Dixie Highway and Chambers Road, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment application.



James A. Dressman, III
Vice President
Greenfield Farm Inc.

5-3-21

Date



Greenfield Commerce Center – Supplemental Zone Change Information

After reviewing the Staff Report and meeting minutes from the Public Hearing for this project, we are providing the following additional information to supplement our original submittal documents.

- Staff recommended that additional detail be provided along the roadway frontage buffer yards and along the residential buffer yards to illustrate how landscaping will be handled on the site. A supplement to the concept plan has been submitted with this letter which shows the proposed grading limits and highlights a typical buffer yard along each property line.
 - o Chambers Road frontage – we will save a minimum of 30' of existing vegetation along Chambers Road and will supplement with a Buffer Yard "C" between the development and the existing vegetation.
 - o Southeastern border with Tomlinson property – we will save a minimum of 25' of existing vegetation and will supplement with a Buffer Yard "D" between the development and the existing vegetation.
 - o Southwestern border with Tomlinson property – we will provide a Buffer Yard "D" and a 6' tall wooden privacy fence adjacent to the western most driveway around Building 6.
 - o Southern property line (bordering Cady and Sizemore properties) – we will save a minimum of 20' of existing vegetation and will supplement with a Buffer Yard "D" between the development and the existing vegetation.
 - o Dixie Hwy. frontage – Due to dedicating additional right-of-way we will provide a minimum 35' buffer yard, planted in accordance with a Buffer Yard "B".
 - o Northern border with Tagher property – we will save a minimum of 40' of existing vegetation and will supplement with a Buffer Yard "D" between the development and the existing vegetation.
 - o Western border with Tagher property – we will provide a Buffer Yard "D"
 - o I-75 frontage – we will provide a minimum 80' setback to pavement and plant the area in accordance with a Buffer Yard "B".
 - o Street trees – we will provide street trees along Logistics Blvd to match the development to the north

- Staff recommends that the applicant review additional uses permitted or conditionally permitted within the I-1 zone. The following list encompasses additional items which we will be willing to strike:
 - o Conditional Use #1: Uses in which the primary business activity involves the following:
 - a) The storage of explosives or fireworks according to State law, gas, biodiesel, or petroleum;
 - b) Bag cleaning;
 - c) Blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;
 - d) Creosote treatment;
 - e) Distillation of bones, coal or wood;
 - f) Enameling, japanning or lacquering;

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- g) Radium or radioactive elements
 - h) Crushing or other reduction or waterproofing;
 - i) The storage of chemicals
 - o Conditional Use #3: Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;
 - o Conditional Use #8: Hotels and motels;
 - o Conditional Use #11: Wholesale vehicle sales or auctions;
 - o Conditional Use #12: Churches, synagogues, temples and other places of religious assembly for worship;
 - o Conditional Use #15: Fireworks retail sales.
- Staff recommends providing additional building and retaining wall design information
 - o We have submitted our typical architectural building example board with this packet. The building design has not been finalized but will most closely match the design Logistics Park Kansas City or Three Trails Logistics Park examples represented and will be painted with warm earth tones (browns, tans, creams)
 - o The proposed retaining walls will be constructed of a split face block (Allan Block or similar) and will be colored in a manner to blend in with the building design.
 - Lighting:
 - o We will provide downlit LED lighting with shields to limit light spread and will commit to have the light levels be 1 footcandle or less at the interior side of the applicable buffer yard and 0 footcandle at the property lines.
 - Staff asked that the applicant address the reduction of Logistics Blvd. from 41' to 30'.
 - o Throughout the numerous industrial parks that NorthPoint has developed throughout the country, we have found that semi-truck parking on a publicly traveled way is a hazard, can cause a nuisance and may deter light manufacturing and R&D uses from wanting to locate within the park. We feel that providing a 41' wide pavement section will invite trucks to park on the roadway and by reducing the pavement width to 30', the trucks will not be inclined to park on the roadway. As mentioned in the public hearing, the internal circulation that we are providing on our plan will provide adequate room for staging of tractor trailers while they are waiting to access the truck dock area of the buildings.
 - The County Engineer recommended that additional right-of-way be dedicated along Dixie Highway for a future widening project.
 - o We have evaluated our plan and reviewed the plans for the current Dixie Highway widening project that KYTC is undertaking and have determined that we would be able to provide additional right-of-way. The "half-width" (distance from center of road to edge of right-of-way) right-of-way that is provided along Dixie Highway for the current

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Cincinnati, OH 45212



NorthPoint
DEVELOPMENT

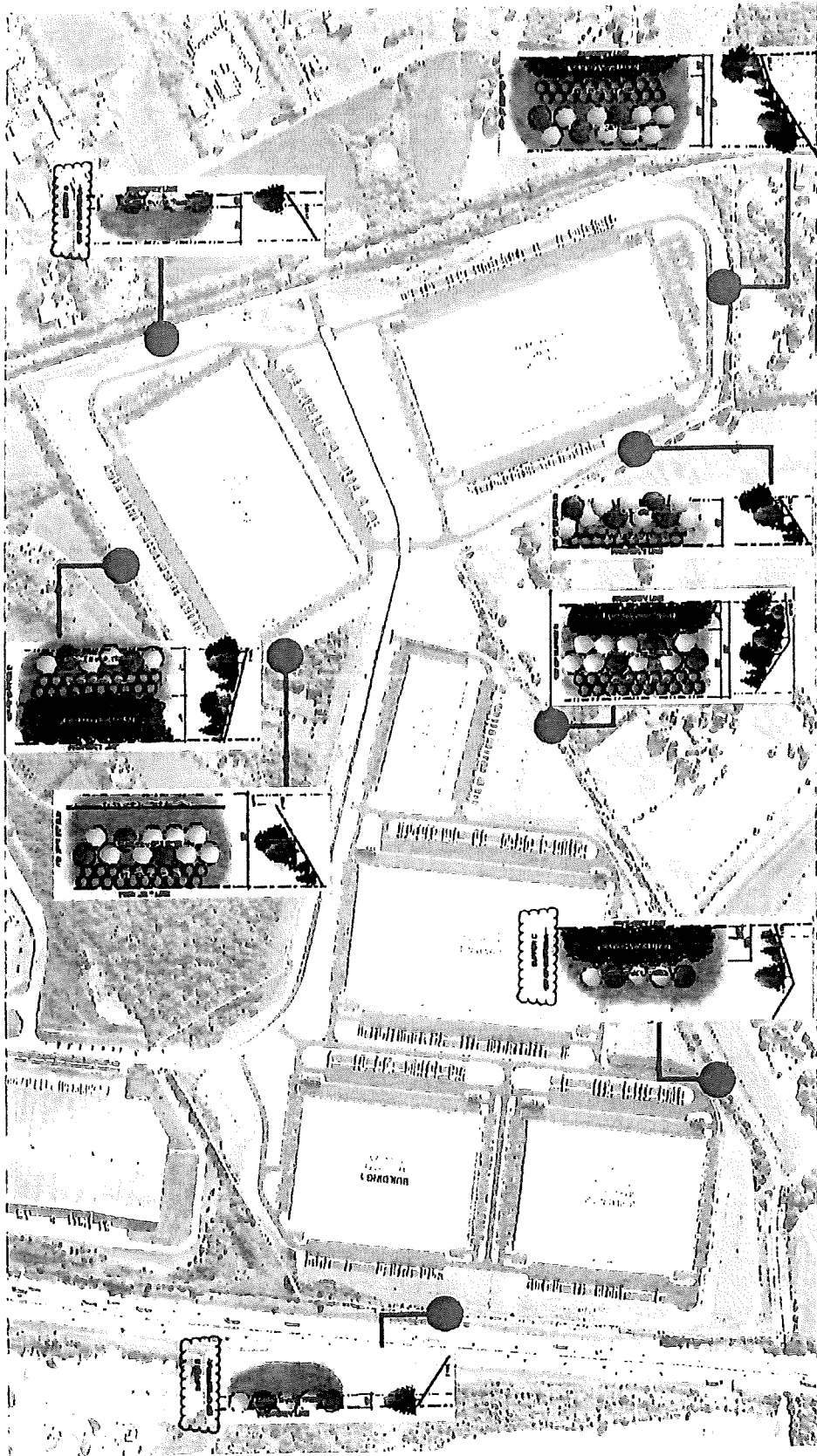
widening project is 46'. The current "half-width" right-of-way in front of the Greenfield Farm property is 30'. Therefore, we are proposing to dedicate 16' of additional right-of-

way along our property frontage. However, by dedicating this right-of-way, our proposed minimum buffer yard along Dixie Highway will be reduced from 40' to 35'.

- During the public hearing, the timing of our first building opening was discussed.
 - o We will agree to not obtaining a Certificate of Occupancy on the first building until the interchange is substantially complete. The interchange is currently scheduled to be completed in the late fall of 2022 which will coincide with our first building completion.

