

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 type="checkbox"/> Boone County Public Works Department | <input type="checkbox"/> Local School District |
| <input 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 type="checkbox"/> Sanitation District No. 1 |
| <input checked="" type="checkbox"/> Duke Energy | <input type="checkbox"/> USDA NRCS/Boone County Conservation District |
| <input type="checkbox"/> Florence Public Services Department | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Kentucky Division of Water | |
| <input checked="" type="checkbox"/> Kentucky Transportation Cabinet | |

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

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

In accordance with the provisions of KRS 100.211, the applicant(s) and property owner(s) or originator(s) hereby waive the 60 day time limit for the Boone County Planning Commission to take final action on my (our) Zoning Map Amendment/Concept Development Plan application. This time limit waiver is considered effective immediately upon receipt by the Boone County Planning Commission and expires on 9/1/2022

ORIGINAL Property Owner's Signature: James A. Dunman III, V.P.
(Faxed, Photocopied or Scanned Signatures will **NOT** be Accepted)

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

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ORIGINAL Property Owner's Signature: James A. Dunman III, V.P.
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

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

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

1. Date Received: 7/5/22 Fee Received: \$6490.60 Receipt #: 86541
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: Todd Morgan
6. Committee Chairperson: Corrin Gulick
7. Scheduled Public Hearing Date: 8/3/22
8. Boone County Planning Commission Action: _____ Date of Action: _____
- _____ Approved
- _____ Approved with Conditions
- _____ Denial
- Other
9. Resolution Number: _____
- SEE 8/31/22
Email of withdrawal*

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

Boone County Planning Commission 2950 Washington Street
RECEIPT P.O. Box 958
 Received From: North Bend Development Burlington, KY 41005
 Legislative District: Boone

Phone: 859-334-2196
 Fax: 859-334-2264

86541

Date: 7/5 2022

Total Amount: \$ 6490.60

PLANNING COMMISSION FEES		PUBLIC IMPROVEMENT INSPECTION FEES		PAYMENT TYPE
For: <u>Zoning</u>	<u>60</u>	Grading Plan: L.F. Street		Cash
<u>Map Amendment</u>		Improvement Plan:		
<u>Dump Truck</u>		L.F. Street		
		Sidewalk		
<u>Greenfield</u>		Driveway Apron(s)		Check # <u>36731</u>
<u>Commerce</u>		Lot/Unit Fee:		Credit Card
<u>Center</u>		Attached Residential		
		Detached Residential		
		Comm./Indus./Office		Money Order

By: M. Nicole

Boone County Planning Commission 2950 Washington Street
RECEIPT P.O. Box 958
 Received From: Douglas Davis Burlington, KY 41005
 Legislative District: Florence x 1 Boone x 1

Phone: 859-334-2196
 Fax: 859-334-2264

86542

Date: 7/5 2022

Total Amount: \$ 9000

PLANNING COMMISSION FEES		PUBLIC IMPROVEMENT INSPECTION FEES		PAYMENT TYPE
For: <u>TAD Permit</u>	<u>45</u>	Grading Plan: L.F. Street		Cash
<u>Sign US 42</u>	<u>00</u>	Improvement Plan:		
<u>Specialty</u>		L.F. Street		
<u>1 permit</u>		Sidewalk		Check #
<u>TAD Permit</u>	<u>45</u>	Driveway Apron(s)		
<u>5992 new boards</u>	<u>00</u>	Lot/Unit Fee:		Credit Card
<u>ST - Specialty</u>		Attached Residential		
<u>1 permit</u>		Detached Residential		Money Order

STAFF REPORT

Request of **NorthPoint Development, per Mark Gloyeske (developer) for Greenfield Farm Inc., per James Dressman (owner)** a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 209 acre area 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, manufacturing, light industrial, and office/warehouse uses.

August 3, 2022

PROPOSAL

This application is for a zone change from Agricultural Estate (A-2) to Industrial One (I-1) for a 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-71/75 overpass. The application form states that the development is for warehousing, distribution, light manufacturing, and business park uses. A project overview and Concept Development Plan were submitted with the application and they indicate the development will be split into two distinct phases.

Phase 1

Phase I is comprised by the western 124.47 acres of the site, which are adjacent to I-71/75, Chambers Road, and the current terminus of Logistics Boulevard. The Concept Development Plan shows four (4) speculative buildings, with truck docks, totaling 1,368,000 square feet in area (448,000 + 418,000 + 301,000 + 201,000). The proposed building intensity of this phase would be 12,098 square feet of building per acre of land (right-of-way and tracts B and C were excluded from calculation) if the development were constructed per the Concept Development Plan. It should be noted that the project overview contains this following sentence regarding Phase 1, which impacts the subdivision design and density:

"If a build to suit tenant is identified for the first phase of the development, the density may change, but the total density for the Phase 1 development will not exceed 15,000 square feet per acre in any instance. If the site plan changes, setbacks, buffer yards, and screening will not change."

Access to the buildings would initially be provided by extending Logistics Boulevard to the southwest. Secondary access would be provided from Dixie Highway once Phase 2 is constructed. Access is not proposed from Chambers Road.

Phase 2

Phase 2 is comprised of the eastern 84.26 acres of the site, which is adjacent to Dixie Highway and residential and agricultural uses fronting on Dixie Highway and Chambers Road. The

Concept Development Plan shows eleven (11) speculative buildings totaling 524,000 square feet in area. The buildings range between 24,000 and 75,000 square feet in area. Building uses include a range of principally permitted I-1 uses, including office, research and development, light manufacturing and assembly, and warehousing. The proposed building intensity of this phase would be 6,698 square feet per acre of land (right-of-way excluded from calculation) if the development was constructed per the Concept Development Plan.

It is important to note that the project narrative includes the following passages regarding Phase 2, which impacts design and density:

“The land within this phase of the development will be retained by the current owner to be marketed to users. It is possible that the entire phase is sold to one user or that each lot will be sold separately for an end user to construct and own their own facility. Phase 2 is anticipated to have similar uses and building sizes as the Riverview Business Park in Hebron, Kentucky and pictures of existing buildings to give a sense of scale and design for the Phase 2 portion of Greenfield Commerce Center” have been provided.”

“This phase of the development is intended to provide ready-to-develop industrial land that has infrastructure already in place to market to users that may be evaluating several markets for sites. Due to the potential size and scope of those users not being known at this time, the overall density is not known. It is the intent of this phase to develop a business park like setting while still being a competitive and viable site for Northern Kentucky to be able to pursue large job creating developments. If the site plan changes, setbacks, buffer yards and screening will not change.”

Access to the Phase 2 buildings would be provided by extending Logistics Boulevard to Dixie Highway.

Key General Notes on the Concept Development Plan

- Landscape buffers to be as shown and per code.
- Building setbacks to be per code.
- Retaining walls shown are approximate and to be confirmed with final grading.
- The Logistics Boulevard extension is to be publicly dedicated.
- Public water to be extended with the public street and each lot will have public water.
- Based on feedback from SD1, the sanitary sewer connection will come from Logistics Blvd.
- Storm water basins shown on the plan are approximate and subject to final design and grading. Storm water basins will meet Boone County Subdivision Regulations and SD1 requirements.
- Proposed signage to follow Article 34 of the Boone County Zoning Regulations.

Perimeter Landscaping Buffers shown on the Concept Development Plan

- Dixie Highway frontage – 40' wide minimum buffer
- Chambers Road frontage - 130' wide minimum buffer
- I-71/75 frontage – 80' wide minimum buffer
- Phase 1 where development adjoins A-2 zoning – 80' wide minimum buffer
- Phase 1 where development adjoins I-1 zoning – 10' wide minimum buffer
- Phase 2 where lots 2-5 adjoin A-2 zoning – 80' wide minimum buffer
- Phase 2 where lots 1, 9, 10, and 11 adjoin A-2 zoning – 40' or 80' minimum buffers

- Phase 2 where lots 1, 9, 10, and 11 adjoin A-2 zoning – 40' or 80' minimum buffers (Buffer Yard D plantings).

Other Information Provided by the Applicant

- The project overview addresses the 2040 Future Land Use Map and Boone County Comprehensive Plan.
- The project overview outlines Sections 1137 of the Boone County Zoning Regulations. This code section requires Zoning Map Amendment applications which request the I-1 zone and involve areas designated as “Business Park” by the Future Land Use Map to address the section 1609 Design Standards.
- The project overview provides a comparison of the 2021 Concept Plan versus the current plan.
- The project overview provides a listing of which principally permitted and conditional uses they would be willing to strike from consideration.
- A Traffic Impact Study (TIS) Addendum was submitted with the application. The first 7 pages are being attached to the Staff Report and the full report is being included in the record as an exhibit.

SITE HISTORY

2006/2007

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.

2021

A Zoning Map Amendment application which requested a change from A-2 to I-1 for this site was denied by Boone County Fiscal Court in 2021 after the Planning Commission recommended approval of the application (see attached May 5, 2021 Zone Change/Concept Plan Committee Report and Boone County Fiscal Court Resolution 2021 – 186).

The Concept Development Plans included several options for configuring the lots and buildings around the extension of Logistics Boulevard. The first option showed six buildings which ranged from 163,000 square feet to 665,000 square feet. The total building square footage noted for the first option was approximately 2,936,000 square feet. The second option proposed variations (Alternates A through D) which altered the building orientation and/or number of buildings on several lots. Of all alternatives, the largest building was Building 1A on Sheet 2 (approximately 948,000 sf). Vehicular areas (parking, driveways, and/or truck docks) were shown on each side of all buildings for both plan options.

The project narrative that was submitted with the request included the following passage:

“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 was 14,373 square feet of floor area per acre.

ADJACENT LAND USES AND ZONING

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

North: Single-family residences and wooded areas (A-2) and Park South at Richwood Industrial Park/terminus of Logistics Boulevard (I-1).

South: Single-family residences, pastures, and wooded areas. The adjoining house fronting on Dixie Highway is zoned RS and the houses, pastures, and wooded areas fronting on both sides of Chambers Road are zoned A-2.

East: A rail line is located across Dixie Highway and several residences and businesses which front on Old Lexington Pike are located further to the east (RS and I-1).

West: I-71/75 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-71/75. The areas along Dixie Highway and Chambers Road/I-71/75 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 (I). 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 introductory text:

- A. The Land Use Element of this plan recognizes that growth will occur in portions of Boone County. This plan utilizes a 20 to 25-year planning horizon for future land use recommendations, and further, the document is mandated to be reviewed and/or updated every five years. This element contains future land use development guidelines, land use classifications for the existing and future land uses, text regarding the future land use for the entire county as divided into 24 land use characteristic areas, a map identifying 2017 existing land uses, and a map depicting year 2040 specific future land use patterns throughout Boone County. This plan is a tool designed to enable officials in Boone County and the Planning Commission to manage the location and timing of the various types of development, to assure adequate and fiscally responsible provision of infrastructure and public services in order to assure that adjoining land uses are compatible, and to assure that negative impacts to the environment are minimized... ("Introduction", pg. 93).

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", pg. 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", pg. 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", pg. 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", pg. 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", pg. 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”, pg. 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”, pg. 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”, pg. 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”, pg. 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”, pg. 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”, pg. 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”, pg. 66).

The Transportation Element identifies two “road projects” in the general area that are listed in the 2017 Boone County Transportation Plan (pg. 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. Land uses and zoning decisions shall strive to balance the rights of landowners with the rights of neighbors and the community (Overall, Objective 4).
- C. 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).
- D. 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).
- E. Land use planning should recognize and protect natural systems (streams, wetlands, forests, etc.) essential to safety, health, economic stability, and overall quality of life (Environment, Goal A).
- F. 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).
- G. 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).
- H. Industries shall be promoted in suitable locations to make the county a vital part of a strong regional economy (Economy, Goal A, Objective 2).
- I. Boone County businesses are developed in appropriate locations and are compatible with surrounding land uses (Economy, Goal B).
- J. 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).
- K. 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).

- L. 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).
- M. 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).
- N. 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).
- O. 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).
- P. 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).
- Q. 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).
- R. 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).
- S. 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).
- T. 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 (pg. 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. 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. However, the applicant's narrative addressed these standards and proposes to prohibit several use categories that are normally principally permitted in the I-1 zone.

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."

The Economy Element (Conclusions and Recommendations, pg. 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, pg. 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, pg. 95 and Landscaping, pg. 96), access management and mitigation of traffic impacts (Access Management, pg. 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, pg. 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, and business park uses and the project narrative refers to the project as a business park development that will be split into distinct phases.

The project overview also prohibits several use categories that are normally principally permitted or conditional uses in the I-1 zone. These include:

I-1 Principally Permitted Uses

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 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 of any tanning, curing or storage of rawhides or skins.
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 standards in Article 31;
49. Crematoriums

I-1 Conditional Uses

1. Uses in which the primary business activity involves the following:
 - a. The storage or explosive of 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.
5. Gasoline filling stations and wash services;
8. Hotels and motels.
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.
15. Firework retail sales.

O-1 Principally (Permitted by reference in the I-1 zone)

1. Bank related services or credit unions;
8. Eating and drinking establishments including alcoholic beverages;
25. Funeral homes and crematoriums excluding cemeteries or mausoleums;
27. Sexually oriented business as defined in Article 40 and standards in Article 31.

O-2 Principally (Permitted by reference in the I-1 zone)

2. Retail sale 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 standards in Article 31.

Aside from the proposed exclusions, the requested I-1 zone still permits a wide range of uses (principally permitted, accessory, and conditional). 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-71/75, or an adjoining agricultural or residential zoned property.

Based on the size of the subdivision and the proposed buildings, impacts such as noise, vibrations, and odors 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 the governing bodies consider the following conditions if the request is approved:

- No truck docks shall be oriented towards any adjoining agriculturally zoned property
- Outdoor PA systems should be prohibited.

3. DESIGN ISSUES

- A. Buffer Yards: The submitted Concept Development Plan shows perimeter landscaping buffers and they have been outlined on page 2 of the Staff Report. The project overview states landscape berms and fences, will be incorporated into the landscaping of the project where appropriate. Setbacks, buffer yards, and screening shown in both phases of the development will not change if the Concept Development Plan changes. 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, pg. 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 the buffering/berming/fencing noted difficult to fully assess.

Due to these issues, Staff recommends that the applicant provide more detailed plans (cross sections) which illustrate how the buffer yards around the overall site's perimeter will be designed for the Zone Change Committee to consider (such cross sections were submitted and reviewed with the 2021 application). Staff recommends that large berms with predominately evergreen trees be provided along the Dixie Highway and I-71/75 frontages. A key goal for these two frontages is to screen truck docks and other functions 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: The project overview indicates "the buildings included in this development will be warehouses constructed of concrete, in a muted tan color. All buildings will share the same general architectural appearances and finishes with subtle differences to still provide a unique business park." "The appearance and use of the buildings" are intended to emulate Riverview Business Park in Boone County."

Several retaining walls are shown on the Concept Development Plan. The wall facing Chambers Road in particular is substantial and spans across the south side of lot 2. 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).

One screen wall is shown attached to building 4 (Phase 1). Staff would like the applicant to explain why a screen wall is shown specifically on this building and none of the others.

- 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 (Phase 1) 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 the start of the street extension but tapers down to a 60 foot wide right-of-way with approximate 30 foot 40 pavement widths. The 30' pavement width is shown to the Phase 1 cul-de-sac and the 40' pavement width is shown between the cul-de-sac and Dixie Highway. A 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 on the Phase 1 sites), but the project narrative basically states that the indicates that the layouts for the individual lots are shown for illustrative purposes. The applicant should explain if driveway connections will be provided between lots (Phases 1 and 2) regardless of the final site layouts.

- C. Traffic Impact Study: The first 7 pages of the submitted Traffic Impact Study (TIS) Addendum are attached to the Staff Report. The "Conclusions" section (pp. 6-7) outlines four recommended improvements to accommodate traffic that would be generated from this development. The four improvements for the 2023 build traffic volume projections include:

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

5. OUTSIDE AGENCY COMMENTS

- A. Comments from Andy Aman, Plan Review Manager with Sanitation District 1, are attached.
- B. Comments from Rob Franxman, Boone County Engineer, are attached.

- C. Comments from Linzy Brefeld, Kentucky Transportation Cabinet, are attached.
- D. Comments from Mike Rouse, Boone County Water District, are attached
- E. Comments from Captain Charlie Alexander, Walton Fire Protection 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, if the Zoning Map Amendment is approved.

7. EMAILS IN OPPOSITION TO THE APPLICATION

Staff received eleven (11) emails in opposition to the request at the time the Staff Report was finalized. These emails are attached to the report. Emails received by Staff between August 1, 2022 and the Public Hearing will be entered into the record as exhibits.