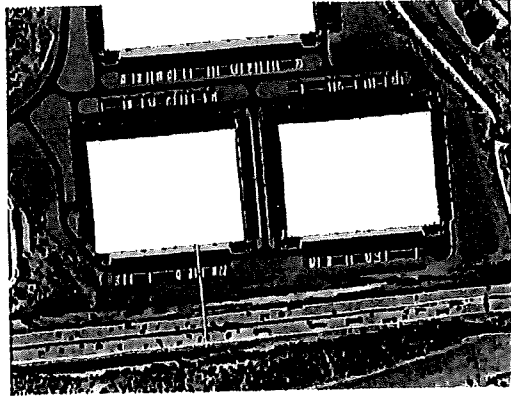
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Cincinnati, OH 45212

www.BeyondTheContract.com
4825 NW 41st St, Suite 500 | Riverside, MO 64150

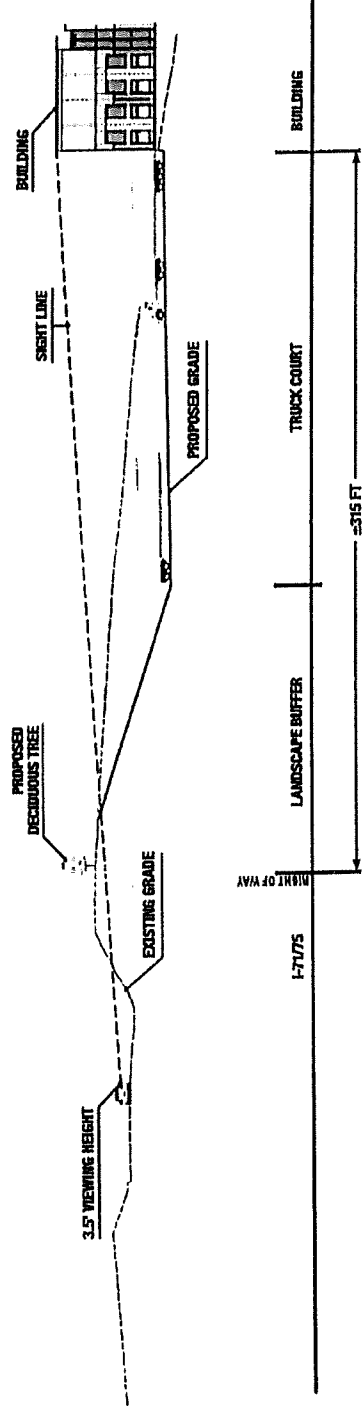


Greenfield Commerce Center



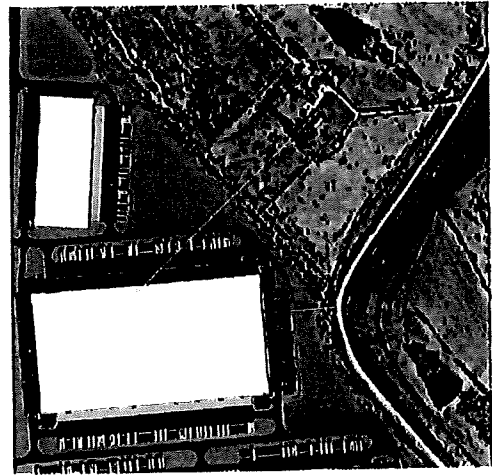


SECTION A

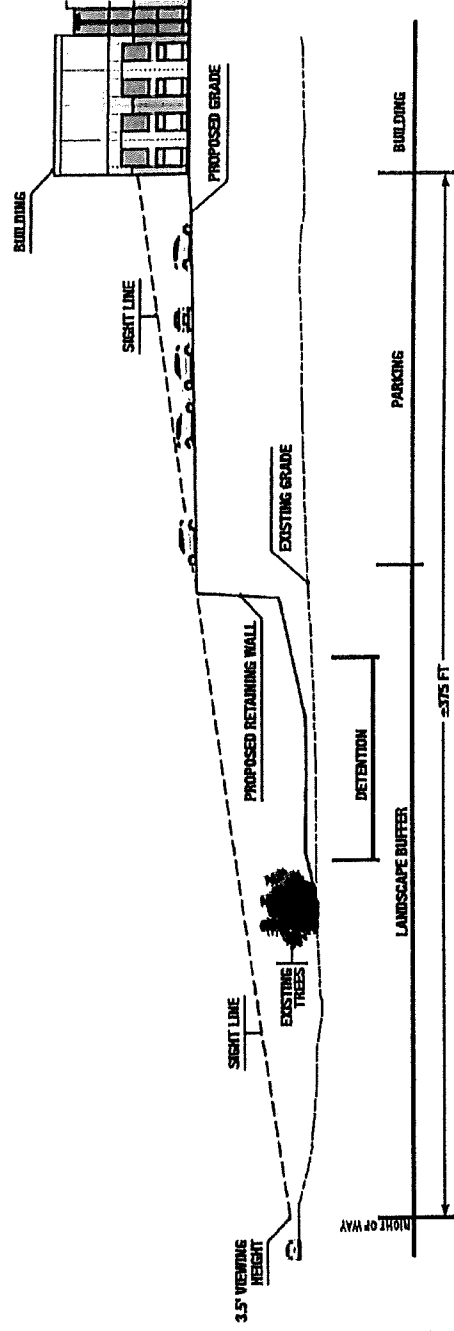


GREENFIELD

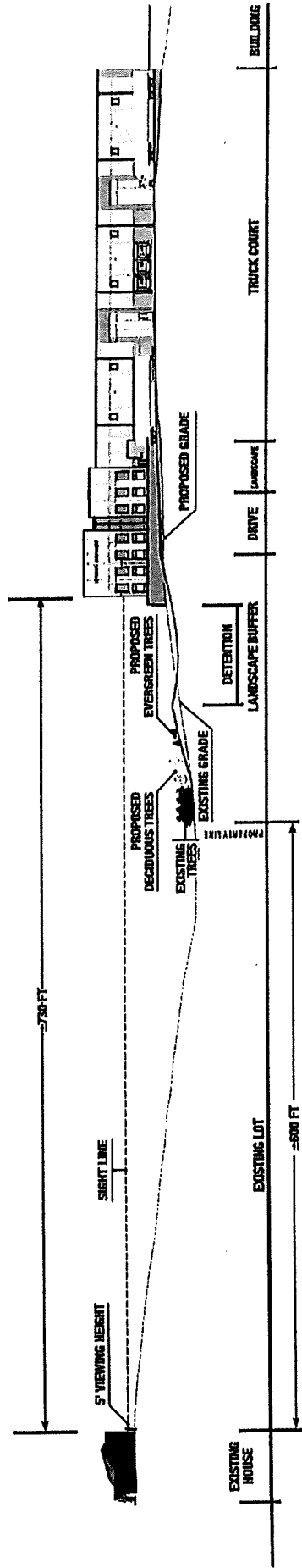
COMMERCE CENTER Section Views - Section B and C



SECTION B



SECTION C

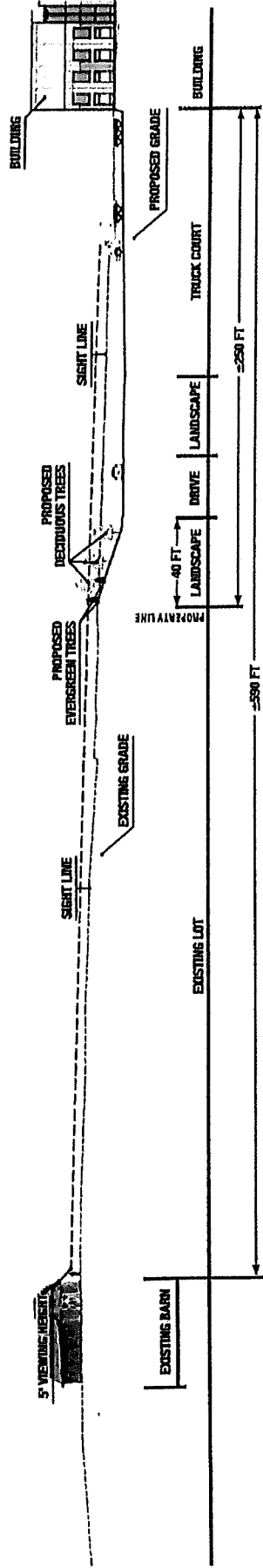


GREENFIELD

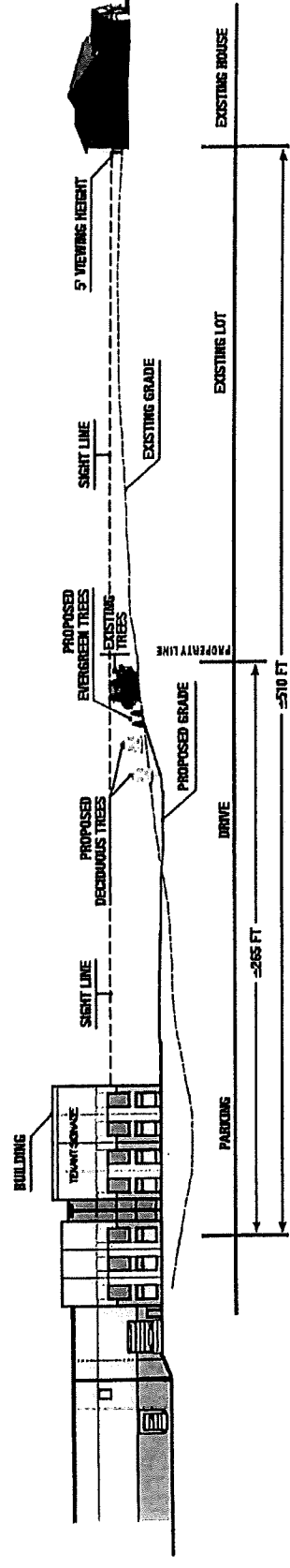
COMMERCE CENTER Section Views - Section D and E