8. STAFF QUESTIONS/CONCERNS

Overall

- A. Has the applicant done any research to see how many logistics warehouses are currently available or soon to be available in Boone County, Kentucky? Is there currently a need for more?
- B. Can grading, storm water, and tree preservation be briefly discussed by the applicant? The project overview indicates that the detention volume provided on the Concept Plan is 15% above minimum.
- C. Can tractor trailer turning movements, queuing, and issues with street parking be more thoroughly addressed by the applicant?
- D. Staff is concerned that the adjoining property owners could experience substantial noise, vibration, and odor impacts from the proposed development. Have these issues been analyzed? In particular, Staff would like to know if the applicant has any decibel or vibration data from other similarly sized logistics warehouse facilities. Would trucks be permitted to run or idle all night on these project sites?

Phase 1

- A. While the Concept Development Plan shows four buildings totaling 1,368,000 square feet in area and a building intensity of 12,098 square feet in Phase I, the project narrative indicates that a build to suit tenant could develop at 15,000 square feet per acre (maximum building area could increase to 1,696,200 square feet vs. the 1,368,000 square feet shown on the Concept Development Plan). Staff would like the applicant to address if Phase 1 could be constructed with 1 or 2 larger buildings with the proposed wording. It is understood that the setbacks, buffer yards, and screening shown on the Concept Plan will not change.

- B. The project narrative indicates that all the buildings will be smaller than the warehouses to the north. Based on this, what is the largest size warehouse that could be built?
- C. Could all the buildings in Phase 1 be logistics warehouses (will there be a mix of uses in this phase)?
- D. What amenities are proposed in the tract B greenspace?

Phase 2

The Concept Development Plan shows 11 buildable lots in Phase 2 but the project overview states “it is possible that the entire phase is sold to one user or that each lot will be sold separately for an end user to construct and own their own facility.” Phase 2 is anticipated to have smaller similar uses and building sizes as the Riverview Business Park in Hebron, Kentucky...”

“This portion of the site offers prospective companies who want to own and operate their own facilities the ability to construct buildings that offer a wide range of sizes and uses that are permitted within the I-1 district. This includes office, research and development, light manufacturing and assembly, and warehousing and storage of goods. The density for Phase 2 currently shown on the Site Plan equates to 6,698 square feet per acre. However, this phase of the development is intended to provide ready-to-develop industrial land that has infrastructure already in place to market to users that may be evaluating several markets for sites. Due to the potential size and scope of those users not being known at this time, the overall density is not known. It is the intent of this phase to develop a business park like setting while still being a competitive and viable site for Northern Kentucky to be able to pursue large job creating developments. If the site plan changes, setbacks, buffer yards and screening will not change.”

- A. What is the minimum number of buildings that could be constructed in this Phase based on the Project Overview?
- B. The Concept Development Plan shows the largest Phase 2 buildings being 75,000 square feet each (lots 5 and 11) and the project overview indicates the buildings will be similarly sized to those in Riverview Business Park. Staff did some research on some of the larger buildings in this subdivision and found that RelaDyne was 121,200 square feet and Blue Star was 131,000 square feet. Could the buildings in Phase 2 be as large or larger than these buildings?
- C. Could the building intensity be raised to 15,000 square feet of building per acre of land on these lots? If so, is the transition of the buildings getting smaller from west to east guaranteed.
- D. Could a small logistics warehouse be constructed in Phase 2?

E. Is there a guarantee there will be a mix of uses in Phase 2?

Concerns regarding Traffic Impact Study Addendum:

- A. It shows two manufacturing buildings in Phase I. Is this guaranteed?
- B. The building sizes are based on the Concept Development plan. The Project Overview indicates the square footage the buildings could be enlarged.
- C. See Rob Franxman's and Linzy Brefeld's comments. Both of their emails indicate that a more conservative approach would be to evaluate Dixie Highway, south of Logistics Boulevard, as if current conditions still existed in 2032. "Nothing beyond a planning study is funded at this point and it's unclear how a future project will rank with other regional needs."

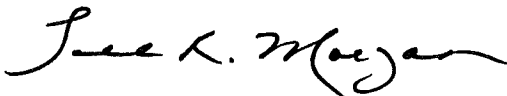
9. Staff has submitted the following information into the record as Exhibits:

- A. 4/7/21 Staff Report
- B. 5/5/21 Boone County Planning Commission Business Meeting Minutes
- C. The complete 7/5/22 Traffic Impact Study Addendum prepared by Bayer Becker

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,



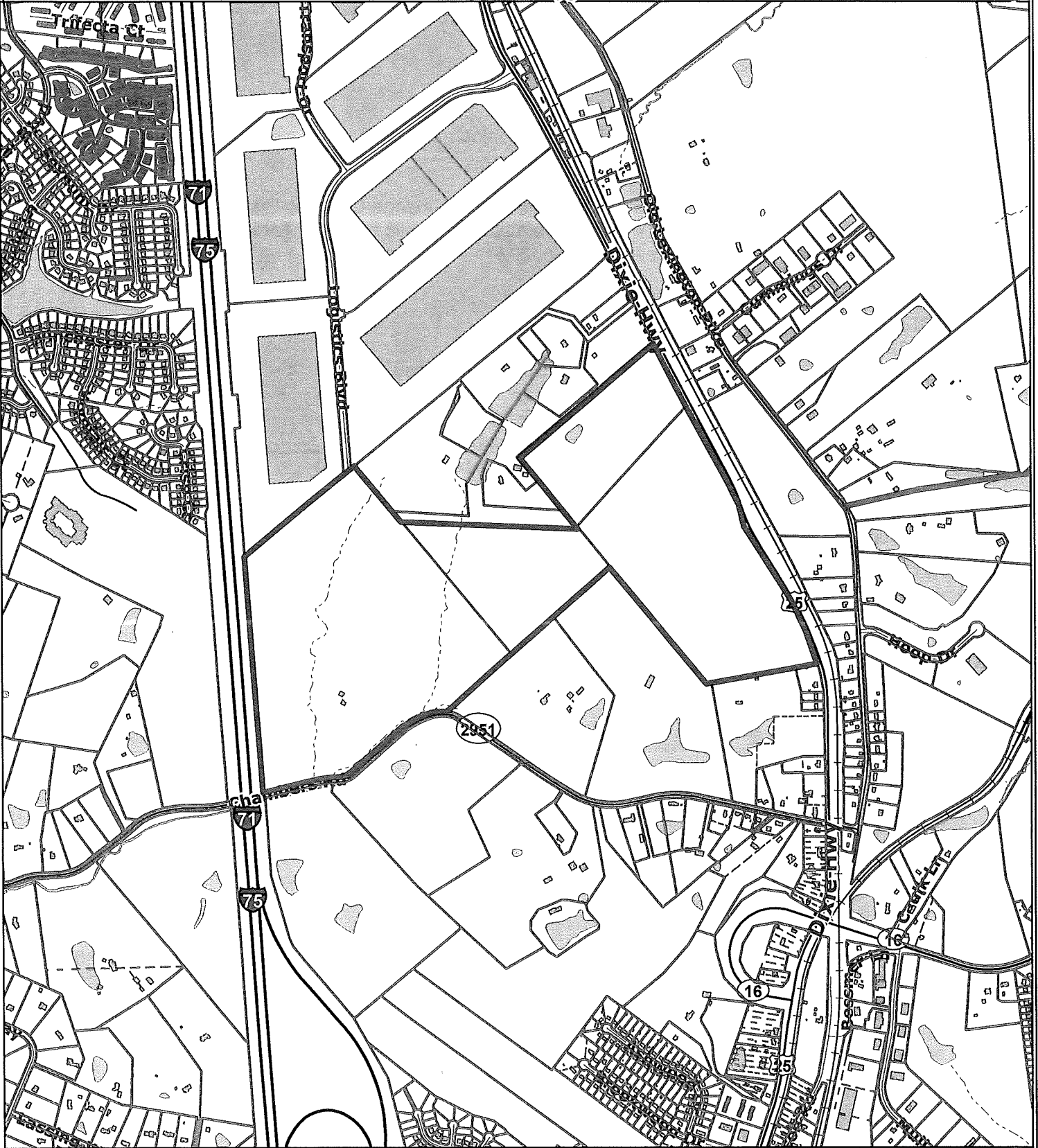
Todd K. Morgan, AICP
Senior Planner, Zoning Services

Attachments:

- *Site Vicinity Map
- *Applicant's Project Overview and Concept Development Plan
- *First 7 Pages of Traffic Impact Study Addendum
- *2021 Concept Development Plans
- *5/5/21 Boone County Planning Commission Zone Change/Concept Plan Committee Report (includes 4/7/21 Boone County Planning Commission Public Hearing Minutes).
- *Boone County Fiscal Court Resolution No. 2021 - 186
- *Zoning Map
- *2040 Future Land Use Map
- *Topographical Map
- *2022 Aerial Map
- *I-1 Principally Permitted, Accessory, and Conditional Uses
- *O-1 and O-2 Principally Permitted Uses
- *7/8/22 Email from Andy Aman, Sanitation District No. 1
- *7/20/22 Email from Rob Franxman, Boone County Engineer
- *7/28/22 Email from Linzy Brefeld, Kentucky Transportation Cabinet
- *7/29/22 Email from Mike Rouse, Boone County Water District
- *7/29/22 Email from Capt. Charlie Alexander, Walton Fire Protection District
- *Emails Received in Opposition to the Application (Received by 7/31/22).
- *Application

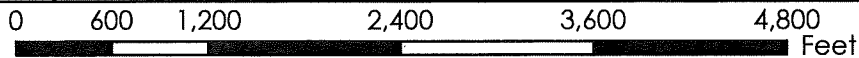
SITE VICINITY MAP

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1 inch = 1,200 feet



Boone County GIS - Putting Northern Kentucky on the Map



Map Created: xxjxx/2020
ArcMap Document: *.mxd

Greenfield Commerce Center Zoning Map Amendment- July 5, 2022

Project Overview

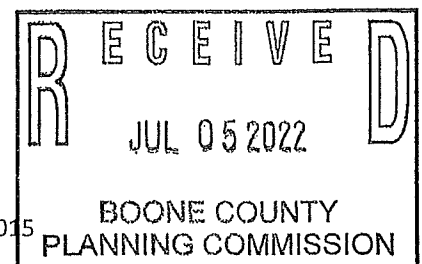
NorthPoint Development is requesting a Zoning Map Amendment for an approximately 208-acre site located at the southern terminus of Logistics Blvd., north of Chambers Rd., east of I-71/75, and west of Dixie Highway. The property is commonly referred to as “Greenfield Farm” and is in unincorporated Boone County. 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 business park called the “Greenfield Commerce Center.”

NorthPoint sought a similar Zoning Map Amendment in 2021, received a unanimous favorable recommendation from the Boone County Planning Commission, but received a unanimous denial by the Boone County Fiscal Court on July 27, 2021. This submission is a revised proposal that addresses each of the Findings of Fact for Denial from July 27, 2021 with improvements and enhancements.

The proposed business park development will be split into two distinct phases that will be developed separately. The first phase will be developed by NorthPoint on the western 124.6 acres of the site adjacent to I-71/75 and the existing Park South industrial development. The second phase will be planned on the eastern 84.1 acres adjacent to Dixie Highway.

Phase 1 will be developed with various-sized buildings that will be built on a speculative basis. The buildings, being a mix of sizes and types, will appeal to a range of users that are interested in locating in Boone County. The proposed site plan for Phase 1 consists of four buildings with a total building area of 1,368,000 square feet. This equates to a density of 12,098 square feet per acre of land. If a build-to-suit tenant is identified for the first phase of the development, the density may change, but the total density for the Phase 1 development will not exceed 15,000 square feet per acre in any instance. If the site plan changes, setbacks, buffer yards and screening will not change.

The conceptual site plan for Phase 2 is intended to be marketed as developable land that meets the current demand of pad ready development sites that accommodate a wide array of building sizes and uses. This land within this phase of the development will be retained by the current owner to be marketed to users. It is possible that the entire phase is sold to one user or that each lot will be sold separately for an end user to construct and own their own facility. Phase 2 is anticipated to have similar uses and building sizes as the Riverview Business Park in Hebron, Kentucky and pictures of existing buildings to give a sense of scale and design for the Phase 2 portion of Greenfield Commerce Center are provided below.



This portion of the site offers prospective companies who want to own and operate their own facilities the ability to construct buildings that offer a wide range of sizes and uses that are permitted within the I-1 zoning district. This includes office, research and development, light manufacturing and assembly, and warehousing and storage of goods. The density for Phase 2 currently shown on the site plan equates to 6,698 square feet per acre. However, this phase of the development is intended to provide ready-to-develop industrial land that has infrastructure already in place to market to users that may be evaluating several markets for sites. Due to the potential size and scope of those users not being known at this time, the overall density is not known. It is the intent of this phase to develop in a business park like setting while still being a competitive and viable site for Northern Kentucky to be able to pursue large job creating developments. If the site plan changes, setbacks, buffer yards, and screening will not change.

Future Land Use

The majority of the site 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, which will eventually connect to Dixie Highway during Phase 2 of the development, after Dixie Highway has been improved south of existing Logistics Blvd.
- NorthPoint proposes to contribute \$250,000 to Boone County or KYTC specifically to study and implement modifications to the intersection of U.S. 25 and Chambers Road to prevent trucks from turning from southbound 25 to westbound Chambers Road.

The Future Land Use Map found within the “Our Boone County – Plan 2040” comprehensive plan and the text within the Land Use section of the plan differ in the description of the future land use of this property. While the map identifies this property as an Industrial future land use, the text refers to a “Business Park.” We acknowledge this textual reference and our proposed site concept plan shows the blend of uses and sizes of buildings on the property to meet the intent of the Business Park designation. The definition of “Business Park” within the comprehensive plan states that a Business Park shall be “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.” The proposed site plan meets the business park designation by providing a mix of building sizes and potential uses (office warehouse, research, office, and light industrial) throughout the park along with large building setbacks. The scale of the buildings decrease from the western side, along I-71/75, to the eastern side which is closer to the residential uses that are across Dixie Highway and front Old Lexington Pike. This concept meets the intent of providing a transition area between industrial uses and residential uses.

Because of the future lower density residential development south of Chambers Road, additional attention has been provided on the southwestern section of the park by significantly increasing the width of the setback from Chambers Road in the Rural Lands designation, which is a nominal 100’, compared to the 80’ nominal setback distance from the 2021 submission. Also, additional landscape buffering is proposed in this section to minimize the viewsheds to the proposed facilities.

To meet the Comprehensive Plan 2040: Land Use Element’s Future Land Use Development Guidelines in Subsection B (p.95) under the Buffering section, where 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, the following measures are presented:

Incorporate a transition of uses:	More intense uses in the northwestern portion of the site to less intensive uses on the southwestern side and to the eastern side
Minimize visual impacts	Large landscape buffer yards will be provided surrounding all buildings. Berms, fences, and walls will be incorporated where feasible to provide additional screening of visual impacts.

<p>Minimize noise, vibrations, odors, dust, smoke and light impacts</p>	<p>Only light industrial users are permitted; obnoxious uses are not permitted that would produce vibrations, odors, dust and smoke. Noise impacts from industrial and business park operations will be minimized through the limitations on uses described above and by use of landscape buffers. Light impacts will be minimized from strategic placement of building, yard and street lights to not shine outward.</p>
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Section 1137 of the Boone County Zoning Ordinance states *“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 1609 lays out 16 design standards that proposed uses will be assessed on for their conformity to a business park style development. Below the design standards are interpreted as they relate to Greenfield Commerce Center.

1. Height: The height of the buildings in the development will be similar to that of the industrial buildings to the north of the site and will decrease as building size decreases in an eastward direction approaching U.S. 25 from I-75.
2. Placement or Location of Buildings: The largest buildings have been placed along the western portion of the site adjacent to I-75, the furthest distance possible from local traffic associated with U.S. 25 and with separation from Chambers Road to the south. The buildings have been designed to grow smaller moving to the east, from 448,000 SF along I-75 to 201,000 SF to the east. All the buildings in the development will be smaller than the industrial warehouses to the north. Several tracts of land within the development will be left undisturbed to serve as green space and detention areas. The proposed green space will provide a physical and visual buffer between the development and surrounding properties and roadways.
3. Preliminary Building Design or Architecture: The buildings included in this development will be warehouses constructed of precast concrete, in a muted tan color. All buildings will share the same general architectural appearance and finishes with subtle differences to still provide a unique business park. This serves to avoid standing out when viewed from nearby roads, while still appearing pleasant up close. NorthPoint is a long-term owner of its developments including Greenfield Commerce Center and maintains the visual appearance of their properties for the sake of tenants and the surrounding

community. The appearance and use of the buildings within the park are intended to emulate the Riverview Business Park in northeast Boone County. That business park has a mix of high quality uses in a range of building types and sizes, all while maintaining a consistent design appearance and a park like setting. Pictures of that business park have been included in this document.

4. Scale and Pedestrian Orientation: A sidewalk will be incorporated along the new public road as part of the development. The path will also be incorporated into the green space at the east end of the first phase of the development along the road to increase the overall length. The path will be available for public use and will include trees, landscaping, seating, and appropriate setbacks from the road to provide a quality experience for users in an area that is currently car oriented.
5. Elevation: The elevation of the development will be determined by and match that of Logistics Boulevard. Landscaping and berming will be incorporated to buffer the development from surrounding properties as the elevations will allow.
6. Historic and Prehistoric Features: The site of the proposed development does not contain any historic or prehistoric features. Several historic features exist around the site which will be protected through large building setbacks and extensive buffering.
7. Paved Surfaces: The paved surfaces included in the plan are the minimum necessary to provide adequate car parking for employees and provide trailer parking and space for tractor trailers to maneuver to and from loading docks. Additionally the interior drive aisles are designed to allow for substantial truck queueing outside of the dock areas but off of the public streets within the park. Detention basins are included in the plans to compensate for these impervious surfaces and facilitate proper drainage of rainfall. The parking areas will include landscape islands where possible, including trees and berms to provide physical separation between the buildings and surrounding properties, and visually enhance the property and entrances. Parking areas have also been spread throughout the site, with much of the parking and paved surfaces being in between buildings and away from external roadways.
8. Fences, Walls, and Landscaped Berms: Landscaped berms and fences will be incorporated into the landscaping of the project where appropriate and serve to provide visual separation between the property and Chambers Road, Logistics Boulevard, and U.S. 25. Care will be taken to ensure the landscaping and fencing compliments the surrounding landscape and structures.
9. Landscaping: In addition to landscaped berms, landscaping will be present throughout the property to provide buffer zones between the property and surrounding roads and create a visually pleasant development. This includes detention areas that will exist between the buildings as well as along Chambers Road to serve both as stormwater management and aesthetic purposes, as well as tracts that will be left largely undisturbed to preserve

existing vegetation totaling more than 17 acres. These tracts to the east and south of the development serve to create separation between the development and local roads, and the 10.45-acre tract to the east will serve as a green space for passive recreation public use as well. Trees along the major sightlines of the property will be selected to create a visual screen for the public.

10. Open Space and Recreational Uses: The multipurpose path and the eastern tract of land will both serve as recreational features of the site. As stated previously, a paved multi-use pathway will be constructed along Logistics Boulevard. Additionally a 1.33 acre tract of land between Phase 1 and 2 of the development will be developed as a passive park. This space and the path will be available to the public and include appropriate landscaping and design considerations to be convenient for use by pedestrians. This includes shading trees, a buffer between the path and the street, and seating along the path and in recreational areas.
11. Signage: Signage will be minimal to reduce the visual impact of the development. Major tenant signage will be building-mounted to minimize impact. Other signage will be included only as necessary to facilitate flow of traffic and serve tenants throughout the development. Care will be taken to ensure size and height of signage is limited, and the appearance is visually pleasing. As this will be a multiphase project, signage design guidelines will be developed as stipulated to ensure consistency across phases and buildings.
12. Utilities: All utility service lines to the building and possible main lines that are not already existing within the site shall be located and installed underground.
13. Detention/Retention Ponds or Lakes: Detention ponds will most likely be constructed as dry detention basins in order to provide additional volume. With the proposed detention showing, the development will be able to meet and exceed detention regulations for this area.
14. Transportation Design: Access to the development will be via Logistics Boulevard through the existing industrial park to the north. Internal roadways will be constructed to facilitate traffic flow within the site for tractor trailers and cars. The extension of Logistics Boulevard is not intended to connect to Dixie Highway until such time as that portion of Dixie Highway has been improved.
15. Multi-modal Transportation System: In addition to the infrastructure for cars and tractor trailers included in the development, space along Logistics Boulevard will be available for mass transit stops if bus routes are developed at any point in the future. Seating and landscaping could be added along the sidewalk that connects the stops to the development as well.
16. Location of Land Uses: There are multiple industrial warehouses to the north of the site along Logistics Boulevard, all of which are larger than the proposed buildings. The

development both matches the surrounding land uses, while seeking to be less impactful with the reduction in size of the warehouses. The largest of the new buildings are along I-75, and the buildings continue to get smaller to the east as the development approaches open land and local roadways. The remainder of the land will be left undeveloped with the original owner in small lots of 6-9 acres to continue to encourage this reduction in scale to the east in future development of the area.

Conceptual Site Plan

As discussed previously, the project is proposed to be developed in two distinct phases with the western portion of the site developing as a speculative warehousing and logistics park and the east as a pad ready site for targeted industries in Northern Kentucky.

The development will be accessed by extending Logistics Boulevard from the industrial park to the north. During the first phase of the development, the road will not provide a second connection to Dixit Highway. This connection will be evaluated in the future for need based on the schedule and development intensity. The existing connection from Logistics Boulevard to Dixie Highway is in a location that is currently being improved with the Richwood Rd. interchange improvement project and will be able to handle the additional traffic without impacting the unimproved portions of Dixie Highway to the south.

The site plan as it is proposed has been substantially modified from the initial submission from early 2021. The table below describes some of the modifications:

	2021 CONCEPT PLAN	CURRENT CONCEPT PLAN
Speculative Warehouse Square Footage	2,936,000 SF	1,368,000 SF
Land Dedicated to Speculative Warehouse Development	208 Acres	124 Acres
Land Dedicated to Business Park Development	0 Acres	84 Acres
Detention Volume Provided	Code Minimum	15% Above Minimum
Chambers Road Buffer Yard Width	80'	130'

As previously mentioned, the Phase 2 portion of the development is intended to have a mix of uses similar in size and scale to the Riverview Business Park in northeast Boone County. Below are pictures of buildings within that park:



2400 Arbor Tech Dr, Hebron, KY 41048



3000 Kustom Dr, Hebron, KY 41048



2195 Arbor Tech Drive, Hebron KY

Permitted Uses

NorthPoint has reviewed the current permitted uses found within the I-1 zoning regulations and will agree to strike the following uses found in the Boone County Zoning Code;

Principally Permitted uses not permitted within the I-1 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;
- 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.

Conditional Uses not permitted within the I-1 Zone:

- 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;
- 5. Gasoline filling stations and wash services;
- 8. Hotels and motels;
- 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;
- 15. Fireworks retail sales. (Does not apply in the City of Union and City of Walton).

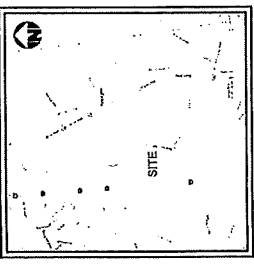
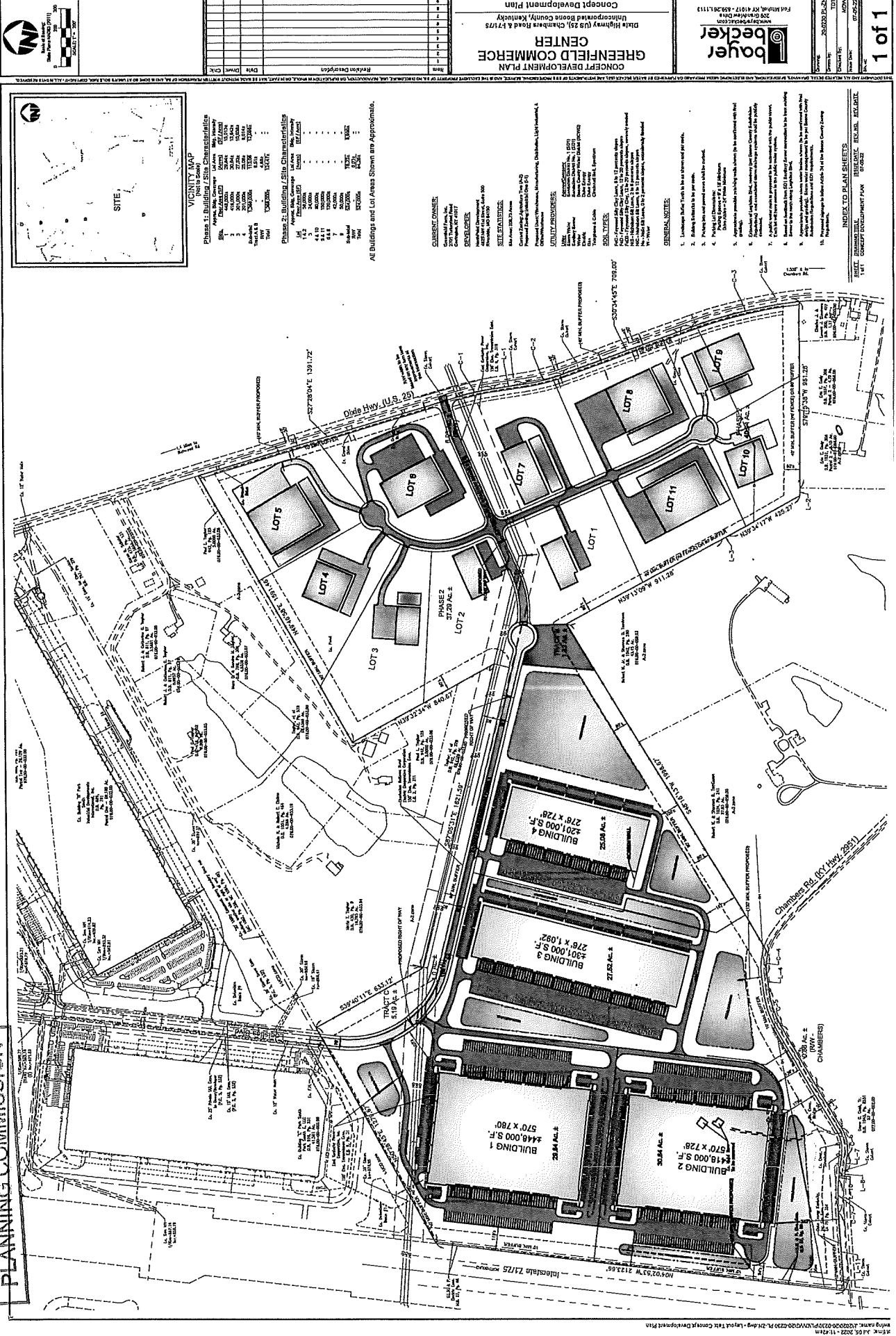
Uses which are permitted in the I-1 zone by reference to the O-1 zone principally permitted uses and will not be permitted:

- 1. Bank related services or credit unions;
- 8. Eating and drinking establishments including alcoholic beverages;
- 25. Funeral homes and crematoriums excluding cemeteries or mausoleums;
- 27. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31

Uses which are permitted in the I-1 zone by reference to the O-2 zone principally permitted uses and will not be permitted:

- 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

RECEIVED
 JUL 05 2022
 BOONE COUNTY
 PLANNING COMMISSION



VICINITY MAP
(Not to Scale)

Phase 1: Building / Site Characteristics	Phase 2: Building / Site Characteristics
Lot 12	Lot 2
Lot 13	Lot 3
Lot 14	Lot 4
Lot 15	Lot 5
Lot 16	Lot 6
Lot 17	Lot 7
Lot 18	Lot 8
Lot 19	Lot 9
Lot 20	Lot 10
Lot 21	Lot 11

CURRENT OWNER:
 Greenfield Commerce Center
 2000 Chamber Rd
 Louisville, KY 40203

DEVELOPER:
 Greenfield Commerce Center
 2000 Chamber Rd
 Louisville, KY 40203

ARCHITECT:
 Greenfield Commerce Center
 2000 Chamber Rd
 Louisville, KY 40203

ENGINEER:
 Greenfield Commerce Center
 2000 Chamber Rd
 Louisville, KY 40203

GENERAL NOTES:

1. Landscaping shall be installed as shown on the site plan.
2. All utility lines are shown as indicated.
3. All utility lines are shown as indicated.
4. All utility lines are shown as indicated.
5. All utility lines are shown as indicated.
6. All utility lines are shown as indicated.
7. All utility lines are shown as indicated.
8. All utility lines are shown as indicated.
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10. All utility lines are shown as indicated.
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12. All utility lines are shown as indicated.
13. All utility lines are shown as indicated.
14. All utility lines are shown as indicated.
15. All utility lines are shown as indicated.

GREENFIELD COMMERCE CENTER
CONCEPT DEVELOPMENT PLAN

2000 Chamber Rd
 Louisville, KY 40203

bayer

Project No: 2022-001
 Date: 07/05/22

1 of 1

Memorandum

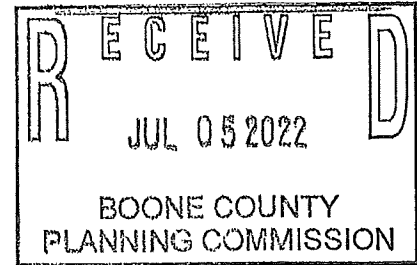
Date: July 5, 2022

To: Linzy Brefeld, Kentucky Transportation Cabinet, District 6
James Minckley, Kentucky Transportation Cabinet, District 6
Kevin Costello, Boone County Planning Commission
Robert Franxman, Boone County Engineer

From: Katie Dillenburger, Bayer Becker

cc: Marc Gloyeske, NorthPoint Development
Mike Willenbrink, Bayer Becker

Subject: Greenfield Commerce Center – Proposed Development
Traffic Impact Study – Addendum



Bayer Becker previously prepared a traffic impact study (TIS) for Greenfield Farm/Greenfield Commerce Center proposed industrial development that is to be located west of US 25 (Dixie Highway) and north of Chambers Road (KY 2951), in unincorporated Boone County, Kentucky.

The TIS was submitted to the Kentucky Transportation Cabinet (KYTC) and Boone County on March 2, 2021, with additional analysis submitted on April 7, 2021. On July 22, 2021, KYTC provided approval of the study.

Recently, the concept site plan associated with the project was modified. The proposed development is to consist of several manufacturing/warehousing/industrial buildings totaling approximately 1,892,000 square feet (SF).

More specifically, per the Greenfield Commerce Center Concept Plan dated July 5, 2022, details include:

- Development of western portion of the site, closest to the I-71/75 corridor, is to occur first with Building #1 at 448,000 SF, Building #2 at 418,000 SF, Building #3 at 301,000 SF, and Building #4 at 201,000 SF.
A connection to the existing Logistics Boulevard is proposed with service to Buildings #1 – #4.
- Development of the eastern portion of the site, Lots #1 – #11 positioned along US 25 (Dixie Highway), as a business park, is to be constructed separate from Buildings #1 – #4, including a mix of light industrial and office/warehouse uses totaling approximately 524,000 SF of building space.
Logistics Boulevard is to be extended to US 25 (Dixie Highway) with a new site access point/proposed intersection constructed at US 25 (Dixie Highway).

The purpose of this TIS Addendum is to confirm that the findings and recommendations of the original TIS are valid based on the updated concept site plan.

The scope of work required for the TIS included analysis of the following study area intersections:

- 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)

Traffic volumes for the 2020 existing year and traffic volume projections for the 2022 opening year, 2023 and 2024 additional phase completion years, 2025 full build-out year, and 2032 horizon/design year were evaluated.

Based on current plans, an opening day/year of 2024 is estimated for the site, consisting of Buildings #1 and #2, with the construction of Buildings #3 and #4 to immediately follow. The schedule for Lots #1 – #11 and the new intersection of US 25 (Dixie Highway) and Logistics Boulevard is uncertain at this time. For this TIS Addendum, the 2024 opening year will be evaluated, assumed to include Buildings #1 – #4 with access provided via existing

Logistics Boulevard, and the 2032 design year also evaluated, incorporating Lots #1 – #11 and the Logistics Boulevard extension to US 25 (Dixie Highway) for additional site access.

Site Traffic

Trips generated by the Greenfield Commerce Center proposed development, based on the current concept plan, were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, and the *ITE Trip Generation Handbook, 3rd Edition*, for manufacturing, warehousing, and business park land uses, during the weekday AM and PM peak hours, which are presented as follows in Table 1A.

**Table 1A
Trip Generation**

Land Use	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Phase 1									
Building #1 – Manufacturing	140	448.000	TSF	215	68	283	115	257	372
Building #2 – Warehousing	150	418.000	TSF	57	17	74	22	55	77
Building #3 – Warehousing	150	301.000	TSF	46	14	60	18	45	63
Building #4 – Manufacturing	140	201.000	TSF	100	32	132	49	108	157
Phase 1 Site Trips				418	131	549	204	465	669
Phase 2									
Business Park	770	524.000	TSF	552	97	649	162	464	626
Phase 1 + Phase 2 Site Trips				970	228	1198	366	929	1295

Land use descriptions and trip generation information excerpted from the ITE *Trip Generation Manual* are provided by attachment.