SECTION D

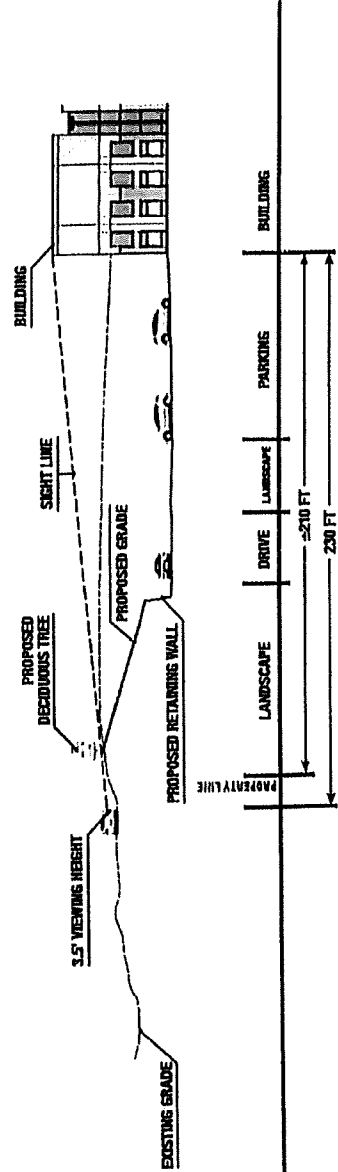


SECTION E

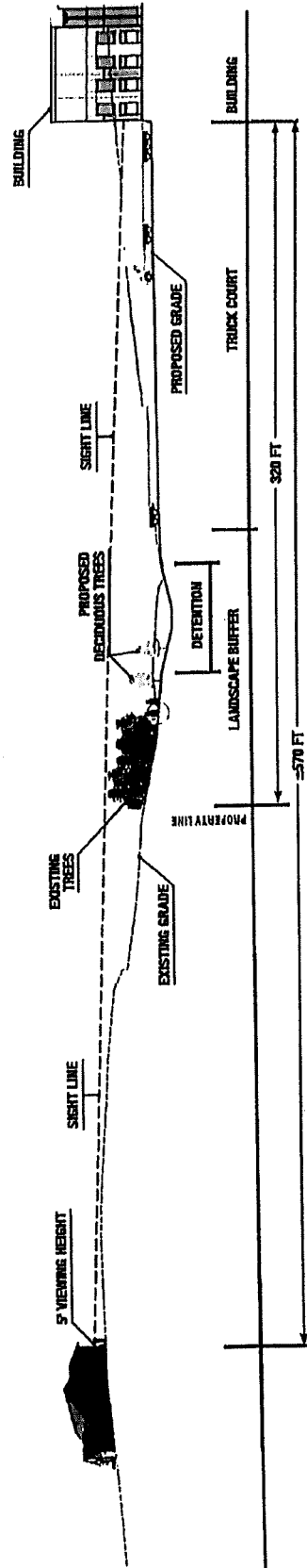




SECTION F

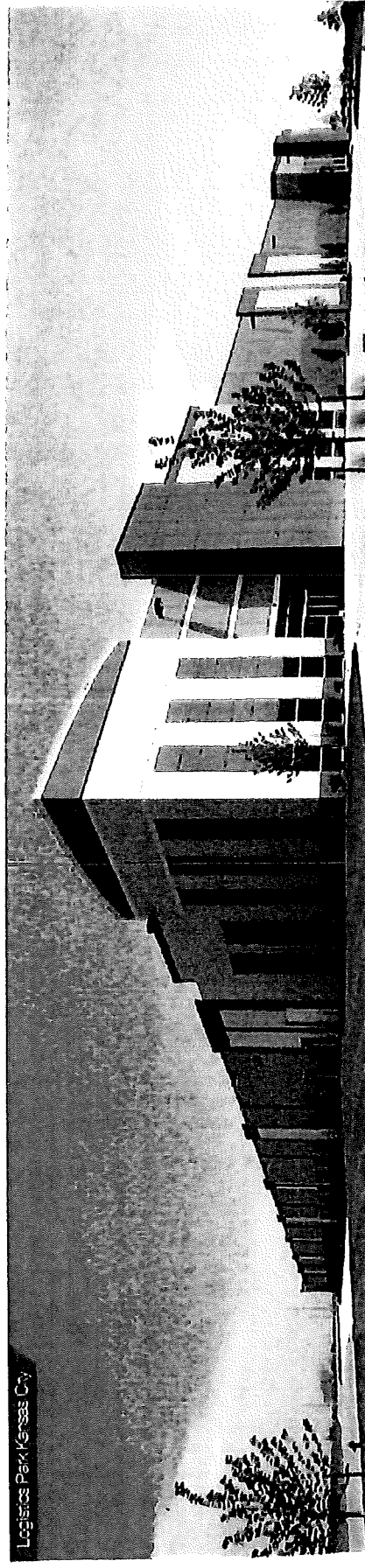
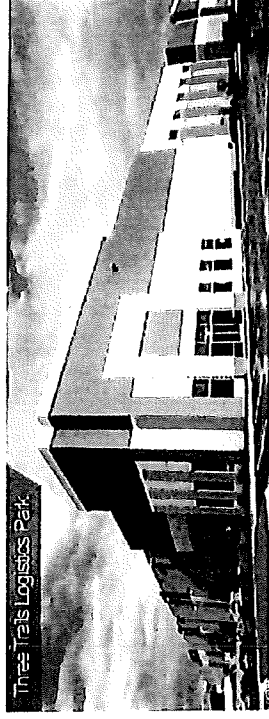
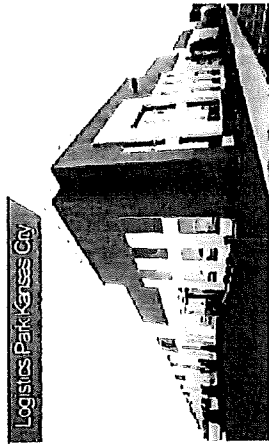
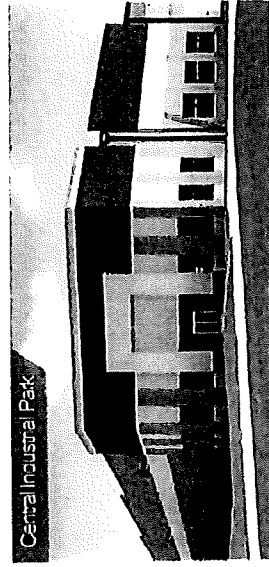
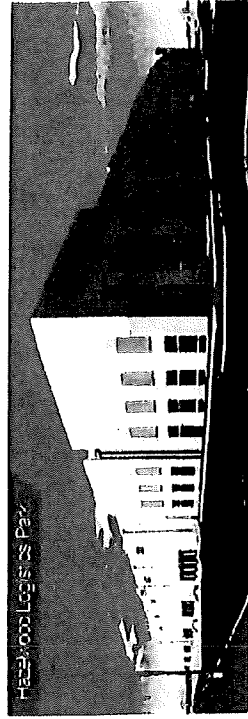


SECTION G



GREENFIELD COMMERCE CENTER

Building Exterior Examples



Kevin Wall

From: miker@boonewater.com
Sent: Thursday, March 18, 2021 11:08 AM
To: Kevin Wall
Subject: Greenfield Commerce Center

EXTERNAL MESSAGE

Kevin,

My Comments for the above the above project.

1. Water main connections made at Logistics Blvd. and Dixie Hwy. Extend water mains so that they connect, creating a loop.
2. At the end of the water main extension on Dixie Hwy., set up for future extension going South on Dixie Hwy.
3. Give easement for a 12" DIP water main between buildings 1/2 & 3 and extend water main to Chambers Rd. And set up for future East and West connections on Chambers Rd.
4. Use DIP class 52 for all water mains.
5. Use anchor tees for all 3-ways, with foster adapters for inline valves connected to the tees.

--

Thanks,
Mike

Mike Rouse / Project Manager

Boone County Water District
2475 Burlington Pike
Burlington, Ky. 41005

Office: 859-586-7270
Mobile: 859-991-5104

MINUTES
BOONE COUNTY FISCAL COURT
Boone County Administration Building
1st Floor, Fiscal Courtroom
Burlington, Kentucky
Tuesday, July 27, 2021
5:30 P.M.

ITEM I.

CALL TO ORDER

- A. Judge/Executive Gary W. Moore Called to Order the meeting of the Boone County Fiscal Court.
- B. Judge/Executive Gary W. Moore presented the Invocation and the Pledge to the Flag.

Members of the Court Present:

Gary W. Moore, County Judge/Executive
Cathy H. Flaig, Commissioner, District 1
Charles E. Kenner, Commissioner, District 2
Jesse A. Brewer, Commissioner, District 3
Gwen C. Vice, Assistant County Attorney

Members of the Staff Present:

Jeffrey S. Earlywine, County Administrator/Deputy Judge/Executive
Matthew H. Webster, Assistant County Administrator
Robert Franxman, County Engineer
Benjamin T. Reece, Treasurer
Lori Zombek, Director of Human Resources
Sharon Burcham, Fiscal Court Clerk
Co. Les Hill & Lt. Ryan Walters, Sheriff's Department

ITEM II.

APPROVAL OF MINUTES

- A. Judge Moore presented the Minutes from the Fiscal Court Meeting of July 6th, 2021 for approval. Commissioner Flaig moved, seconded by Commissioner Kenner, to approve the Minutes from the Fiscal Court Meeting of July 6th, 2021. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

ITEM III.

PRESENTATIONS

- A. Missy Rittinger, Coroner reported on activity in the Coroner's office.
- B. Jason Maydak, Jailer, requested approval of salary increases for jail staff for FY22. Judge Moore asked the Fiscal Court Clerk to read into the record Item VII. G: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT APPROVING SALARIES FOR THE BOONE COUNTY JAIL STAFF FOR FISCAL YEAR 2022. Commissioner Kenner moved, seconded by Commissioner Brewer, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

ITEM IV.

PERSONNEL MATTERS

- A. Judge Moore asked the Fiscal Court Clerk to read into the record Item IV. A: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE APPOINTMENT, BY GARY W. MOORE, COUNTY JUDGE/EXECUTIVE, OF CORY HERRON TO THE FULL-TIME POSITION OF SOLID WASTE SERVICES RECYCLING TECHNICIAN FOR THE PUBLIC WORKS DEPARTMENT. Lori Zombek, Human Resources Director presented the candidate. Commissioner Brewer moved, seconded by Commissioner Flaig, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

MINUTES
BOONE COUNTY FISCAL COURT
Boone County Administration Building
1st Floor, Fiscal Courtroom
Burlington, Kentucky
Tuesday, July 27, 2021
5:30 P.M.

B. Judge Moore asked the Fiscal Court Clerk to read into the record Item IV. B: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE APPOINTMENT, BY GARY W. MOORE, COUNTY JUDGE/EXECUTIVE, OF MATTHEW LIGON TO THE FULL-TIME POSITION OF ANIMAL CONTROL OFFICER FOR THE BOONE COUNTY ANIMAL CARE AND CONTROL DEPARTMENT. Lori Zombek, Director of Human Resources, presented the candidate. Commissioner Kenner moved, seconded by Commissioner Flaig, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

C. Judge Moore asked the Fiscal Court Clerk to read into the record Item IV. C: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE APPOINTMENT, BY GARY W. MOORE, COUNTY JUDGE/EXECUTIVE, OF KEVIN FAULKNER, TO THE POSITION OF LABORER/TRUCK DRIVER FOR THE BOONE COUNTY PARKS DEPARTMENT. Lori Zombek, Director of Human Resources, presented the candidate. Commissioner Flaig moved, seconded by Commissioner Brewer, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

D. Judge Moore asked the Fiscal Court Clerk to read into the record Item IV. D. A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE APPOINTMENT, BY GARY W. MOORE, COUNTY JUDGE/EXECUTIVE, OF NATALIE WAINSCOTT TO THE POSITION OF NATURAL AREA TECHNICIAN FOR THE BOONE COUNTY PARKS DEPARTMENT. Lori Zombek, Director of Human Resources, presented the candidate. Commissioner Brewer moved, seconded by Commissioner Kenner, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

ITEM V.

ORDINANCES

A. Judge Moore asked the Fiscal Court Clerk to read into the record the Second Reading of Item V. A: Second Reading of AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT, KENTUCKY, APPROVING, WITH CONDITIONS, A REQUEST OF NORTHPOINT DEVELOPMENT (APPLICANT) FOR GREENFIELD FARM, INC. (OWNER) FOR A ZONING MAP AMENDMENT, SUCH ZONING MAP AMENDMENT BEING A ZONE CHANGE FROM AGRICULTURAL ESTATE (A-2) TO INDUSTRIAL ONE (I-1) FOR AN APPROXIMATE 208.73 ACRE SITE LOCATED ON THE WEST SIDE OF DIXIE HIGHWAY, SOUTH OF THE PROPERTY AT 11765 DIXIE HIGHWAY AND NORTH OF THE PROPERTIES AT 12097 AND 12119 DIXIE HIGHWAY, AND ON THE NORTH SIDE OF CHAMBERS ROAD AT THE NORTHEAST QUADRANT OF THE CHAMBERS ROAD/I-75 OVERPASS, AND TO THE NORTH, NORTHEAST, AND WEST OF THE PROPERTY AT 262 CHAMBERS ROAD, AND SOUTH OF THE PROPERTY AT 60 LOGISTICS BOULEVARD, BOONE COUNTY. Judge Moore explained the process of how an Ordinance is presented to the Fiscal Court from the Planning Commission. He asked the Applicant to speak. Mr. Brent Miles from Northpoint Development gave a review of the project and presented some additional conditions they are willing to accept to address project concerns. Judge Moore asked if there was anyone in opposition to the project that wanted to speak. Members of the audience that spoke were:

1. Margo Grubbs
2. Shannon Tomlinson
3. Jeff Hand
4. Michelle Kelly
5. Adam Hand

MINUTES
BOONE COUNTY FISCAL COURT
Boone County Administration Building
1st Floor, Fiscal Courtroom
Burlington, Kentucky
Tuesday, July 27, 2021
5:30 P.M.

6. Jim Weaver
7. Oliver Lawal
8. Charlotte West
9. Cameron Clayton
10. Leslie Garrarra
11. Dennis Kelly
12. Connie Honeywell
13. Steve Huffman
14. Michael Larson
15. Cheryl Scalf
16. Ralph Tomlinson
17. Michelle Hand
18. Cindy Marks
19. Charlotte Brooking Brewer

The applicant, Mr. Brent Miles spoke again in response to the audience comments.

Commissioner Kenner stated he has real concerns with the project, its compliance with the Comprehensive Plan and made the Motion to Deny the Ordinance and overturn the Planning Commission's Recommendation of approval. Commissioner Brewer Seconded the Motion to Deny the Ordinance.

Jeff Earlywine, County Administrator, stated the Court is required to identify Findings of Fact to support the Denial as a basis for its action. He reported that the Staff had reviewed the record and prepared draft Findings for Denial. The Fiscal Court Clerk then distributed a copy of the Findings to Court members. Jeff Earlywine, read portions of the Findings and summarized the document. Commissioner Kenner amended his Motion, as did Commissioner Brewer, to include the Findings of Fact as a basis for denial of this project. Commissioner Flaig stated the Court is working on the truck traffic and parking. Judge Moore called for a vote on the Motion to Deny the Ordinance, ALL PRESENT VOTING - AYE 4-0 DENIED.

B. Judge Moore asked the Fiscal Court Clerk to read into the record the First Reading of Item V. B: AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT, KENTUCKY, RECOMMENDING APPROVAL, WITH A CONDITION, FOR A REQUEST OF WILLIAM MARTIN (APPLICANT) FOR HEBRON LAND COMPANY, LLC (OWNER) FOR A CHANGE IN APPROVED CONCEPT DEVELOPMENT PLAN IN A COMMERCIAL FOUR (C-4) ZONE FOR A 1.29 ACRE SITE LOCATED AT 2575 NORTH BEND ROAD, BOONE COUNTY, KENTUCKY. Kevin Wall, Zoning Administrator, presented this project with one condition. The condition involves the use of the drive-thru. Commissioner Flaig asked a question, Kevin responded. Mr. Martin, the owner of the property explained the plan for the use of the building. Judge Moore stated the Second Reading for this Ordinance will be August 10th, 2021.

C. Judge Moore asked the Fiscal Court Clerk to read into the record the First Reading of Item V. C: of AN ORDINANCE RELATING TO THE BOONE COUNTY FISCAL COURT, KENTUCKY, ADOPTING A SERIES OF ZONING TEXT AMENDMENTS TO THE BOONE COUNTY ZONING REGULATIONS, SUCH AMENDMENTS TO BE MADE TO ARTICLES 6, 7, 8, 9, 16, 20, 23, 25, 31 AND 40 OF THE BOONE COUNTY ZONING REGULATIONS TO: (1) DEFINE "SHORT TERM RENTALS"; (2) ALLOW "SHORT TERM RENTALS IN AGRICUTLURE, RECREATION, CONSERVATION, RESIDENTIAL, EMPLOYMENT PLANNED DEVELOPMENT/RESIDENTIAL PLANNED DEVELOPMENT (EPD/RPD), UNION COMMERCIAL (UC) AND

MINUTES
BOONE COUNTY FISCAL COURT
Boone County Administration Building
1st Floor, Fiscal Courtroom
Burlington, Kentucky
Tuesday, July 27, 2021
5:30 P.M.

SMALL COMMUNITY OVERLAY (SC) ZONES; AND (3) ADD SUPPLEMENTARY PERFORMANCE STANDARDS FOR "SHORT TERM RENTALS. Mike Schwartz, Planner for the Planning Commission, presented this Ordinance. He stated the definition is the same and the development standards will be the same as the Ordinance passed by the City of Florence. Discussion was had pertaining to business licenses and taxing. Judge Moore stated the Second Reading will be August 10th, 2021.

ITEM VI.

JUDGE'S REPORT

A. Judge Moore asked the Fiscal Court Clerk to read into the record Item VI. A: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE RE-APPOINTMENT, BY GARY W. MOORE, COUNTY JUDGE/EXECUTIVE, OF JEFFREY CASAZZA AND TERESA HAMRICK TO THE PARKING VIOLATION AND 911 DWELLING UNIT SERVICE FEE HEARING BOARD. Commissioner Flaig moved, seconded by Commissioner Brewer, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

B. Judge Moore asked the Fiscal Court Clerk to read into the record Item VI. B: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE RE-APPOINTMENT, BY GARY W. MOORE, COUNTY JUDGE/EXECUTIVE, OF PATRICK RAVERTY TO THE NORTHERN KENTUCKY AREA DEVELOPMENT DISTRICT BOARD OF DIRECTORS. Commissioner Kenner moved, seconded by Commissioner Brewer, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

C. Judge Moore asked the Fiscal Court Clerk to read into the record Item VI. C A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE APPOINTMENT, BY GARY W. MOORE, COUNTY JUDGE/EXECUTIVE, OF CAROLINE WELTZER TO THE NORTHERN KENTUCKY AREA DEVELOPMENT DISTRICT BOARD OF DIRECTORS. Commissioner Brewer moved, seconded by Commissioner Kenner, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

D. Judge Moore asked the Fiscal Court Clerk to read into the record Item VI. D: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE APPOINTMENT, BY GARY W. MOORE, COUNTY JUDGE/EXECUTIVE, OF DAVID MCLEISH TO THE VERONA FIRE PROTECTION DISTRICT BOARD OF TRUSTEES. Commissioner Flaig moved, seconded by Commissioner Kenner, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

ITEM VII.

ADMINISTRATIVE MATTERS

A. Judge Moore asked the Fiscal Court Clerk to read into the record Item VII. A: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT APPROVING A BID FROM G.S.I. FOR \$299,914.40 FOR EMERGENCY LANDSLIDE REPAIR AND PAVEMENT REHABILITATION ALONG LAWRENCEBURG FERRY ROAD USING THE KYTC MASTER AGREEMENT. Rob Franxman, County Engineer, stated access was severely limited to residents due to this slide. Work began immediately. KYTC approved \$120,000.00 in emergency repair funds for the project repair. Commissioner Flaig moved, seconded by Commissioner Brewer, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

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5:30 P.M.