Based on a comparison of the updated trip generation calculations versus the original TIS trip calculations, similar site traffic volumes are estimated.

In particular, as presented in Table 1A above, the current proposed development is expected to generate 1198 total AM peak hour site trips (970 entering, 228 exiting) and 1295 total PM peak hour trips (366 entering, 929 exiting). Per the Table 1 of the TIS, the original development site trips were calculated at 1061 total AM site trips (818 entering, 243 exiting) and 1132 total PM site trips (340 entering, 792 exiting). Excerpts from the TIS are provided by attachment for reference. An overall difference of approximately 13 to 14 percent (+137 total AM trips and +163 total PM trips) is anticipated based on the current concept site plan.

The updated site trips generated by the proposed development were assigned to the adjacent roadway network, by directional distribution, based on existing and expected future traffic patterns of the study area, for AM and PM peak hours, as described in the TIS and also summarized as follows:

- Approximately 80 percent entering from and exiting to the north on US 25 (Dixie Highway).
- Approximately 20 percent entering from and exiting to the south on US 25 (Dixie Highway).

At the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951), it was estimated that approximately 18 percent enters from and exits to the south, one percent from/to the east, and one percent from/to the west.

The updated Site Traffic Volumes for Phase 1 and for full build out, Phase 1 and Phase 2, are presented in the attached Figure 8A and Figure 10A, respectively.

Build Traffic

To estimate 2024 build traffic volumes, the Phase 1 site traffic volumes for the proposed development were combined with the 2024 no build traffic volumes (TIS Figure 4). For 2032 build traffic volumes, the full build-out site traffic volumes (Phase 1 + Phase 2) were added to the 2032 no build traffic volumes (TIS Figure 6), respectively.

The updated 2024 and 2032 Build Traffic Volumes are presented in Figures 13A and 15A, respectively, as attached. The original TIS no build figures are also attached for reference.

Level of Service Analysis

Intersection level of service (LOS) analysis was performed as part of this TIS Addendum, incorporating the updated 2024 and 2032 build traffic volumes.

As identified in the TIS, US 25 (Dixie Highway) is a north-south, two-lane, urban minor arterial (state highway facility). However, to the 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. According to design documents provided by KYTC, US 25 (Dixie Highway) is to be widened to five lanes (two lanes per direction plus a center lane) from KY 338 (Richwood Road) to Transport Drive. It is to transition to three lanes south of Transport Drive and 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. Separately, it is understood that KYTC is currently studying the US 25 (Dixie Highway) corridor from KY 338 (Richwood Road) to KY 16 (Mary Grubbs Highway), including the TIS key intersections. While the evaluation is ongoing, according to the Data Needs Analysis/Scoping Study, dated April 2020, KYTC recommended that US 25 (Dixie Highway) be reconstructed as a five-lane roadway with curb, gutter, and a shared-use path on one side, from Transport Drive (i.e., the terminus of the I-71/75 and KY 338 (Richwood Road) interchange project limits) to KY 16 (Mary Grubbs Highway). As such, LOS analysis for 2032 build traffic volumes was modeled with US 25 (Dixie Highway) as a five-lane section.

LOS results for the US 25 (Dixie Highway) and Logistics Boulevard intersection are summarized in Table 3A as follows, for the AM and PM peak hours. For reference, the 2024 and 2032 no build LOS results are also provided as taken from the original TIS.

Table 3A
Level of Service (Delay, sec./veh.)

		2024		2032		
		No Build	Build	No Build	Build	
US 25 (Dixie Highway) & Logistics Boulevard						
AM Peak Hour	EB	L	C (25.3)	C (27.3)	C (25.3)	C (25.6)
		R	C (24.8)	C (25.3)	C (24.8)	C (24.9)
		Approach	C (25.2)	C (26.9)	C (25.2)	C (25.5)
	NB	L	B (12.6)	B (13.8)	B (13.3)	C (22.2)
		T	B (11.2)	B (11.2)	B (11.7)	B (11.0)
		Approach	B (11.4)	B (12.0)	B (11.9)	B (12.3)
	SB	T	B (10.6)	B (10.6)	B (10.8)	B (13.4)
		R	A (9.6)	B (13.0)	A (9.6)	B (10.2)
		Approach	B (10.4)	B (12.1)	B (10.6)	B (13.0)
Overall Intersection		B (12.4)	B (14.5)	B (12.5)	B (13.4)	

Table 3A (continued)
Level of Service (Delay, sec./veh.)

		2024		2032		
		No Build	Build	No Build	Build	
US 25 (Dixie Highway) & Logistics Boulevard						
PM Peak Hour	EB	L	C (31.3)	D (50.8)	C (31.3)	C (33.9)
		R	C (26.4)	B (17.5)	C (26.4)	C (25.3)
		Approach	C (30.1)	D (43.3)	C (30.1)	C (31.8)
	NB	L	B (19.9)	C (34.4)	C (23.5)	C (22.4)
		T	B (11.3)	C (23.0)	B (11.9)	B (15.5)
		Approach	B (13.3)	C (26.4)	B (14.1)	B (16.1)
	SB	T	B (12.9)	D (45.1)	B (14.4)	B (13.7)
		R	A (9.4)	C (30.9)	A (9.4)	B (10.6)
		Approach	B (12.7)	D (40.8)	B (14.1)	B (13.5)
Overall Intersection		B (18.2)	D (38.8)	B (18.5)	B (18.2)	

Based on the updated LOS analysis completed and summarized in Table 3A, the intersection of US 25 (Dixie Highway) and Logistics Boulevard will operate at acceptable levels of service (i.e., similar LOS and/or less than 80 seconds of delay) for 2024 build conditions, including Phase 1 of the Greenfield Commerce Center proposed development, for both AM and PM peak hours. Assuming that US 25 (Dixie Highway) is improved to a five-lane roadway and with optimized signal timing, levels of service and delays at the intersection of US 25 (Dixie Highway) and Logistics Boulevard will be maintained (i.e., similar LOS and/or less than 80 seconds of delay) through 2032 build conditions, including full build-out of the Greenfield Commerce Center proposed development, for both AM and PM peak hours.

LOS results for the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951) are summarized in the following Table 4A, for the AM and PM peak hours. The 2024 and 2032 no build LOS results are provided for reference, as taken from the TIS. Also, as previously indicated, analysis for 2032 build traffic volumes incorporates US 25 (Dixie Highway) as a five-lane section and based on prior coordination with KYTC, a traffic signal at the intersection is also assumed for future conditions and was modeled as such.

Table 4A
Level of Service (Delay, sec./veh.)

		2024		2032		
		No Build	Build	No Build	Build	
US 25 (Dixie Highway) & Chambers Road (KY 2951)						
AM Peak Hour	EB	LTR	B (11.1)	B (13.2)	B (12.2)	C (26.2)
		Approach	B (11.1)	B (13.2)	B (12.2)	C (26.2)
	WB	LTR	B (14.4)	C (17.9)	C (17.3)	C (25.5)
		Approach	B (11.4)	C (17.9)	C (17.3)	C (25.5)
	NB	L	A (7.7)	A (7.8)	A (7.8)	B (11.3)
		T	-	-	-	B (11.3)
		R	-	-	-	B (11.3)
	SB	Approach	-	A (1.8)	-	B (11.3)
		L	A (8.1)	A (8.3)	A (8.3)	B (14.6)
		T	-	-	-	B (10.1)
	SB	R	-	-	-	B (10.1)
		Approach	-	A (1.7)	-	B (10.8)
Overall Intersection		-	-	-	B (13.4)	

Table 4A (continued)
Level of Service (Delay, sec./veh.)

		2024		2032		
		No Build	Build	No Build	Build	
US 25 (Dixie Highway) & Chambers Road (KY 2951)						
PM Peak Hour	EB	LTR	C (17.8)	C (22.6)	B (12.2)	C (24.8)
		Approach	C (17.8)	C (22.6)	B (12.2)	C (24.8)
	WB	LTR	F (59.0)	F (100.4)	C (17.3)	C (25.5)
		Approach	F (59.0)	F (100.4)	C (17.3)	C (25.5)
	NB	L	A (9.0)	A (9.4)	A (7.8)	C (23.4)
		T	-	-	-	B (12.1)
		R	-	-	-	B (12.1)
	SB	Approach	-	A (2.5)	-	B (13.9)
		L	A (8.2)	A (8.3)	A (8.3)	B (15.1)
		T	-	-	-	B (14.0)
		R	-	-	-	B (14.0)
	Approach		-	A (0.9)	-	B (14.0)
	Overall Intersection		-	-	-	B (15.5)

Based on the LOS analysis completed and summarized in Table 4A, the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951) will operate at an acceptable level of service (i.e., similar LOS and/or less than 80 seconds of delay) for 2024 build conditions, including Phase 1 of the Greenfield Commerce Center proposed development, during the AM peak hour. For the PM peak hour, 2024 build conditions, acceptable LOS are achieved with the exception of the westbound intersection approach. While an LOS of F is estimated for no build and build traffic, delay is increased with the proposed development. However, with the planned improvements for US 25 (Dixie Highway), widened to a five-lane roadway with signalization, the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951) will operate at acceptable levels of service (i.e., LOS of C or better and/or less than 80 seconds of delay) for 2032 build conditions, including the Greenfield Commerce Center proposed development, for both AM and PM peak hours.

LOS results for the US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) intersection, also incorporating the US 25 (Dixie Highway) improvements, are presented as follows in Table 5A, for 2032 build conditions, for the AM and PM peak hours.

Table 5A
Level of Service (Delay, sec./veh.)

		2032		2032			
		Build		Build			
US 25 (Dixie Highway) & Proposed Site Access (extended Logistics Boulevard)							
AM Peak Hour	EB	L	C (27.6)	PM Peak Hour	EB	L	D (51.9)
		R	C (25.3)			R	B (17.3)
		Approach	C (27.1)			Approach	D (45.0)
	NB	L	B (13.7)		NB	L	C (31.9)
		T	B (10.6)			T	B (20.0)
		Approach	B (11.6)			Approach	C (21.4)
	SB	T	B (10.1)		SB	T	C (22.0)
		R	C (30.8)			R	C (21.0)
		Approach	C (25.1)			Approach	C (21.7)
Overall Intersection		C (20.9)	Overall Intersection		C (30.0)		

Based on the updated LOS analysis completed and summarized in Table 5A, assuming that US 25 (Dixie Highway) is improved to a five-lane roadway and with optimized signal timing, levels of service and delays at the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) will be acceptable (i.e., overall intersection LOS of C or better and/or less than 80 seconds of delay) for 2032 build conditions, for both AM and PM peak hours. Delays for the individual movements are also less than the required 80 seconds.

LOS reports are provided by attachment.

Additional Review

Included with this TIS Addendum, traffic signal warrant analysis was performed for the US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) intersection, for the updated 2032 build traffic volumes.

Using the KYTC traffic signal justification spreadsheet, the updated 2032 build traffic volumes at the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) satisfy Warrant 3, Peak Hour, per Table 4C-3 and Table 4C-4 in the *Manual on Uniform Traffic Control Devices, 2009 Edition*. The additional signal warrant analysis is attached.

With confirmation of the traffic signal warrant and based on the LOS analysis presented in the prior section/results in Table 5A, turn lane recommendations for the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) also remain valid, a southbound right turn lane, a northbound left turn lane, and an eastbound right turn lane, per the guidance provided within the KYTC *Highway Design Manual* (i.e., in consideration of safety and operations). These improvements are in combination with/in addition to the planned KYTC improvements of widening US 25 (Dixie Highway) to five lanes.

Turn lane storage lengths were also confirmed per the updated LOS analysis.

Based on queue analysis completed for the intersection of US 25 (Dixie Highway) and Logistics Boulevard, the existing 350' southbound right turn lane provides adequate storage for future traffic volumes which are estimated at a 95 percent queue length of 202.5' maximum. The existing 300' northbound left turn lane also provides adequate storage, accommodating the maximum 95 percent queue length of 117.5'. With the planned widening of US 25 (Dixie Highway), the future five-lane section will also cover the northbound left turn lane needs. And the existing 150' eastbound right turn lane on Logistics Boulevard provides adequate storage for future traffic volumes, the maximum 95 percent queue length of 150' that is estimated.

For the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard), the recommended 550' southbound right turn lane provides adequate storage for future traffic volumes, the maximum 95 percent queue length of 537.5'. The recommended 215' northbound left turn lane also provides adequate storage for the 95' maximum 95 percent queue length plus the widened section of US 25 (Dixie Highway) that is planned will accommodate the northbound left turns. Finally, the recommended 150' eastbound right turn lane also provides adequate storage for the 117.5' maximum 95 percent queue length.

As previously stated, the complete LOS reports are provided by attachment, which include queue results (reported in number of vehicles, vehicle length of 25' assumed).

Conclusions

The following conclusions are made based on the calculations and analysis prepared in the original TIS and with this TIS Addendum.

The intersection of US 25 (Dixie Highway) and Logistics Boulevard will operate at acceptable levels for 2024 build conditions, including Phase 1 of the Greenfield Commerce Center proposed development. Assuming that US 25 (Dixie Highway) is improved to a five-lane roadway, as proposed by KYTC, and with optimized signal timing, the intersection operations of US 25 (Dixie Highway) and Logistics Boulevard will be maintained through 2032 build conditions, including full build-out of the proposed development.

Similarly, the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951) will generally operate at acceptable levels for 2024 build conditions, including Phase 1 of the proposed development, and the intersection

will be improved and operate at acceptable levels for 2032 build conditions, including full build-out of the proposed development and assuming that US 25 (Dixie Highway) is widened to five lanes and that the intersection is signalized.

And finally, the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) will operate at acceptable levels for 2032 build conditions, including full build-out of the Greenfield Commerce Center proposed development, assuming that US 25 (Dixie Highway) is improved to a five-lane roadway and also including the following improvements:

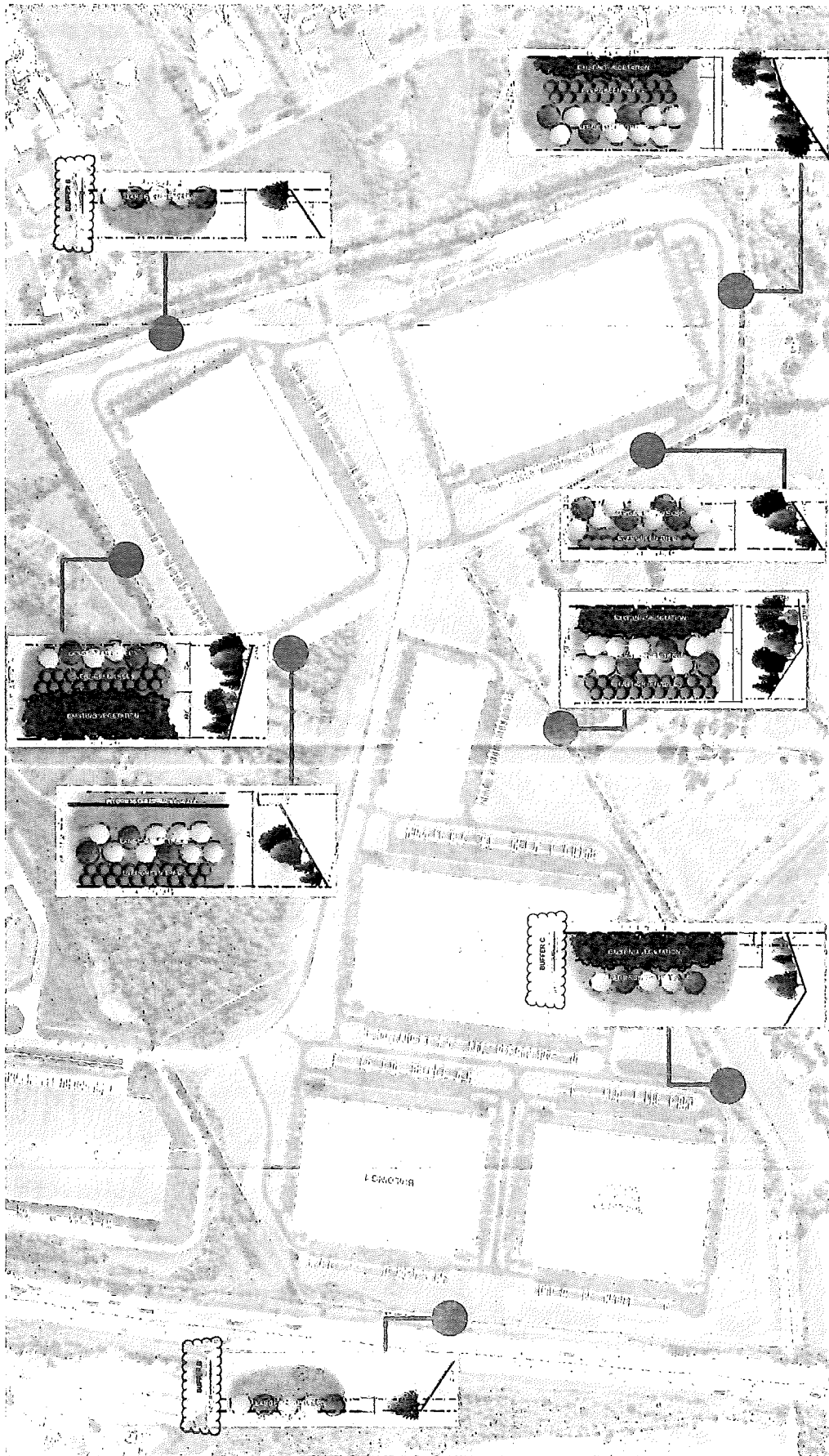
- Construct a 550' southbound right turn lane on US 25 (Dixie Highway) at the Proposed Site Access
- Provide a 215' northbound left turn lane on US 25 (Dixie Highway) at the Proposed Site Access
- Construct a 150' eastbound right turn lane on the Proposed Site Access at US 25 (Dixie Highway)
- Install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

The recommended turn lane storage lengths identified above include a bay taper of 100' for US 25 (Dixie Highway) and a bay taper of 50' for the Proposed Site Access (extended Logistics Boulevard) as per the KYTC *Highway Design Manual*.

As previously indicated throughout the original TIS and within this TIS Addendum, the build traffic volume projections include traffic generated by the Greenfield Commerce Center proposed development. Therefore, the above roadway improvements are recommended with the proposed development to mitigate its impact.

20-0230 Greenfield Farm - TIS Addendum - Memo 220705.docx

2021 Concept Development Plans



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

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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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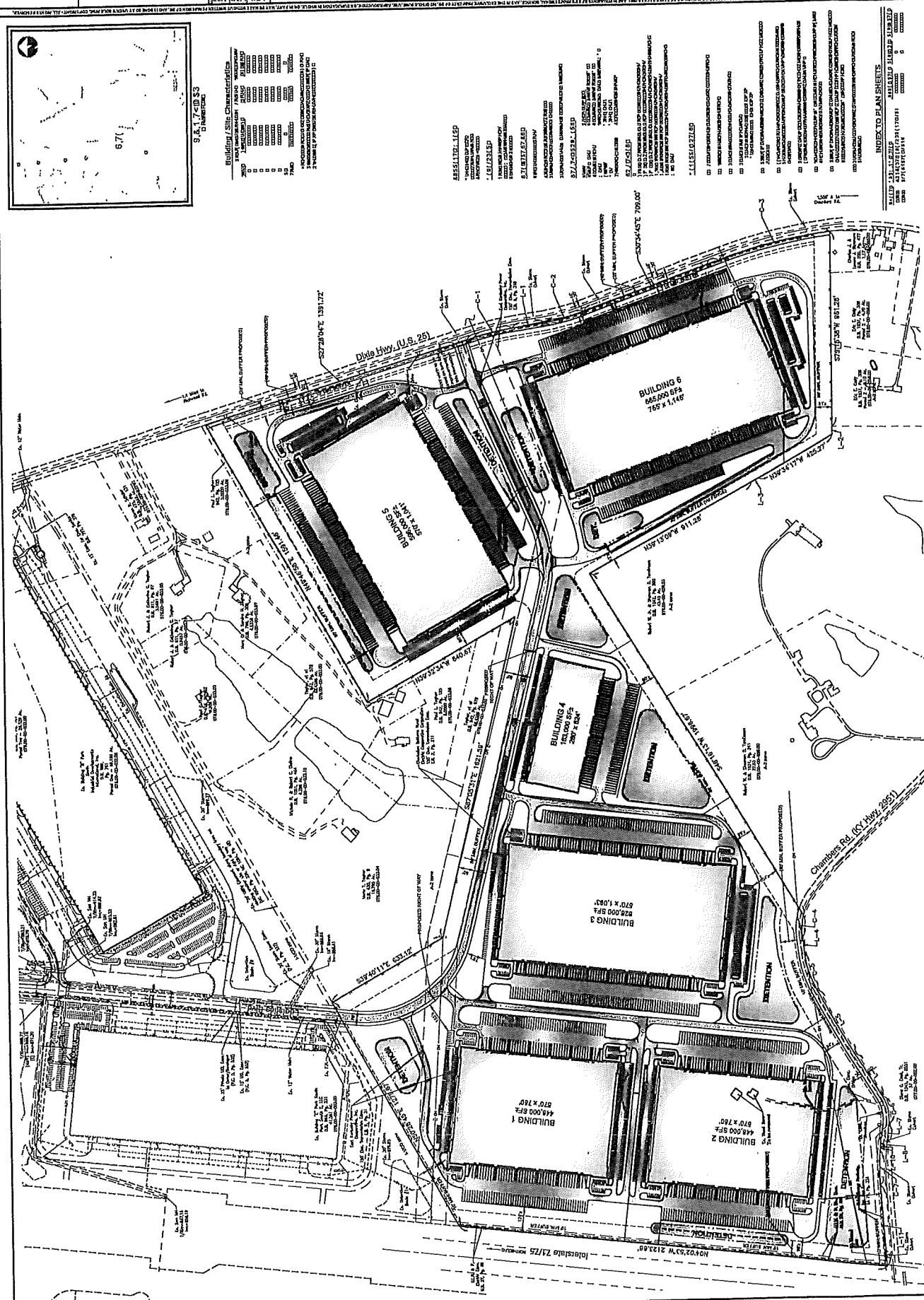
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**CONCEPT DEVELOPMENT PLAN
 GREENFIELD COMMERCIAL CENTER**
 Dick Highway (US 29), Commerce Road & I-75
 Intersected, Brown County, Kentucky

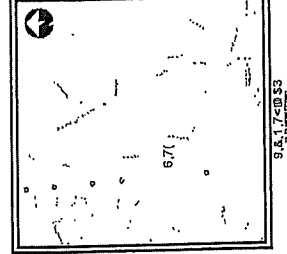
NO. 1	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 2	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 3	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 4	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 5	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 6	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 7	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
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NO. 18	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 19	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 20	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11

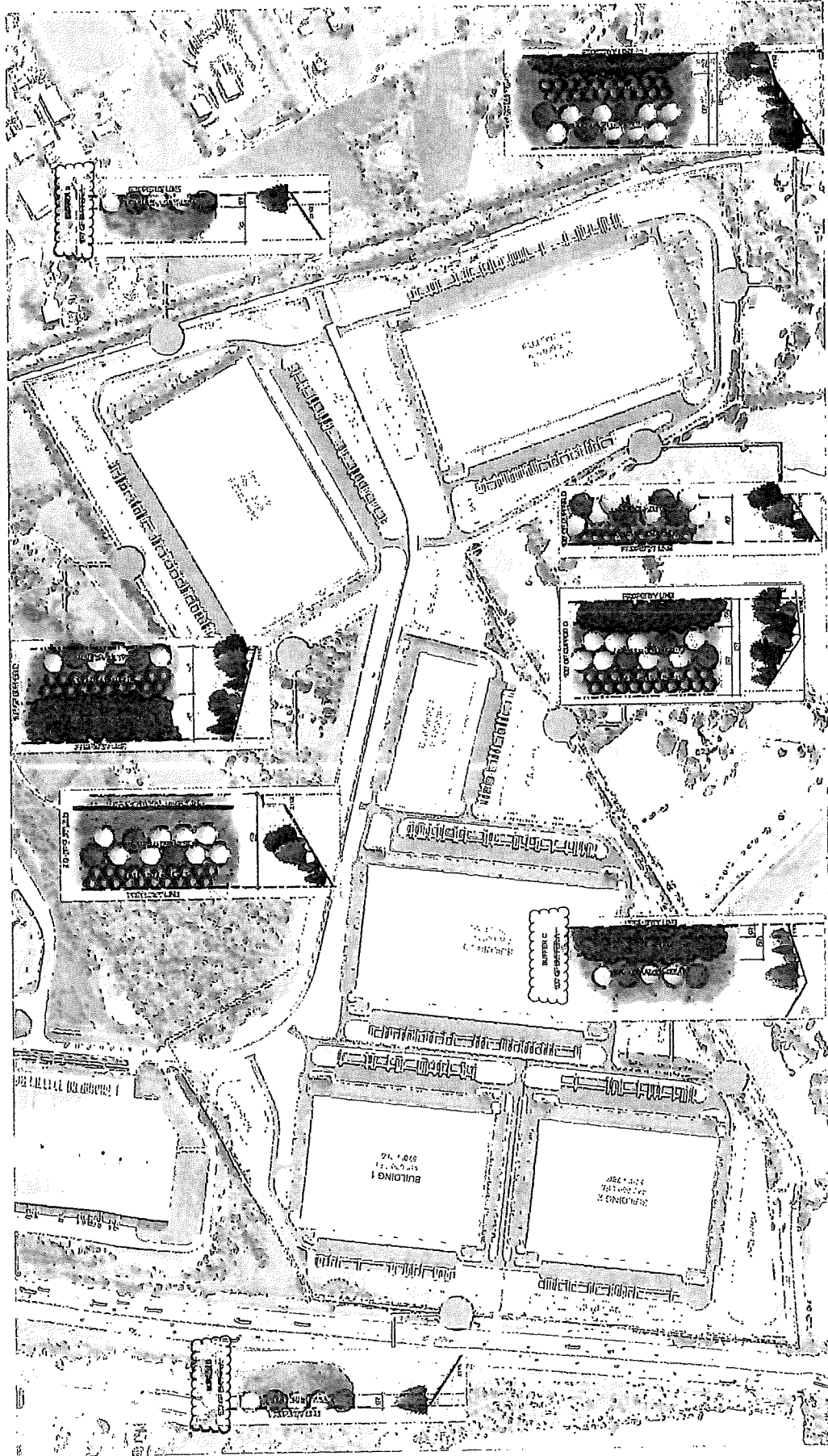
INDEX TO PLAN SHEETS

NO. 1	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 2	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 3	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 4	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
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NO. 16	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 17	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 18	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 19	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11
NO. 20	CONCEPT DEVELOPMENT PLAN	DATE: 07/15/11



- Building / Site Characteristics**
- 1. BUILDING 1: 445,000 SF, 870' x 780'
 - 2. BUILDING 2: 445,000 SF, 870' x 780'
 - 3. BUILDING 3: 828,000 SF, 2000' x 624'
 - 4. BUILDING 4: 200,000 SF, 2000' x 624'
 - 5. BUILDING 5: 590,000 SF, 3000' x 624'
 - 6. BUILDING 6: 811,000 SF, 760' x 690'
- Site Characteristics**
- 1. SITE 1: 100' x 100'
 - 2. SITE 2: 100' x 100'
 - 3. SITE 3: 100' x 100'
 - 4. SITE 4: 100' x 100'
 - 5. SITE 5: 100' x 100'
 - 6. SITE 6: 100' x 100'