B. Judge Moore asked the Fiscal Court Clerk to read into the record Item VII. B: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AUTHORIZING THE COUNTY JUDGE/EXECUTIVE TO EXECUTE A LEASE AGREEMENT EXTENSION WITH THE BOONE CONSERVANCY, INC., FOR AN APPROXIMATE 129 ACRE PARCEL OF PROPERTY LOCATED AT 5865 BURLINGTON PIKE, BOONE COUNTY, KENTUCKY IN WESTERN BOONE COUNTY WITH THE BOONE CONSERVANCY, INC. David Whitehouse, Director of Parks, stated this is the Camargo Hunt property that the County is in partnership with the Conservancy. Commissioner Flaig stated the Lease is \$1.00 per year. Commissioner Kenner moved, seconded by Commissioner Flaig, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

C. Judge Moore asked the Fiscal Court Clerk to read into the record Item VII. C: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AWARDING THE BID FOR GROUND SUPPLIES AND CUSTODIAL SUPPLIES FOR FISCAL YEAR 2021-22 TO VARIOUS VENDORS. Ben Reece, Treasurer, stated this is for the golf course and Parks. Commissioner Brewer moved, seconded by Commissioner Flaig, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0

D. Judge Moore asked the Fiscal Court Clerk to read into the record Item VII. D: A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AWARDING THE BID FOR THE AUDIT OF THE ASSISTED HOUSING DEPARTMENT TO GILMORE, JASION, MAHLER AT THE BID PRICE OF \$7,500.00. Boubacar Diablo, Director of Assisted Housing, stated this bid is for auditing services. Commissioner Kenner moved, seconded by Commissioner Flaig, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

E. Judge Moore asked the Fiscal Court Clerk to read into the record Item VII. E A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AWARDING THE BID FOR A 2021 CHEVROLET TAHOE SPECIAL SERVICE VEHICLE FROM BACHMAN CHEVROLET THROUGH THE STATE MASTER AGREEMENT FOR THE BID PRICE OF \$38,852.20 FOR THE BOONE COUNTY EMERGENCY MANAGEMENT DEPARTMENT. Jeff Earlywine, County Administrator, stated this vehicle is available on the lot and can be purchased using the State Master Agreement. Commissioner Brewer moved, seconded by Commissioner Flaig, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

F. Judge Moore asked the Fiscal Court Clerk to read into the record Item VII. F. A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT APPROVING A RURAL WATER EXPANSION PROGRAM IN PARTNERSHIP WITH LOCAL WATER DISTRICTS AND WATER AUTHORITIES SERVING BOONE COUNTY RESIDENTS. Jeff Earlywine, County Administrator, stated this project will expand public water. Boone County Water District, Bullock Pen Water District and the City of Walton would partner with the County. The outstanding bonds for the original Rural Water Project and the \$25 monthly surcharge will be retired early and removed for current water users. Commissioner Brewer moved, seconded by Commissioner Kenner, to approve the Resolution. Judge Moore called for a vote on the motion, ALL PRESENT VOTING - AYE 4-0.

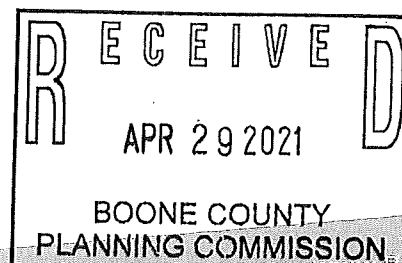
Greenfield Commerce Center – Supplemental Zone Change Information

After reviewing the Staff Report and meeting minutes from the Public Hearing for this project, we are providing the following additional information to supplement our original submittal documents.

- Staff recommended that additional detail be provided along the roadway frontage buffer yards and along the residential buffer yards to illustrate how landscaping will be handled on the site. A supplement to the concept plan has been submitted with this letter which shows the proposed grading limits and highlights a typical buffer yard along each property line.
 - o Chambers Road frontage – we will save a minimum of 30’ of existing vegetation along Chambers Road and will supplement with a Buffer Yard “C” between the development and the existing vegetation.
 - o Southeastern border with Tomlinson property – we will save a minimum of 25’ of existing vegetation and will supplement with a Buffer Yard “D” between the development and the existing vegetation.
 - o Southwestern border with Tomlinson property – we will provide a Buffer Yard “D” and a 6’ tall wooden privacy fence adjacent to the western most driveway around Building 6.
 - o Southern property line (bordering Cady and Sizemore properties) – we will save a minimum of 20’ of existing vegetation and will supplement with a Buffer Yard “D” between the development and the existing vegetation.
 - o Dixie Hwy. frontage – Due to dedicating additional right-of-way we will provide a minimum 35’ buffer yard, planted in accordance with a Buffer Yard “B”.
 - o Northern border with Tagher property – we will save a minimum of 40’ of existing vegetation and will supplement with a Buffer Yard “D” between the development and the existing vegetation.
 - o Western border with Tagher property – we will provide a Buffer Yard “D”
 - o I-75 frontage – we will provide a minimum 80’ setback to pavement and plant the area in accordance with a Buffer Yard “B”.
 - o Street trees – we will provide street trees along Logistics Blvd to match the development to the north

- Staff recommends that the applicant review additional uses permitted or conditionally permitted within the I-1 zone. The following list encompasses additional items which we will be willing to strike:
 - o Conditional Use #1: Uses in which the primary business activity involves the following:
 - a) The storage of explosives or fireworks according to State law, gas, biodiesel, or petroleum;
 - b) Bag cleaning;
 - c) Blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;
 - d) Creosote treatment;
 - e) Distillation of bones, coal or wood;
 - f) Enameling, japanning or lacquering;

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- g) Radium or radioactive elements
 - h) Crushing or other reduction or waterproofing;
 - i) The storage of chemicals
 - o Conditional Use #3: Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;
 - o Conditional Use #8: Hotels and motels;
 - o Conditional Use #11: Wholesale vehicle sales or auctions;
 - o Conditional Use #12: Churches, synagogues, temples and other places of religious assembly for worship;
 - o Conditional Use #15: Fireworks retail sales.
- Staff recommends providing additional building and retaining wall design information
 - o We have submitted our typical architectural building example board with this packet. The building design has not been finalized but will most closely match the design Logistics Park Kansas City or Three Trails Logistics Park examples represented and will be painted with warm earth tones (browns, tans, creams)
 - o The proposed retaining walls will be constructed of a split face block (Allan Block or similar) and will be colored in a manner to blend in with the building design.
 - Lighting:
 - o We will provide downlit LED lighting with shields to limit light spread and will commit to have the light levels be 1 footcandle or less at the interior side of the applicable buffer yard and 0 footcandle at the property lines.
 - Staff asked that the applicant address the reduction of Logistics Blvd. from 41' to 30'.
 - o Throughout the numerous industrial parks that NorthPoint has developed throughout the country, we have found that semi-truck parking on a publicly traveled way is a hazard, can cause a nuisance and may deter light manufacturing and R&D uses from wanting to locate within the park. We feel that providing a 41' wide pavement section will invite trucks to park on the roadway and by reducing the pavement width to 30', the trucks will not be inclined to park on the roadway. As mentioned in the public hearing, the internal circulation that we are providing on our plan will provide adequate room for staging of tractor trailers while they are waiting to access the truck dock area of the buildings.
 - The County Engineer recommended that additional right-of-way be dedicated along Dixie Highway for a future widening project.
 - o We have evaluated our plan and reviewed the plans for the current Dixie Highway widening project that KYTC is undertaking and have determined that we would be able to provide additional right-of-way. The "half-width" (distance from center of road to edge of right-of-way) right-of-way that is provided along Dixie Highway for the current



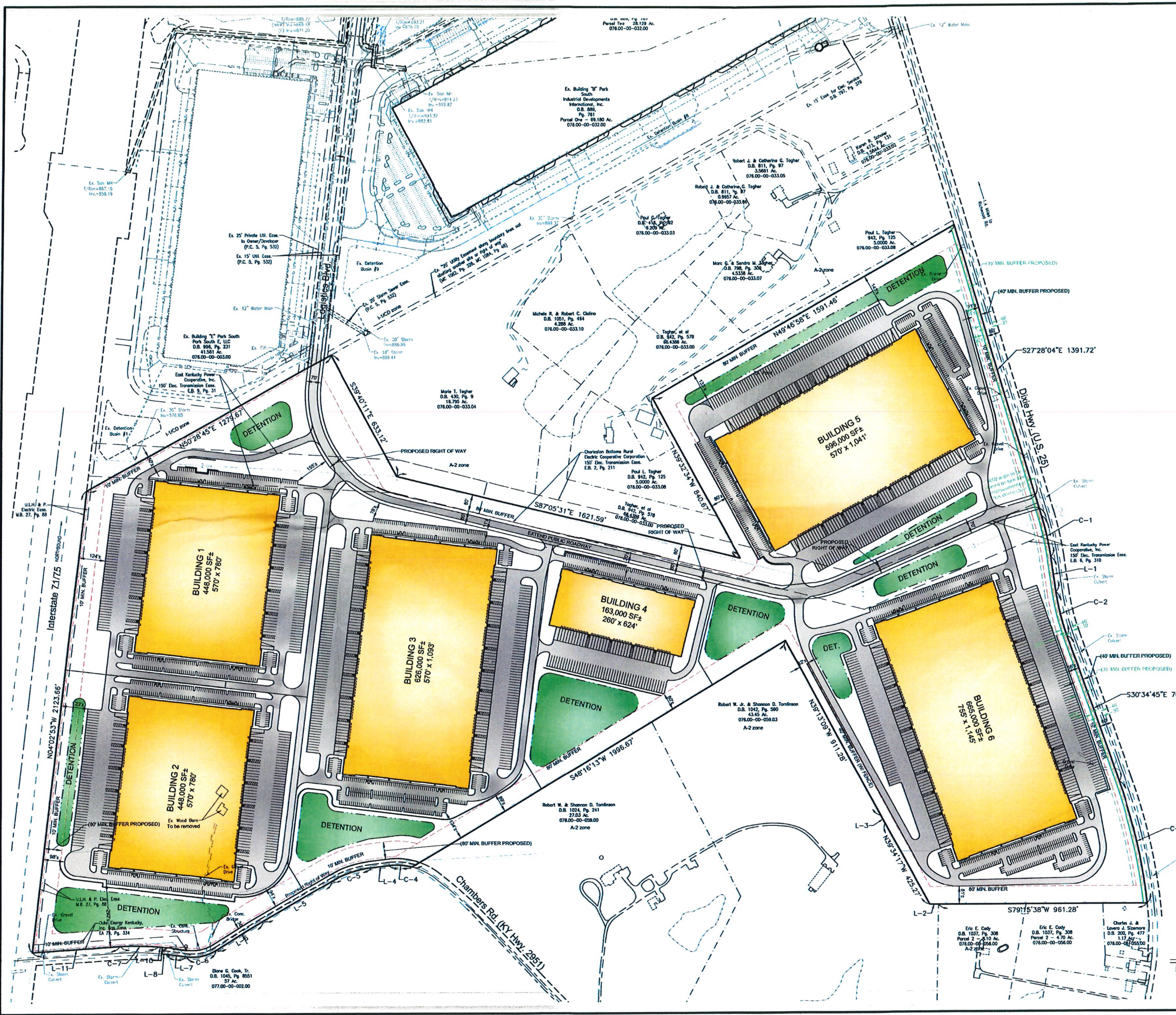
widening project is 46'. The current "half-width" right-of-way in front of the Greenfield Farm property is 30'. Therefore, we are proposing to dedicate 16' of additional right-of-