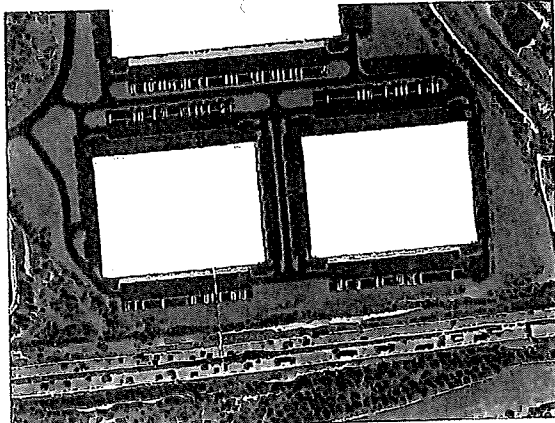




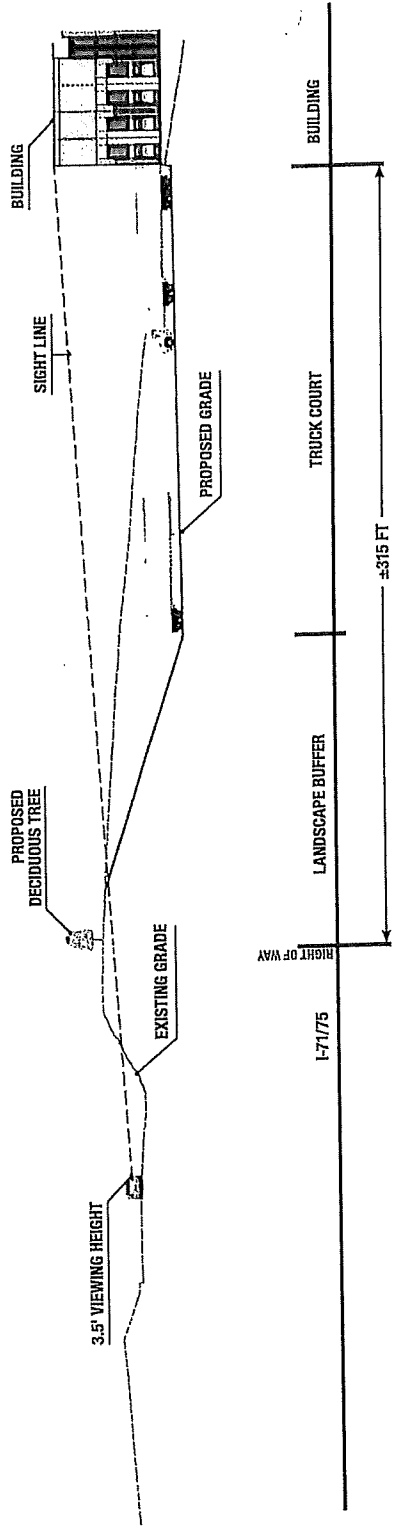
Greenfield Commerce Center

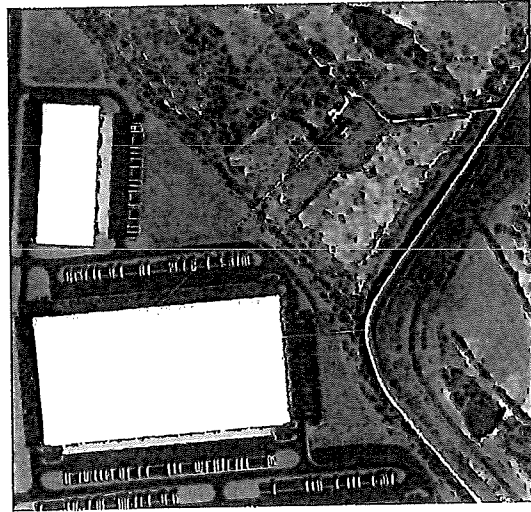
April 2021



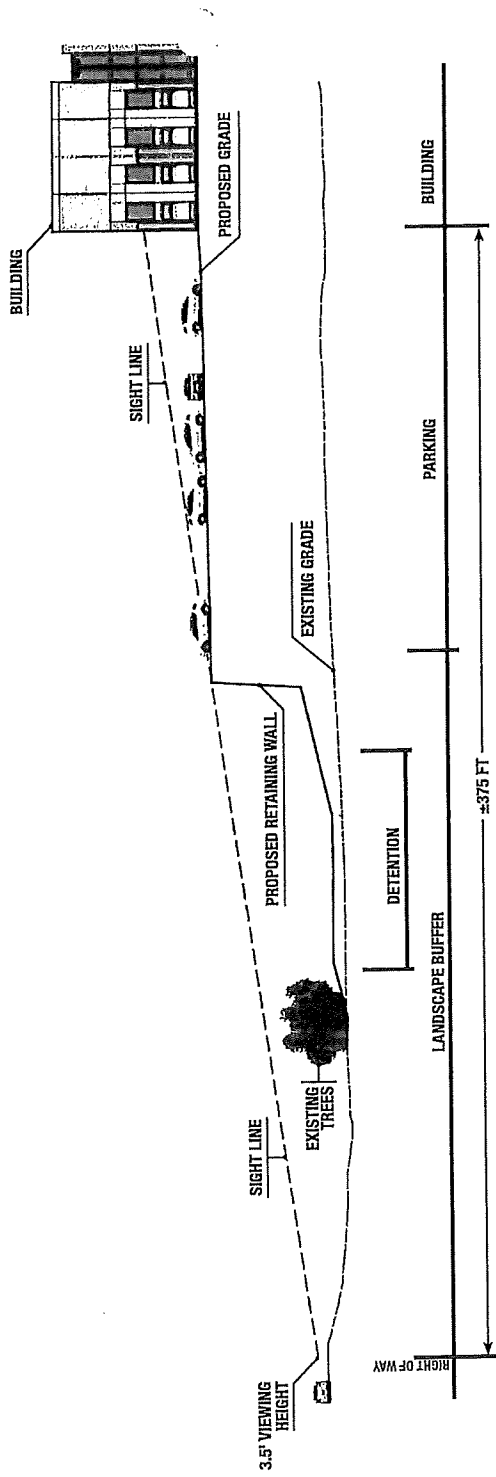


SECTION A

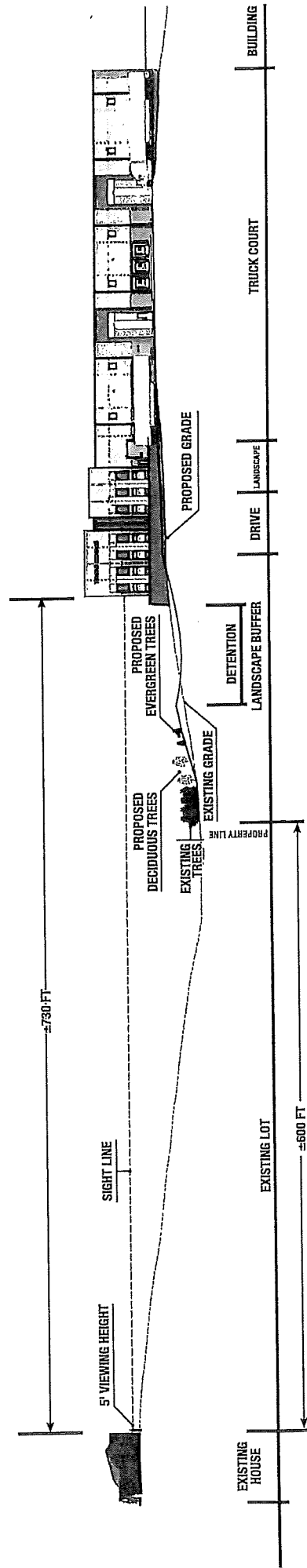


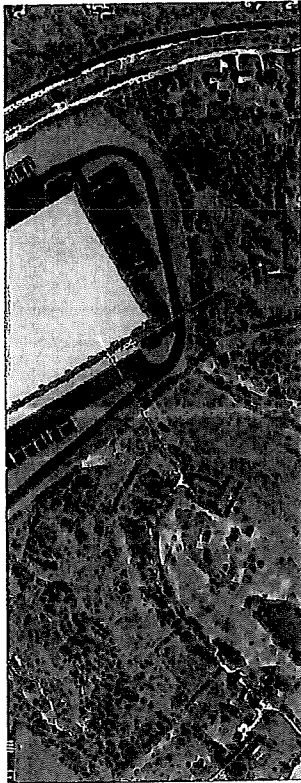


SECTION B

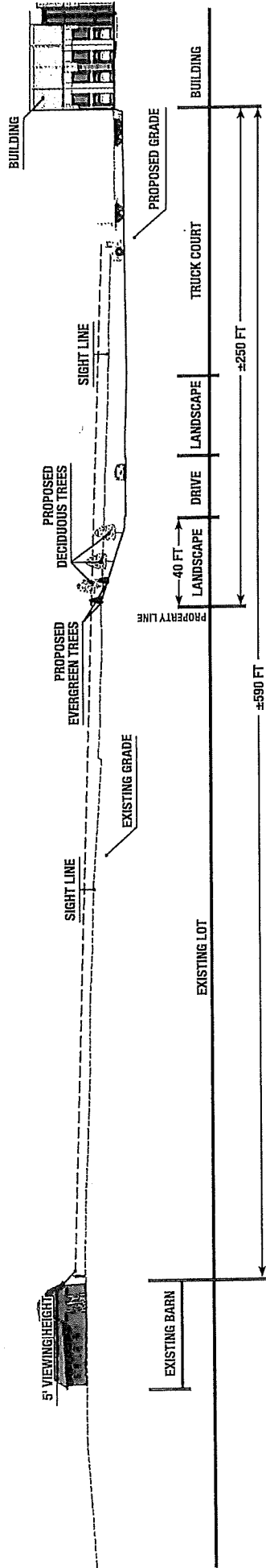


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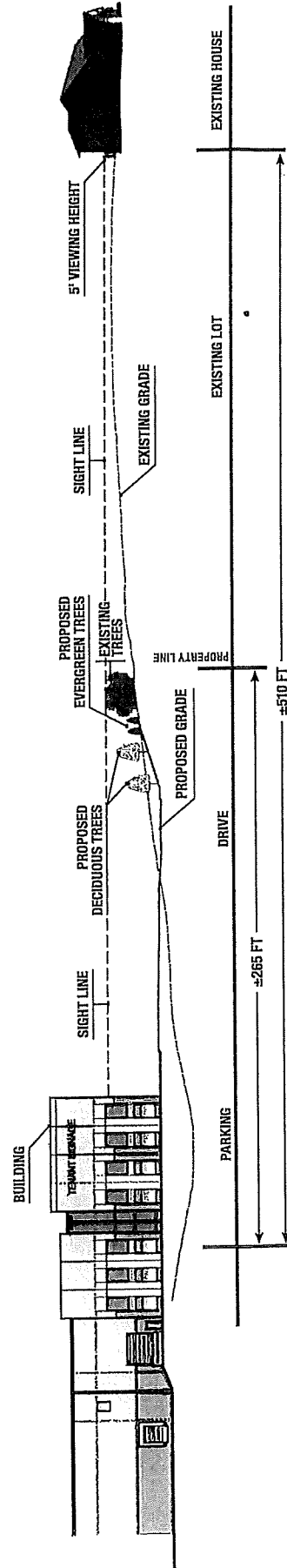




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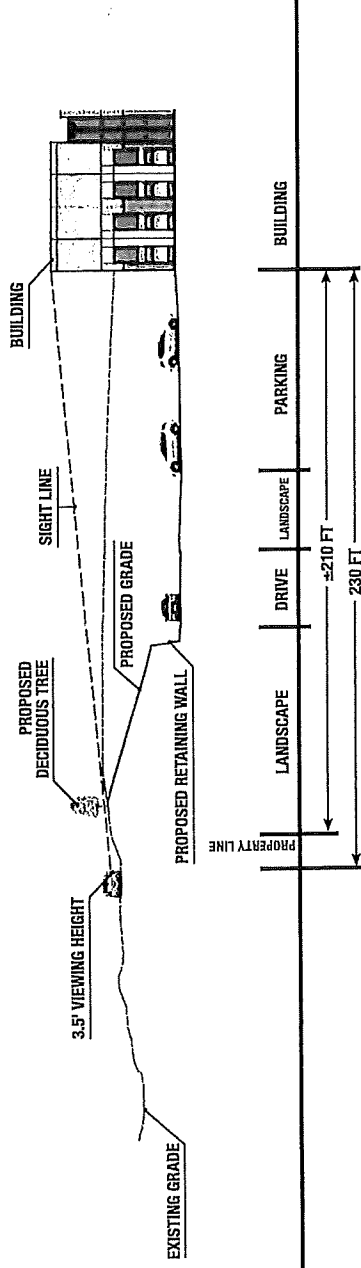


SECTION E

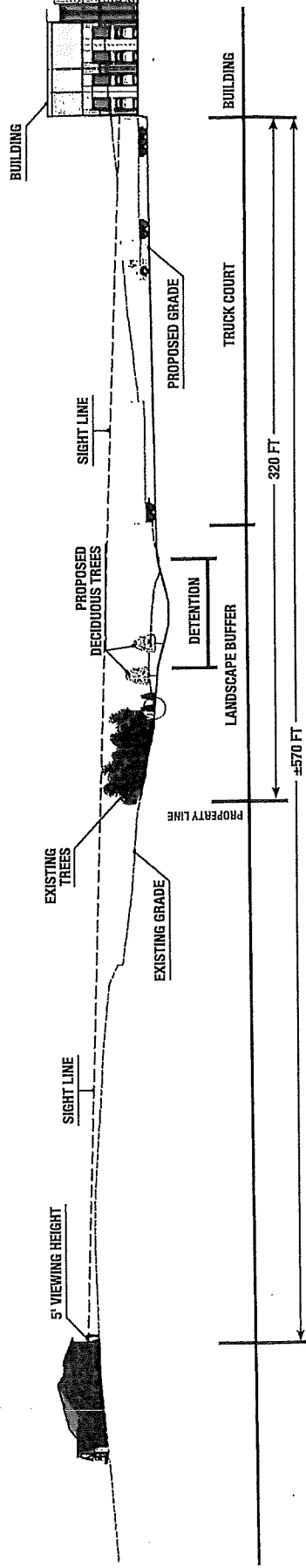




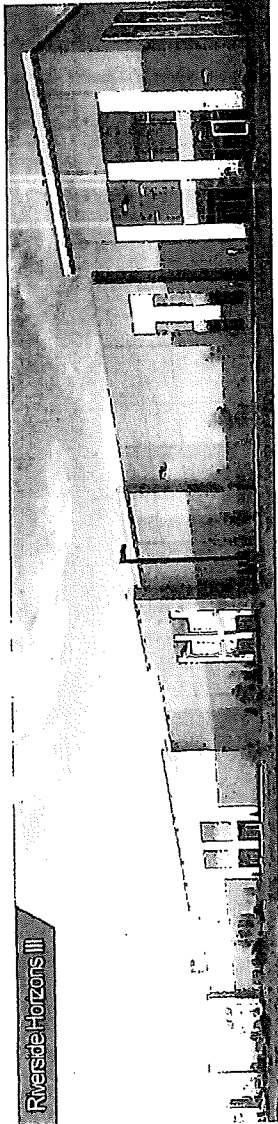
SECTION F



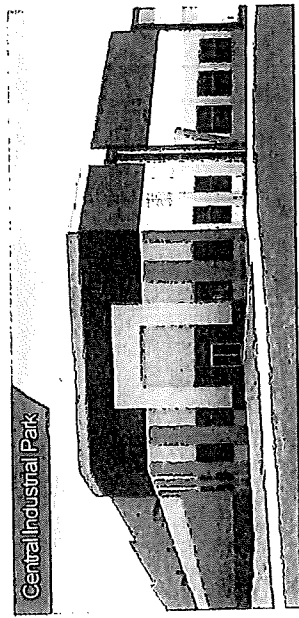
SECTION G



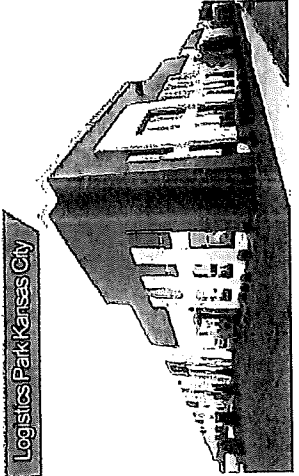
Building Exterior Examples



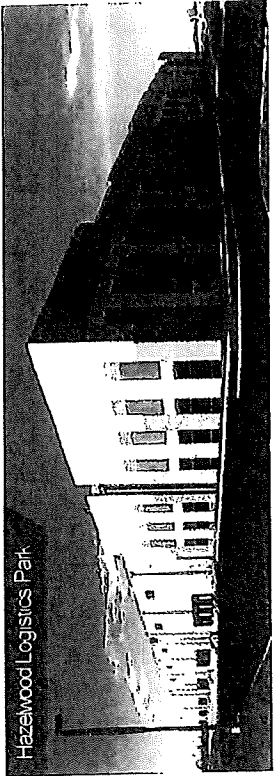
Riverside Horizons III



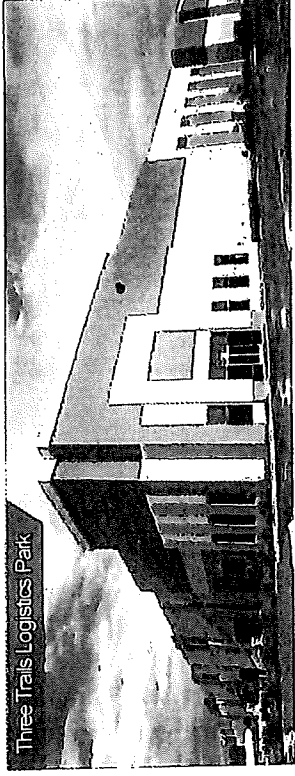
Central Industrial Park



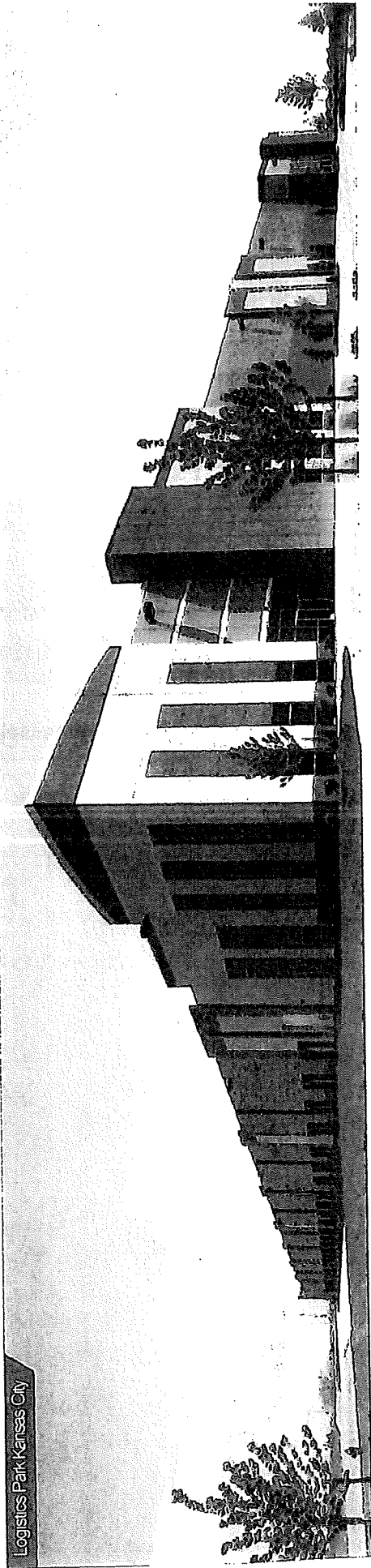
Logistis Park Kansas City



Hazelwood Logistics Park



Three Trails Logistics Park



Logistis Park Kansas City

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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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 _____

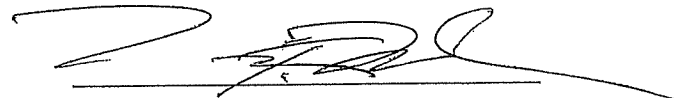
Janet Kegley (Chairwoman)
For Project Absent _____
Against Project _____
Abstain _____ Deferred _____

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

Resolution Of The Boone County Fiscal Court

Resolution No. 2021 - 186

A RESOLUTION RELATING TO THE BOONE COUNTY FISCAL COURT AS FINDINGS OF FACT FOR DENIAL OF REQUESTED ZONING MAP AMENDMENT ON JULY 27TH, 2021 FOR THE 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.

NOW, THEREFORE, BE IT RESOLVED BY THE FISCAL COURT, COUNTY OF BOONE, COMMONWEALTH OF KENTUCKY:

Section I

The above referenced application should be denied based on the fact that it does not agree with all applicable aspects of the Our Boone County – Plan 2040, which is the adopted Comprehensive Plan.

The proposal does agree with the Future Land Use Map's "Industrial" designation that is applied to the majority of the site. However, the text of the Comprehensive Plan's Land Use Element ("21. Richwood East," p. 140) states that the area should develop as a "Business Park." This designation is defined in the Land Use Element (p. 98) 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.

While the property owner has agreed to certain conditions which correlate to several of the topics stated in the definition, the proposal is still more indicative of an industrial subdivision than a "Business Park" as defined due to the following reasons:

1. There is no commitment to provide a mix of office warehouse, research, office, and light industrial uses as described in the definition. The building and pavement configurations shown on the Concept Development Plan options for the individual lots are indicative of a warehousing and distribution development. Based on recommended Condition 1 that is outlined in the May 5, 2021 Committee Report, the building and pavement configurations for the individual building sites have not been determined. Thus, agreement with the Business Park designation cannot be reasonably determined for the development of the individual lots.

Related to this issue, the Economy Element ("Conclusions and Recommendations," p. 66) observes, "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." This and similar problems with semi-trucks are substantially associated with warehousing and distribution facilities and could be more effectively curtailed with a commitment to provide a use mix which corresponds to the Business Park definition.

2. A "park-like, office campus setting with large building setbacks" is not evident from the Concept Development Plan or the conditions that are recommended in the May 5, 2021 Committee Report. As stated above, no particular use mix which responds to the Business Park definition has been agreed to by the property owner. Because no committed building and pavement configurations have been proposed for the individual lots, not even on a conceptual basis, it has not been demonstrated that the development will be "park-like" or an "office campus setting with large building setbacks." Open spaces proposed around the perimeter of the site are to buffer adjoining, incompatible land uses rather than to create a "park-like, office campus setting."

3. No recreation facilities or comparable amenities have been proposed. Also aligning with the "Business Park" designation under the Comprehensive Plan's Land Use text is the Land Use Element's Future Land Use Development Guidelines providing general comments relating to the proposal. Specifically, subsection "B" (p. 95) states: "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." The absence of an appropriate land use transition has not been satisfactorily remedied via building setbacks, buffer yards, and screening efforts.

Additionally, the Chambers Road frontage area is designated, in a configuration which approximates a buffer strip, as "Rural Lands" by the Future Land Use Map. The nominal width of this area generally ranges from approximately 130 to 160 feet. Per the Concept Development Plan and agreed conditions, the landscape buffer along Chambers Road will be a minimum of 80 feet wide, which will not result in the substantial open space or landscape buffer advocated by the Comprehensive Plan's Future Land Use Map to shield the Chambers Road area from development on this site. The Land Use Element ("23. Walton," p. 144) states that the area to the south, "immediately adjacent to Chambers Road should include lower density residential development." Thus, the need for substantial buffering as envisioned by the Future Land Use Map, and stated in the Land Use Element for this area ("21. Richwood East," p. 140), is heightened.

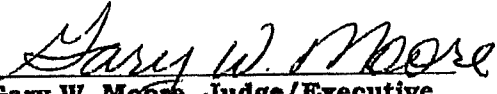
The Concept Development Plan proposes to extend Logistics Boulevard to the approximate midpoint of the site's Dixie Highway frontage and create a new intersection. While the proposed alignment of this road extension follows the Land Use Element's recommendations ("21. Richwood East," p. 140), the Kentucky Transportation Cabinet has identified a need to widen or otherwise improve Dixie Highway between KY 338 and KY 14. A planning study is scheduled to begin in the near future, but no additional phases for this project are in the Six Year Plan, so the nature of the improvements, or their timing for construction, have not been determined. The general section of Dixie Highway that would be used to access this site has noticeably poor geometrics when compared to other sections of the road in this overall area. The Land Use Element ("21. Richwood East," p. 149) states, "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." The Comprehensive Plan's Goals and Objectives state, "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), and "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). The Future Land Use Development Guidelines ("Access Management," p. 96 and "Transportation and Pedestrian Network," pp. 96-97) also make statements about protecting existing roadways and addressing impacts of truck traffic.

Based on the current status of Dixie Highway between KY 338 and KY 14, particularly south of the existing Logistics Boulevard intersection, coupled with the Comprehensive Plan's statements made about the road system in general and Dixie Highway in particular, agreement with the Comprehensive Plan has not been demonstrated as it pertains to establishing and maintaining a safe and effective relationship between this development and the surrounding road network in the foreseeable future. This conclusion acknowledges that the property owner has agreed to construct certain improvements at the proposed Dixie Highway/Logistics Boulevard intersection per Condition 10 in the May 5, 2021 Committee Report. No facts which legitimately support a finding that the existing zoning classification is inappropriate and that the proposed zoning classification is appropriate have been identified.

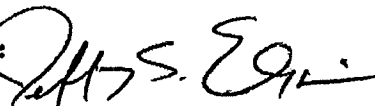
No facts which legitimately support a finding that there have been major changes of an economic, physical, or social nature not anticipated in the Comprehensive Plan that substantially alter the area's character have been identified.

Section II

That this Resolution is hereby approved and adopted in Open Session of the Boone County Fiscal Court this 27th day of July, 2021.


**Gary W. Moore, Judge/Executive
Boone County Fiscal Court**

Attest:


**Sharon Burcham JEFFREY S. EARLYWINE
Fiscal Court Clerk**

ACTING

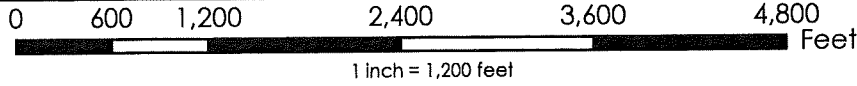
ZONING MAP

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Boone County GIS - Putting Northern Kentucky on the Map

Map Created: xx/xx/2020

Boone County GIS
ArcMap Document: *.mxd

2040 FUTURE LAND USE MAP

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0 600 1,200 2,400 3,600 4,800 Feet

1 inch = 1,200 feet



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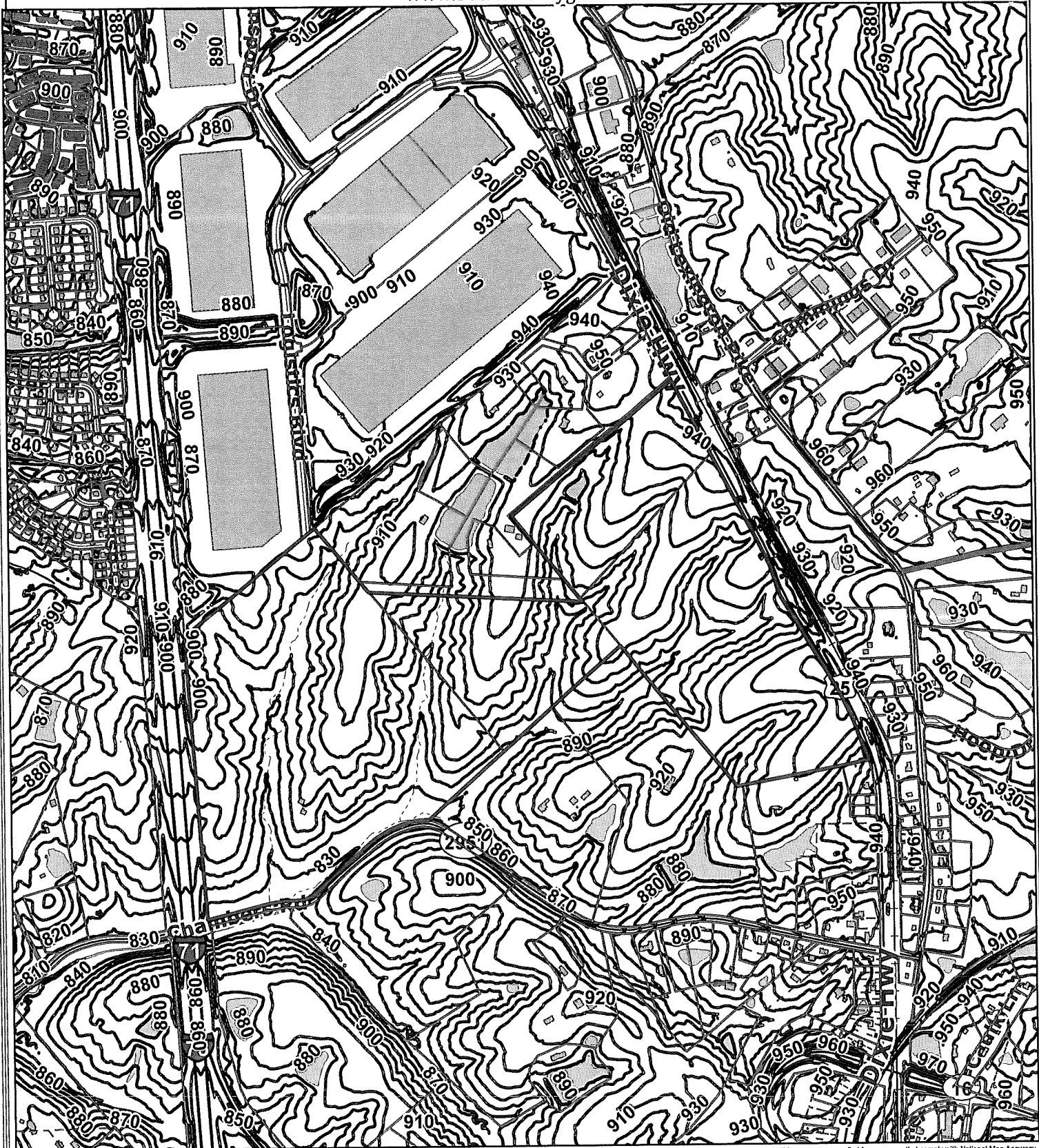
Map Created: xx/xx/2020



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ArcMap Document: *.mxd

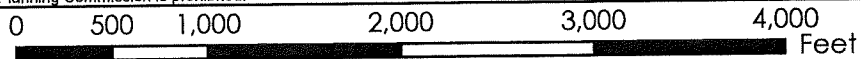
TOPOGRAPHICAL MAP

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1 inch = 1,000 feet



Map Created: xx/xx/2020

Boone County GIS - Putting Northern Kentucky on the Map



Map File: 1.mxd
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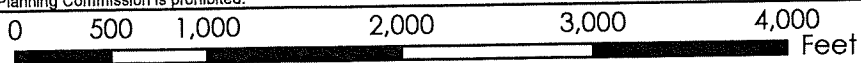
2022 AERIAL MAP

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1 inch = 1,000 feet



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BOONE COUNTY ZONING REGULATIONS

ARTICLE 11 EMPLOYMENT DISTRICTS

SECTION 1131 Principally Permitted Uses → I-1 ZONE

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.



BOONE COUNTY ZONING REGULATIONS

ARTICLE 11 EMPLOYMENT DISTRICTS

SECTION 1132 Accessory Uses → I-1 ZONE

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.



BOONE COUNTY ZONING REGULATIONS

ARTICLE 11 EMPLOYMENT DISTRICTS

SECTION 1133 Conditional Uses and Criteria → I-1 ZONE

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).



BOONE COUNTY ZONING REGULATIONS

ARTICLE 11 EMPLOYMENT DISTRICTS

SECTION 1111 Principally Permitted Uses → O-1 ZONE

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;



BOONE COUNTY ZONING REGULATIONS

ARTICLE 11 EMPLOYMENT DISTRICTS

SECTION 1121 Principally Permitted Uses → O-2 ZONE

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.

Todd Morgan

From: Andy Aman <aaman@sd1.org>
Sent: Friday, July 08, 2022 1:55 PM
To: Todd Morgan
Subject: RE: Zoning Map Amendment Application for Greenfield Commerce Center

EXTERNAL MESSAGE

Storm:

1. This project will need to apply for and obtain a Storm Water Permit from SD1 with a disturbance of 1-acre and greater/common plan of development.

Sanitary:

1. A reservation of sanitary sewer capacity has been reserved for this development for 90,000 GPD.
2. New sanitary sewer connection(s) with this project will need to obtain the appropriate sanitary sewer permits from SD1.

Replat:

1. All replats with an SD1 easement(s) will need to be reviewed and signed off on by SD1.

Andy Aman

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

From: Todd Morgan <TMorgan@boonecountky.org>
Sent: Thursday, July 7, 2022 4:34 PM
To: Robert Franxman <rfranxman@boonecountky.org>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; Minckley, James A (KYTC-D06) <James.Minckley@ky.gov>; Andy Aman <aaman@sd1.org>; Mike Rouse <miker@boonewater.com>; Jerry Noran <jnoran@boonecountky.org>; Charlie Alexander <Charlie.Alexander@waltonfireky.com>; Daniel Menetrey <dmenetrey@boonecountky.org>; Mark Martin <mmartin@boonecountky.org>
Subject: Zoning Map Amendment Application for Greenfield Commerce Center

All:

Boone County Planning Commission has received a Zoning Map Amendment application to rezone a 208.73 acre area from Agricultural Estate (A-2) to Industrial One (I-1) to allow the development of a multi-building business park (Greenfield Commerce Center). The business park would be accessed from Dixie Highway and Logistics Boulevard. I have attached copies of the project overview and Concept Development Plan for your review. The public hearing has been scheduled for 8/3/22, at 7:30 P.M. Please let me know if you have any comments regarding the application by 7/22/22 so I can include them in my Staff Report.

Linzy, James, and Rob:

Todd Morgan

From: Robert Franxman
Sent: Wednesday, July 20, 2022 2:04 PM
To: Todd Morgan
Subject: Greenfield comments

General comment:

Dedication of additional R/W along US 25 should be considered. As identified in the TIS, 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 5 lane section of US 25 in this area. Considerations may also need to be considered for vertical alignment adjustments to US 25.

TIS Comments:

I'm not sure how appropriate it is to evaluate the 2032 no build conditions using a five lane section of US 25. While I'll understand there is a planning study that will likely recommend a five lane section for this portion of roadway; there are many variables that must be overcome prior to actual construction of the five lane section. Ultimately KYTC has jurisdiction over this portion of the TIS, but it may be more appropriate to Utilize the most conservative approach and evaluate US 25 assuming it's current conditions will still exist in 2032.

With respect to the analysis at US 25 and Chambers Road, the westbound approach to Dixie highway from Chambers has a significant increase of delay. This specific movement incorporates a railroad; More analysis should be performed specifically relating to the railroad crossing to ensure this increased delay during build year 2024 does not create undo safety impacts at the railroad crossing. It should be considered if it is necessary to evaluate the intersection of US 25 and Chambers Road according to The applicable signal warrants.

Is there any reason to consider that dual left turn lanes exiting logistics Boulevard should be considered?

Todd Morgan

From: Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>
Sent: Thursday, July 28, 2022 1:05 PM
To: Todd Morgan
Cc: Robert Franxman; Minckley, James A (KYTC-D06)
Subject: RE: Zoning Map Amendment Application for Greenfield Commerce Center

EXTERNAL MESSAGE

Given the uncertainty of the future project, I think the improvements need to be evaluated as if the section of Dixie south of Logistics is not improved by a KYTC project. The uncertainty of the 5-lane project, plus the uncertainty of the second phase of development makes for a huge assumption. Nothing beyond a planning study is funded at this point and it is unclear how a future project will rank with other regional needs. I think we have to assume this opens and is completed with US 25 in its current configuration and require improvements accordingly. If the project is built by the time the development is completed, we can always revise the requirements.

Additional comments on the addendum:

We would like to see the queue tables in the report. This will make it easier to verify turn lane lengths meet requirements in the design manual.

It is unclear in the conclusion if the recommended improvements are in addition to a future KYTC project. The signal warrant analysis needs to use the updated form from the KYTC website. And, the warrant analysis was done assuming 1 mainline lane and 1 side street lane.

Thanks!

Linzy Brefeld, P.E.
Transportation Engineer Supervisor
KYTC District 6
Traffic and Permits Section
Linzy.Brefeld@ky.gov

From: Todd Morgan <TMorgan@boonecountyky.org>
Sent: Thursday, July 7, 2022 4:34 PM
To: Robert Franxman <rfranxman@boonecountyky.org>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; Minckley, James A (KYTC-D06) <James.Minckley@ky.gov>; Andy Aman <aaman@sd1.org>; Mike Rouse <miker@boonewater.com>; Jerry Noran <jnoran@boonecountyky.org>; Charlie Alexander <Charlie.Alexander@waltonfireky.com>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Mark Martin <mmartin@boonecountyky.org>
Subject: Zoning Map Amendment Application for Greenfield Commerce Center

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

All:

Todd Morgan

From: miker@boonewater.com
Sent: Friday, July 29, 2022 9:10 AM
To: Todd Morgan
Subject: Zoning Map Amendment Application for Greenfield Commerce Center
Attachments: 20220707164126814.pdf; 20220707165002299.pdf

EXTERNAL MESSAGE

Todd,

No comments at this time.

Thanks,
Mike

Mike Rouse / Project Manager
Boone County Water District
2475 Burlington Pike
Burlington, Ky. 41005

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

All:

Boone County Planning Commission has received a Zoning Map Amendment application to rezone a 208.73 acre area from Agricultural Estate (A-2) to Industrial One (I-1) to allow the development of a multi-building business park (Greenfield Commerce Center). The business park would be accessed from Dixie Highway and Logistics Boulevard. I have attached copies of the project overview and Concept Development Plan for your review. The public hearing has been scheduled for 8/3/22, at 7:30 P.M. Please let me know if you have any comments regarding the application by 7/22/22 so I can include them in my Staff Report.

Linzy, James, and Rob:

I saw that Bayer Becker sent you a Traffic Impact Study Addendum for this project. Please let me know if you haven't received it and I will be glad to forward you a copy. I would like you to address the T.I.S. Addendum in your comments.