way along our property frontage. However, by dedicating this right-of-way, our proposed minimum buffer yard along Dixie Highway will be reduced from 40' to 35'.

- During the public hearing, the timing of our first building opening was discussed.
 - o We will agree to not obtaining a Certificate of Occupancy on the first building until the interchange is substantially complete. The interchange is currently scheduled to be completed in the late fall of 2022 which will coincide with our first building completion.

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Plot time: Apr 20, 2021, 12:12pm
 Drawing name: J:\2020\20-0230\PLDWG20-0230 PL-ZN.dwg - Layout Tab: Concept Development Plan



Building / Site Characteristics

Bldg.	Approx. Bldg. Coverage (Acres)	Lot Area (Acres)	Bldg. Intensity (SF / Acre)
1	448,000±	29.87±	14,998±
2	448,000±	30.63±	14,626±
3	626,000±	36.66±	17,076±
4	163,000±	14.62±	11,149±
5	596,000±	44.18±	13,496±
6	655,000±	45.16±	14,100±
RW	6.63±		
Total	2,936,000±	208.73	14,066±

Zone I-1: Zoning Allowable Intensity 25,000 SF/Acre.
 All Building and Lot Areas Shown are Approximate.
 Overall Maximum Bldg. Coverage 3,000,000 SF.

APPROVED
 Start *[Signature]*
 Date 5/5/21
 Boone County
 Planning Commission
 *With Conditions

CURRENT OWNER:

Greenfield Farm, Inc.
 2701 Turkeyfoot Road
 Covington, KY 41017

DEVELOPER:

NorthPoint Development
 4825 NW 41st Street, Suite 500
 Riverside, MO 64150

SITE STATISTICS:

Site Area: 208.73 Acres
 Current Zoning: Agriculture Two (A-2)
 Proposed Zoning: Industrial One (I-1)

Proposed Uses: Warehouse, Manufacturing, Distribution

UTILITY PROVIDERS:

Utility	Agency/Company
Storm Water	Sanitation District No. 1 (SD1)
Sanitary Sewer	Sanitation District No. 1 (SD1)
Water	Boone County Water District (BCWD)
Electric	Duke Energy
Gas	Duke Energy
Telephone & Cable	Cincinnati Bell, Spectrum

SOIL TYPES:

FcC - Faywood Silt Clay Loam, 6 to 12 percent slopes
 FcD - Faywood Silt Clay Loam, 12 to 20 percent slopes
 FcD3 - Faywood Silt Clay, 12 to 20 percent slopes, severely eroded
 N8 - Nicholson Silt Loam, 2 to 6 percent slopes
 N1C - Nicholson Silt Loam, 6 to 12 percent slopes
 No - Nolin Silt Loam, 0 to 2 percent slopes, occasionally flooded
 W - Water

GENERAL NOTES:

- Landscape Buffer Yards to be as shown and per code.
- Building Setbacks to be per code.
- Parking lots and paved areas shall be curbed.
- Parking Lot Dimensions:
 Parking Spaces = 9' x 18' Minimum
 Drive Aisles = 24' Wide Minimum
- Approximate possible retaining walls shown (to be confirmed with final grading).
- Extension of Logistics Blvd. roadway (per Boone County Subdivision Regulations) and associated storm drainage systems shall be publicly dedicated.
- A public water main is proposed to be extended with the public street. Each lot will have access to the public water system.
- Based on feedback from SD1 Sanitary Sewer connection to be from existing Sewer to the north along Logistics Blvd.
- Approximate possible storm water basins shown (to be confirmed with final design and grading). Storm water management to be Boone County Subdivision Regulations and SD1 requirements.
- Proposed signage to follow Article 34 of the Boone County Zoning Regulations.

INDEX TO PLAN SHEETS

SHEET	DRAWING TITLE	ISSUE DATE	REV. NO.	REV. DATE
1 of 2	CONCEPT DEVELOPMENT PLAN	03-02-21	1	04-20-21
2 of 2	ALTERNATE PLANS	03-02-21	1	04-20-21

CONCEPT DEVELOPMENT PLAN

GREENFIELD COMMERCE CENTER

Dixie Highway (US 25), Chambers Road & I-75
 Unincorporated Boone County, Kentucky

Concept Development Plan

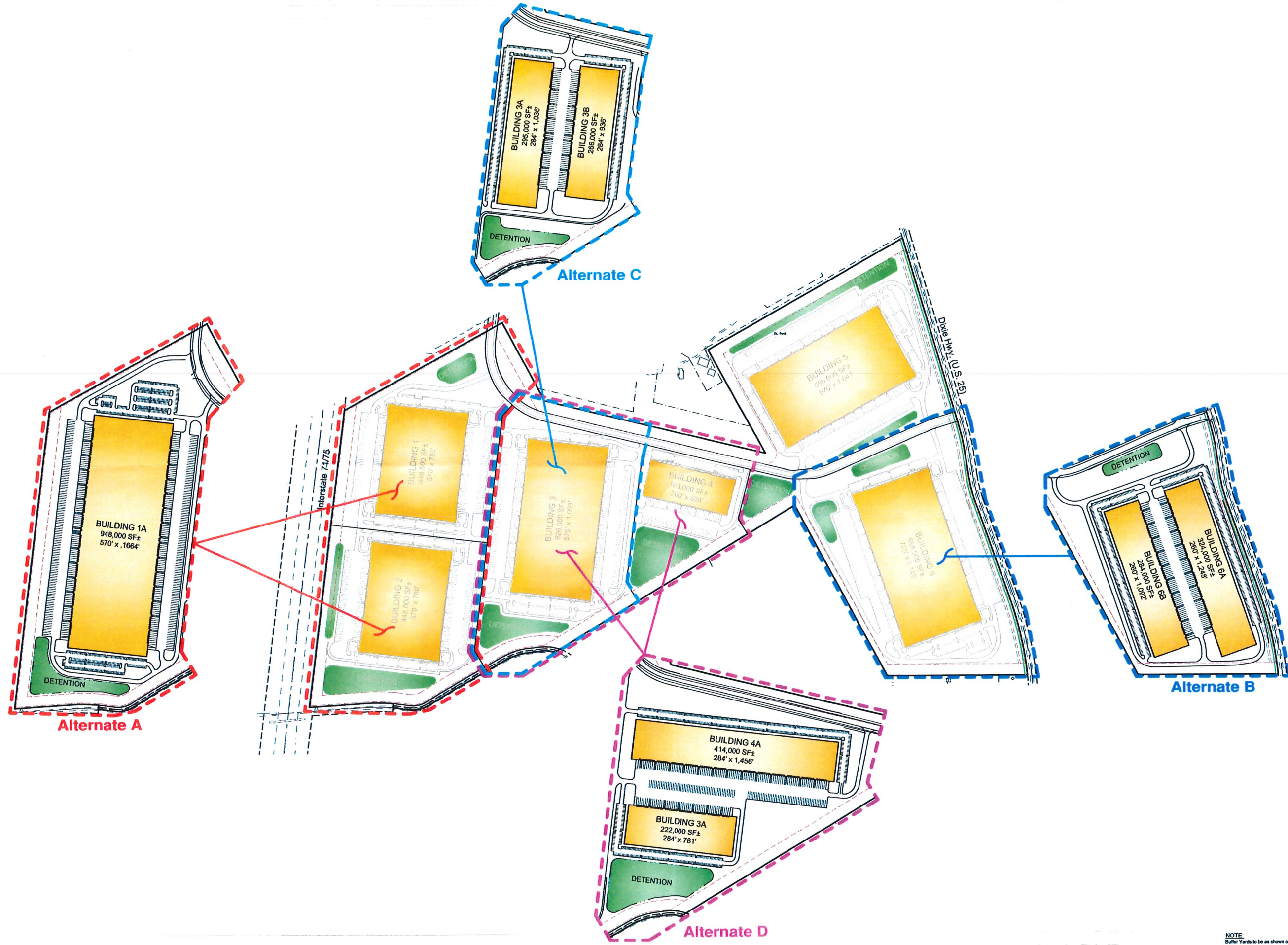
bayer becker
 WWW.BAYERBECKER.COM
 208 Garrison Drive
 Fort Mitchell, KY 41017 - 859.261.1113

Item	Date	Drawn	Chk.
1	04-20-21	TDT	
2			
3			
4			
5			
6			
7			
8			
9			
10			


Drawing: 20-0230 PL-ZN
 Drawn by: TDT
 Checked by: MOW
 Issue Date: 03-02-21

1 of 2


Plot time: Apr 20, 2021 - 12:07pm
 Drawing name: J:\2020\20-0230\PL-2N.dwg - Layout Tab: Concept Development Plan



NOTE:
 Buffer Yards to be as shown on page 1 of 2
 Building setbacks to be per code.




Basis of Bearing:
 State Plane NAD83 (2011)



SCALE: 1" = 300'

Item	Revision Description	Date	Drawn	Chk.
1	Revisions for 2021 EDC Zone Change Committee Meeting	04-20-21	TDT	
2				
3				
4				
5				
6				
7				
8				
9				

CONCEPT DEVELOPMENT PLAN
GREENFIELD COMMERCE CENTER
 Dixie Highway (US 25), Chambers Road & I-75
 Unincorporated Boone County, Kentucky
 Alternate Plans



www.bayerbecker.com
 200 Cranford Drive
 Fort Mitchell, KY 41017-6882/81.1113

Drawing:	20-0230 PL-2N
Drawn by:	TDT
Checked by:	MDW
Issue Date:	03-02-21
Sheet:	2 of 2



Riverside Horizons III



Hazelwood Logistics Park



Central Industrial Park



Logistics Park Kansas City

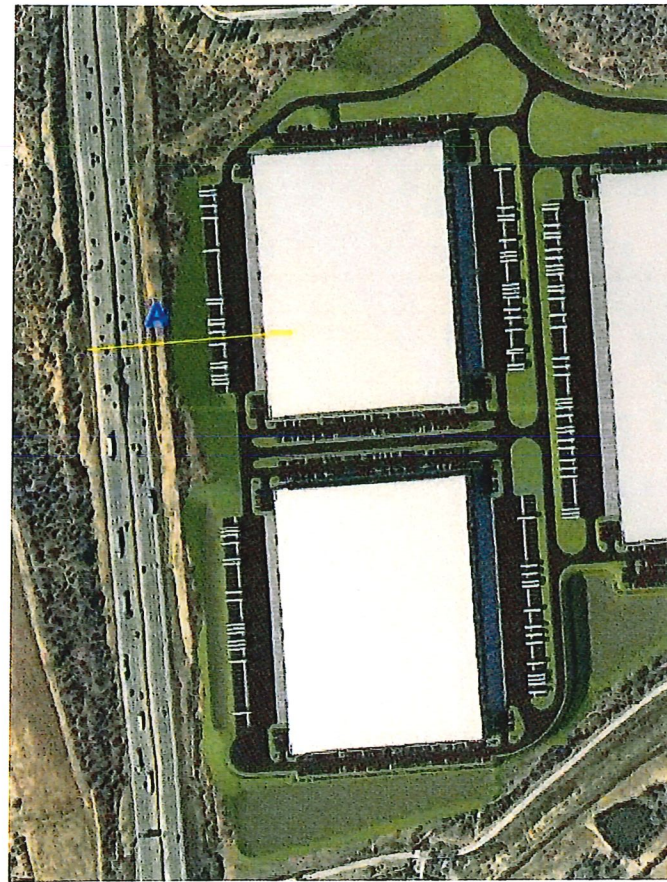


Three Trails Logistics Park

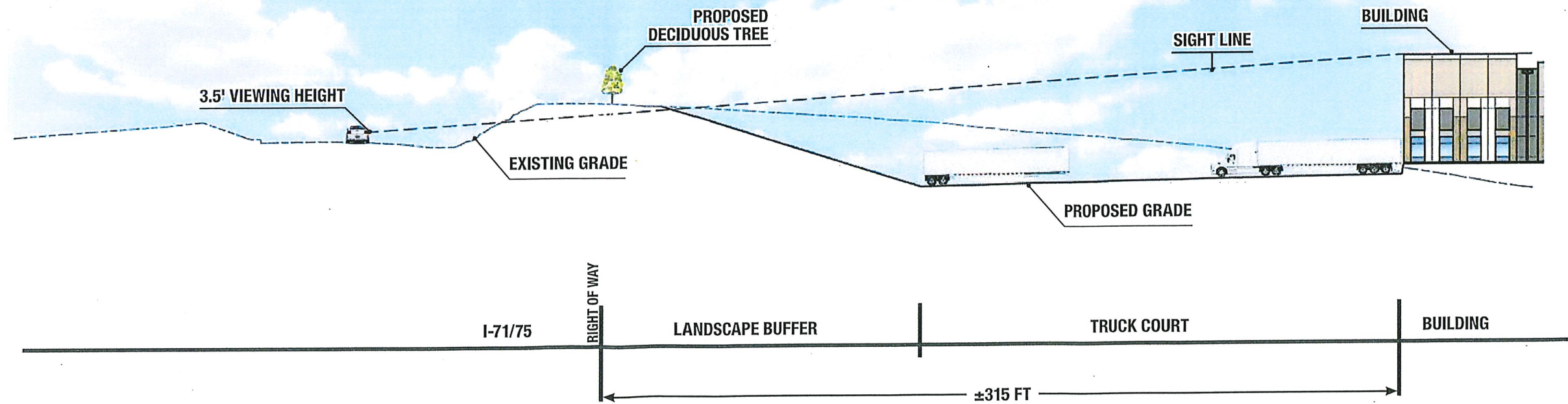


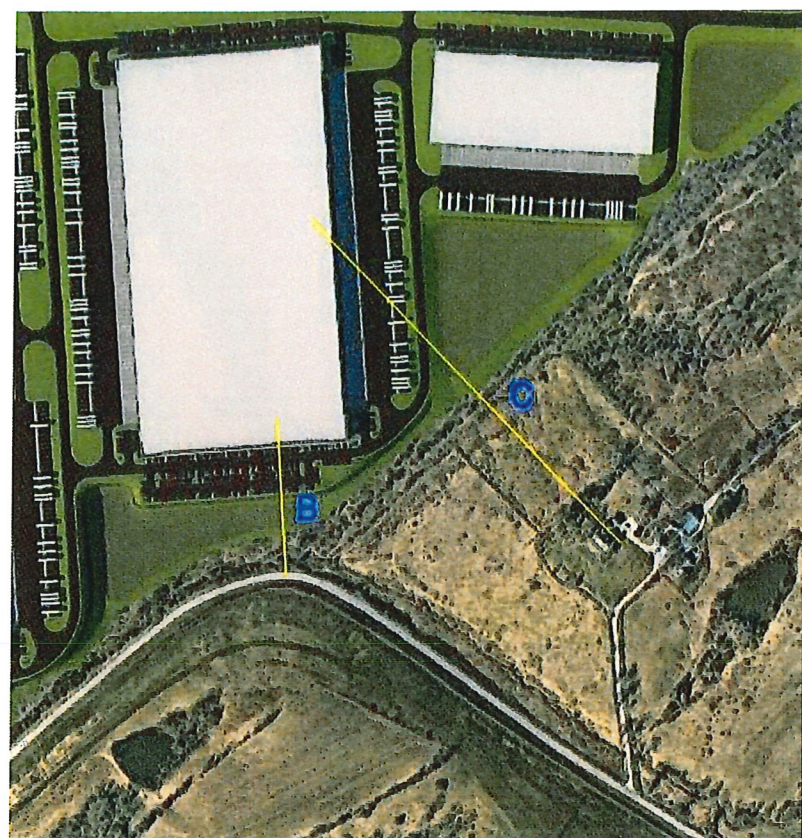
Logistics Park Kansas City



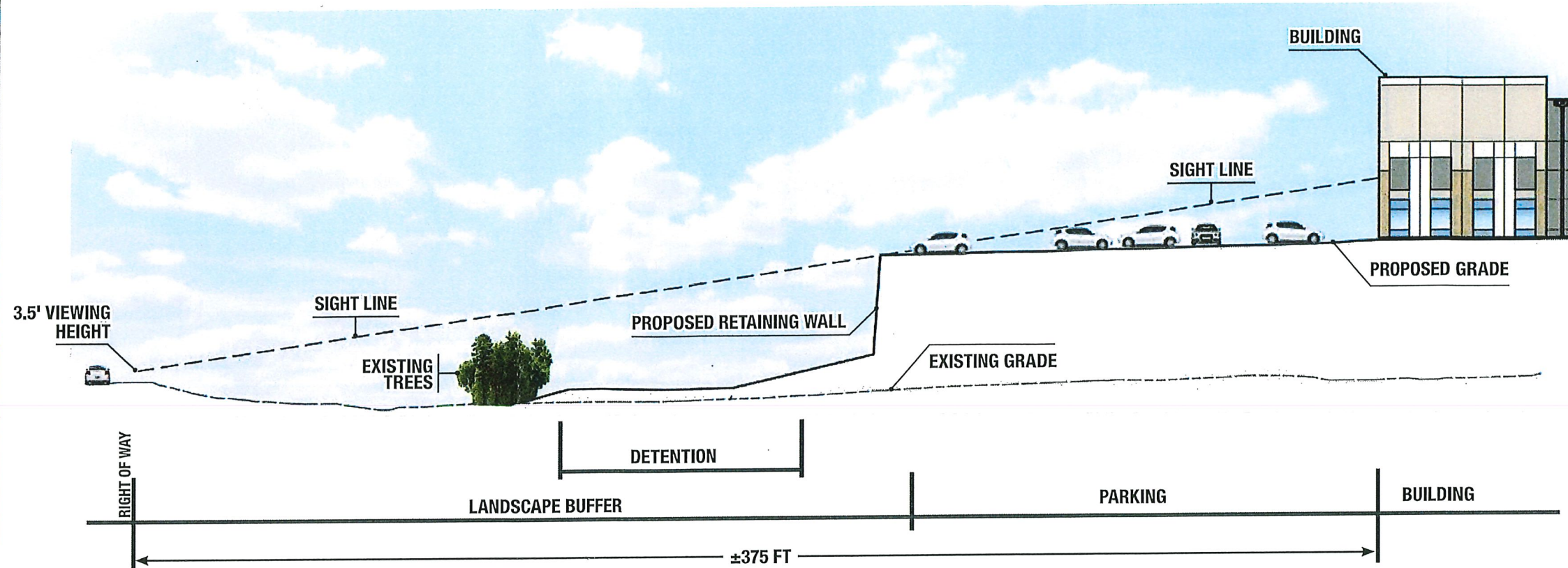


SECTION A

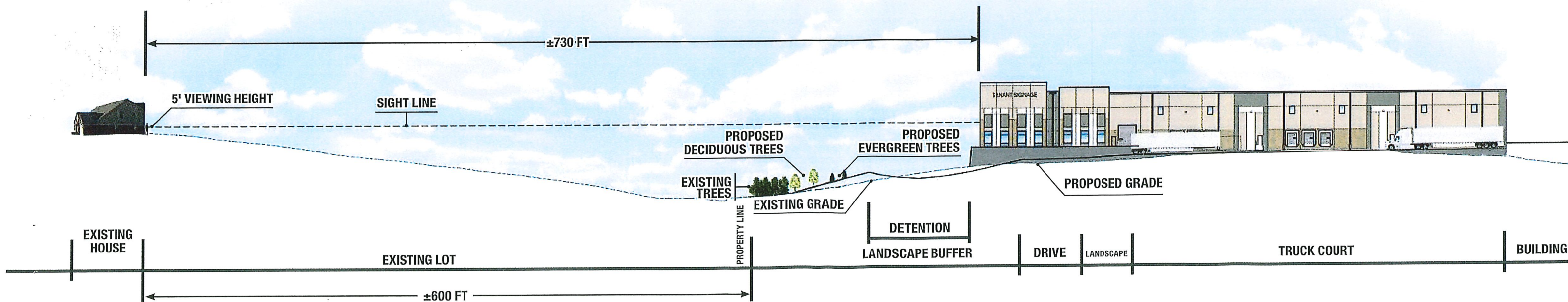


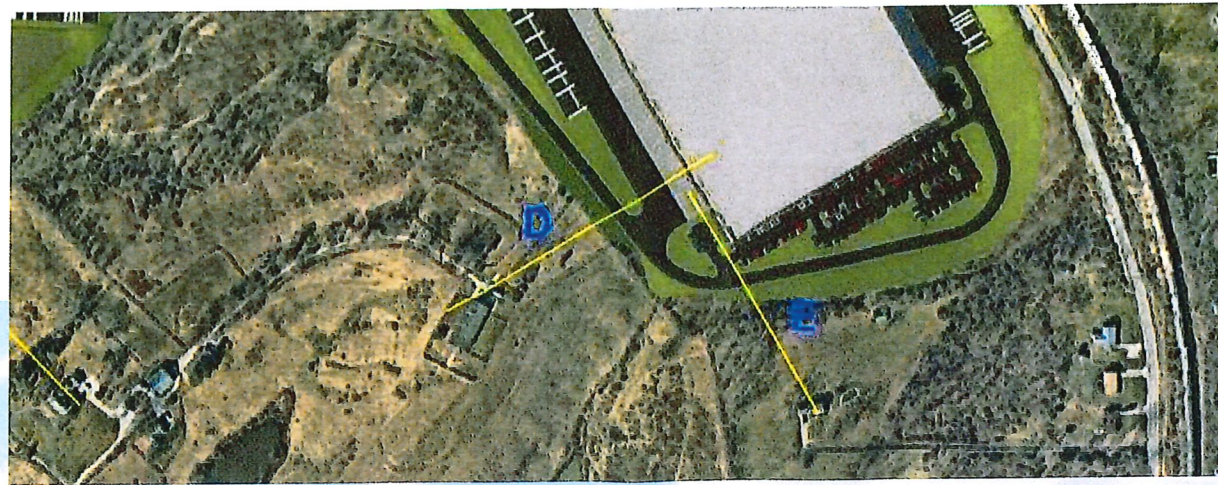


SECTION B

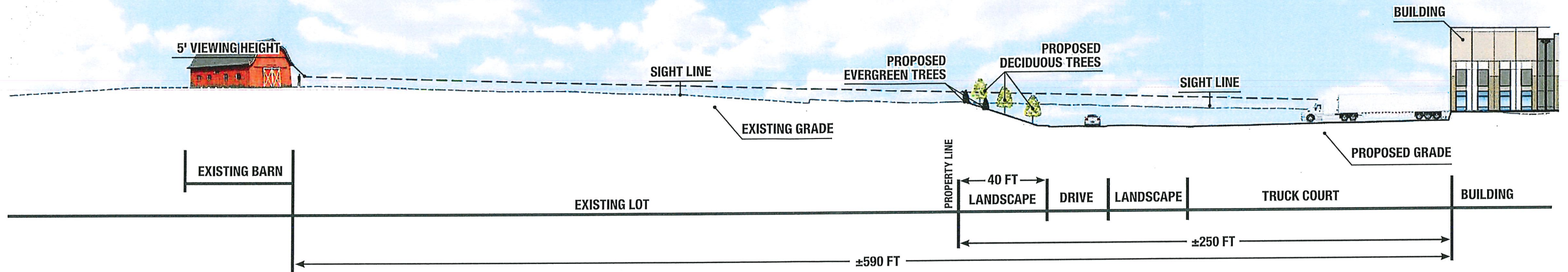


SECTION C

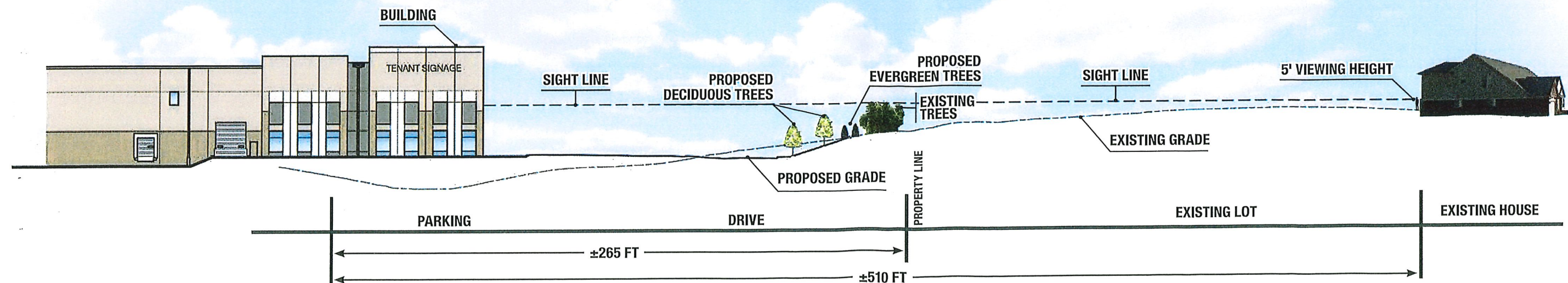




SECTION D

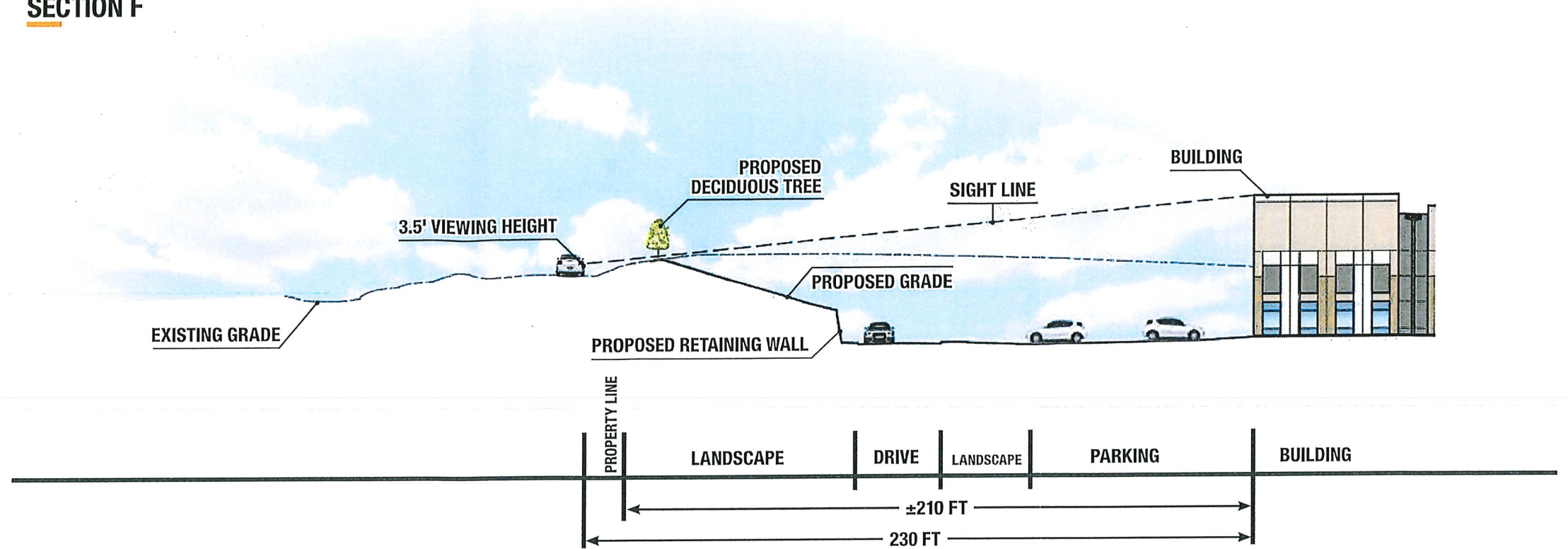


SECTION E





SECTION F



SECTION G