Todd Morgan

From: Capt. Charlie Alexander <Charlie.Alexander@waltonfireky.com>
Sent: Friday, July 29, 2022 10:01 AM
To: Todd Morgan
Subject: Re: Zoning Map Amendment Application for Greenfield Commerce Center

EXTERNAL MESSAGE

Todd,
Walton Fire has no comment from a life safety standpoint.

Thank you

Charlie Alexander
Captain
Walton Fire Protection District

P: 859.485.7439 ex. 329
C: 859.816.8686
F: 859.485.4161

From: Todd Morgan <TMorgan@boonecountyky.org>
Sent: Thursday, July 7, 2022 4:34:11 PM
To: Robert Franxman <rfranxman@boonecountyky.org>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; Minckley, James A (KYTC-D06) <James.Minckley@ky.gov>; Andy Aman <aaman@sd1.org>; Mike Rouse <miker@boonewater.com>; Jerry Noran <jnoran@boonecountyky.org>; Charlie Alexander <Charlie.Alexander@waltonfireky.com>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Mark Martin <mmartin@boonecountyky.org>
Subject: Zoning Map Amendment Application for Greenfield Commerce Center

All:

Boone County Planning Commission has received a Zoning Map Amendment application to rezone a 208.73 acre area from Agricultural Estate (A-2) to Industrial One (I-1) to allow the development of a multi-building business park (Greenfield Commerce Center). The business park would be accessed from Dixie Highway and Logistics Boulevard. I have attached copies of the project overview and Concept Development Plan for your review. The public hearing has been scheduled for 8/3/22, at 7:30 P.M. Please let me know if you have any comments regarding the application by 7/22/22 so I can include them in my Staff Report.

Linzy, James, and Rob:

I saw that Bayer Becker sent you a Traffic Impact Study Addendum for this project. Please let me know if you haven't received it and I will be glad to forward you a copy. I would like you to address the T.I.S. Addendum in your comments.

Thanks for your help.

Todd Morgan

From: Sara Smith
Sent: Wednesday, July 27, 2022 8:32 AM
To: Todd Morgan
Subject: FW: Greenfield Farm

From: Craig Warman <CWarman@reds.com>
Sent: Wednesday, July 27, 2022 8:22 AM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Greenfield Farm

EXTERNAL MESSAGE

Ladies and Gentlemen,

As a Boone County resident since 1983, my wife and I have enjoyed living in Northern KY. We raised a family of three girls and now with seven grandchildren. The reason for staying in Boone County has been the relaxed family atmosphere. We are close to the all the city of Cincinnati has to offer, yet where we live brings the joy of being in the "country."

However, in recent years, Boone County is exploding and becoming an extension of city life.

- Traffic problems well beyond the boundaries of rush hour
- Retail and factories popping up everywhere
- Truck traffic on roads and in neighborhoods that was once peaceful
- Schools that are bursting at the seams (my wife worked in the school system for 20+ years and can attest for the rapid growth)
- Industry infiltrating our neighborhoods

The result of this unprecedented growth is making residents reconsider their family's future as a Boone County resident. My oldest daughter and son-in-law recently moved to Owenton to get away from the congestion and overcrowded schools in Boone County. And now my youngest daughter is considering moving to Carrollton to get away from "Little Cincinnati."

The message from the residents of our area made it very clear of the opposition to the Planning and Zoning Commission about the industrial growth in our neighborhood in the last proposal. I'm not sure what part of the message was unclear. In fact, when the vote was taken, the board verbally spanked the Zoning Commission for poor planning and stated the growth in southern Boone County (Richwood), needs to stop.

I simply do not understand why you are considering this a second time and so soon after this was voted down. You heard from the people of Boone County and as a representative of the people it is imperative that you listen and follow through with our wishes.

It is our taxes that pay your salary and you are to work for us. Growth in Boone County needs to stop. We need to have a place where concrete and traffic is not the normal way of life.

PLEASE STOP THIS MADNESS.....SLOW DOWN and enjoy life for a change.

Todd Morgan

From: Sara Smith
Sent: Wednesday, July 27, 2022 11:38 AM
To: Todd Morgan
Subject: FW: Greenfield Farm

From: Ron Diersen <ronl.diersen@gmail.com>
Sent: Wednesday, July 27, 2022 11:37 AM
To: Planning Commission General Account <plancom@boonecountyky.org>; Kevin Costello <KCostello@boonecountyky.org>
Subject: Greenfield Farm

EXTERNAL MESSAGE

I wanted to express my dismay that efforts are being made once again to change the zoning on this tract of land known as Greenfield Farm to I-1. We got the court to overturn the planning and zoning recommendation last year and I am hoping that you won't let it get that far this year. Please do whatever you can to protect Boone county from this type of zoning change and do not move forward in changing this to parcel to I-1. Our county just can't take this type of impact to the people or the environment.

Ron Diersen
12807 Hutton Dr
Walton, KY 41094

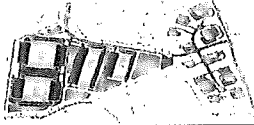
Todd Morgan

From: Sara Smith
Sent: Wednesday, July 27, 2022 2:41 PM
To: Todd Morgan
Subject: FW: Vote no on Greenfield Farms/Chambers Road zoning change

From: Andrew Goetz <drew7811@gmail.com>
Sent: Wednesday, July 27, 2022 2:22 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Vote no on Greenfield Farms/Chambers Road zoning change

EXTERNAL MESSAGE

Please block this zoning change request. There is already too much industry around here. Making this farm industrial will be a detriment to our neighborhood. Please block this change. Thank you.



**YOU CAN ONCE AGAIN
HELP MAKE A DIFFERENCE**

YOU have rights as a citizen of Boone County. **YOU** can use them and help make a difference. **YOUR voice matters!**

This development will adversely impact Chambers Road, Richwood Road, Walton, Verona, Triple Crown, and other subdivisions.

Major concerns include: Traffic, flooding, decreasing property values, and environmental contamination.

The community needs your help by going to the Planning & Zoning Meetings at the Boone County Fiscal Courtroom on the issue on Wednesday, August 3rd, at 7:30 pm and Wednesday August 17th at 5:00 pm

2950 Washington St. Burlington, KY. 41005

To help prevent this from happening, you can also contact Boone County Planning and Zoning with your concerns, encouraging them to vote against the Greenfield Farms/Chambers Rd/ Northpoint Development Zoning change to Industrial-1.

Email your concerns to Boone County Planning & Zoning plancom@boonecountyky.org

No one will remedy your concerns once the development is approved.

Any further questions or concerns please contact Shannon Devine Tomlinson

Phone: 859-992-4818 Email:

shannondevinetomlinson@outlook.com

Andrew Goetz

573 Lassing Way

Walton, Kentucky 41094

Todd Morgan

From: Sara Smith
Sent: Wednesday, July 27, 2022 4:43 PM
To: Todd Morgan
Subject: FW: Request of NorthPoint Development for Rezoning Greenfield Farm property from A-2 to I-1

From: Charlotte Brewer <charlottejbrewer@gmail.com>
Sent: Wednesday, July 27, 2022 4:41 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Request of NorthPoint Development for Rezoning Greenfield Farm property from A-2 to I-1

EXTERNAL MESSAGE

I am an abutting property owner to this proposed development. Our 116 acre family farm, Chris-Brook Farm which we purchased in 1968, has one mile of road frontage on Chambers Road. Our entire road frontage would overlook the industrial complex proposed by NorthPoint. We sit substantially higher than the proposed development so, if approved, there would be no way to berm, landscape or use retaining walls to screen out the attendant noise of semi's idling at loading docks or rumbling through the development nor the diesel fumes these big rigs produce. I'm sure you can appreciate that the decision you all make regarding this zone change determines our future enjoyment of property we have owned for 54 years.

Further, the abutting property owners aren't the only folks adversely affected by placing an industrial complex on Chambers Road. Although the mailing address for NorthPoint's development would be the Dixie Highway, in actuality the most egregious industrial uses of the plan sit directly on Chambers Road which, as you may know, has developed into a gracious community made up entirely of single family, mostly upscale/ estate homes. The Chambers Rd. and Dixie Hwy. intersection is the front door to the Chambers Road corridor (there are 5 streets off Chambers, 4 of which the ingress and egress is only via Chambers Road). Please consider that an industrial complex is inappropriately placed on Chambers Road.

Additionally, the 56 acres owned by the Tagher family and developed residentially is directly north of the proposed industrial complex; the 72 acre Tomlinson residential property sits in the midst of the proposed industrial complex; also there are 4 or 5 residential properties on the Dixie which abutt this proposed development so to sandwich in an I-1 development into this entirely residential community, again, makes no sense.

My thanks to the ladies and gentlemen of the Boone County Planning & Zoning Commission for taking the time to consider my family's concerns.

Sincerely,
Charlotte Brooking Brewer
Chris-Brook Farm
233 Chambers Road
Walton, KY 41094
859-485-7420

Todd Morgan

From: Sara Smith
Sent: Thursday, July 28, 2022 8:32 AM
To: Todd Morgan
Subject: FW: Vote against Greenfield Farms/NorthPoint Development zoning change to Industrial-1

From: pizzabears@gmail.com <pizzabears@gmail.com>
Sent: Wednesday, July 27, 2022 5:30 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Vote against Greenfield Farms/NorthPoint Development zoning change to Industrial-1

EXTERNAL MESSAGE

To the Boone County Planning and Zoning Commission,

I am writing to express my opposition to the zoning change under consideration for the 208 acres bordering Chambers Road and US 25. A zoning change from agricultural estate (A-2) to industrial one (I-1) would be devastating for the numerous residents in the vicinity of Chambers Road. The additional stormwater runoff resulting from the proposed industrial development would cripple Chambers Road. Currently, a heavy rain (even for a relatively short duration) will flood the creek running alongside Chambers Road and make it virtually impassable. Trading 208 acres of farmland for several million square feet of impervious surfaces is unacceptable in a flood zone. (NorthPoint Development is so disingenuous that they don't even provide an estimate for the building area in Phase 2.) Several million gallons of additional stormwater runoff (after a sustained rain) is simply ruinous for the residents in this community. No engineer with any integrity can claim that the volume of post-development stormwater runoff will closely approximate the pre-development volume. Also, everyone is aware of the contamination levels of the creek running alongside Chambers Road - especially SD1. It makes no sense to further contaminate the creek by allowing the inevitable industrial waste water to flow into it. The proposed detention basins might mitigate some of the stormwater runoff and its accompanying contaminants, but certainly not all of it. Water will do what water always does; it runs downhill. This flood zone cannot take ANY more water, especially water polluted by industrial waste.

Chambers Road is a beautiful, curvy country road that was never intended to handle the additional traffic the zoning change would inevitably produce. (The developer's stated goal to keep trucks from using Chambers Rd. is laughable. It's simply not enforceable. One can just imagine the bewilderment on the other end as a resident calls to report a truck on Chambers Road!) With the increased truck traffic we will have more tragic incidents like the fatality on Richwood Road where a truck slammed head-on into a car and killed the mother of three children. Just last year a Boone County jury awarded the family of the deceased woman a \$74 million dollar judgement against Eaton Asphalt for not milling the edges of the asphalt road. Consequently, the truck's tire fell into a drop-off and then over-corrected to get back onto the road, killing the woman. When the Chambers Road creek overflows, it floods the road and erodes the ground abutting the asphalt. I invite you to personally inspect the dangerous drop-offs along Chambers Road. I'm particularly concerned about the safety of our children riding school buses to and from the new Steeplechase Elementary School located off of Chambers Road. A flooded road with dangerous drop-offs combined with increased truck traffic just doesn't mix with school buses filled with children. The children on my street attend the new school. This concern is not just theoretical to the parents in my neighborhood. No one wants another tragedy - especially one so easily preventable.

As I'm sure you are aware, Greenfield Farm, Inc has nothing to do with green fields or farming. You won't find horses, cattle, or chickens. You won't find fields of corn, soy, or tobacco. There isn't a single tractor to be found on the whole

208 acres. Greenfield Farm, Inc is simply a cleverly named investment vehicle specifically designed to supplement the bank accounts of a group of lawyers. They have practices in Kenton County, Jefferson County, and Cincinnati. NorthPoint Development is headquartered in Kansas City, Missouri with offices in Cincinnati, St. Louis, and Chicago. Notably, neither entity has an official presence in Boone County. Clearly, there is nothing wrong with making a profit on a real estate investment. It's just a shame that so many Boone County families may have to pay such steep price for their decision to call Boone County home. It's worth noting that the intent behind zoning laws is to protect the community of surrounding property owners, not provide liberties to individual property owners. Anything that the investors want to do with their property should be done under the existing zoning. To assume they could get the property re-zoned as part of their investment strategy was either crooked from the beginning, or a bad assumption.

Finally, the harmful impact to home values resulting from a zoning change is a central concern to all home owners (and voters) in the Richwood/Walton area. Out-of-town investors have a long history of over-promising the future benefits a developing county can expect to reap. To be sure, there are benefits to be realized, but they're usually disproportionately reaped by the out-of-town investors. Please keep in mind that we, the families who bought homes and farms in Boone County (sometimes generations ago), are this county's early and long-standing investors. We made informed decisions based on the data available at the time and invested our lives and our resources in the bucolic setting that this part of the county offered. We volunteer in Boone County schools, take our families to Boone County parks, go to the Boone County Fair, attend Boone County places of worship, own or work or patronize Boone County businesses, and vote in Boone County elections. We love Boone County. Long after the out-of-town investors have deposited their windfall in out-of-town banks, we'll still be here – slogging through flooded roads alongside contaminated creeks, bemoaning depreciating home values and lamenting the industrialization of our once rural setting.

Planning for growth and economic development is vital for Boone County – no one disputes that. But changing the zoning from agricultural to industrial simply to provide for an undesirable and unneeded industrial complex is not the solution. It may be simple, but it's short-sighted. Instead of adding to the industrial blight for which Boone County is increasingly becoming known, why not propose growth and development that actually enhances our reputation and increases our desirability. Boone County can do better.

Please vote against the proposed zoning change.

Thank you,

Stephen Muff

11932 Oxford Hills Rd.
Walton, KY

Todd Morgan

From: Sara Smith
Sent: Thursday, July 28, 2022 12:13 PM
To: Todd Morgan
Subject: FW: greenfield zoning change

From: ed pierce <edpent2015@gmail.com>
Sent: Thursday, July 28, 2022 12:02 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: greenfield zoning change

EXTERNAL MESSAGE

I am AGAINST this zoning change therefore I expect the commission to vote against the Greenfield Farms/Chambers Rd/ Northpoint Development Zoning change to Industrial-I.

Ed and Kay Pierce
11924 Oxford Hills Drive
Walton, KY 41094

Todd Morgan

From: Sara Smith
Sent: Friday, July 29, 2022 8:09 AM
To: Todd Morgan
Subject: FW: Greenfield Farms/Chambers Rd/Northpoint Development Zoning change

From: Kimberly Arnett <kim.shoppingmom@gmail.com>
Sent: Thursday, July 28, 2022 7:58 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: Greenfield Farms/Chambers Rd/Northpoint Development Zoning change

EXTERNAL MESSAGE

Dear Planning and Zoning Committee members,

As a resident of the Triple Crown Community off Richwood Road I am opposed to changing the Greenfield Farms/Chambers Road/ Northpoint Development request of zoning to Industrial 1. We have had tremendous growth in this part of the county over the past few years. The roads and drainage systems cannot handle any more traffic and water issues. I am opposed to increased traffic and congestion as well as large vehicles, noise, bright lights and other problems industrial zoning will bring to our small county roads and neighborhoods. Please do not approve this zoning change! Vote NO!

Respectfully,
Kimberly Arnett
913 Caitlin Drive
Union

674 Chambers Road
Walton, KY 41094

31 July 2022

Boone County Planning Commission
P.O. Box 958
Burlington, KY 41005

Attn: Kevin Costello, Executive Director, Todd Morgan, Senior Planner & Full Commission/Staff

I am writing in opposition to the proposed Zoning Map Amendment submitted by Northpoint Development for the 208 acre "Greenfield Farm", and respectfully request that the Planning & Zoning Commission (P&ZC), present a report and Ordinance Proposal to the Boone County Fiscal Court, denying the applicant's request for a Zoning Map Amendment. I also request that this letter in opposition, and associated arguments be included in the "Findings of Fact" used to deny this request.

A. Position of the Chambers Road Community

This new plan as presented has very few distinguishable differences from the plan submitted in 2021, and does nothing to remove Industrial, or mitigate the impact on the Chambers Road Community. Although there are many factual, reasonable objections to the Industrialization of this property, we believe that the trigger point for Industrial consideration, the 2040 Comprehensive Plan, had a mistake in it from the beginning of the planning process regarding this particular property, and we should never have been having this conversation in the first place. The Fiscal Court has already stated loud and clear that Industrial (I-1) zoning, is entirely unacceptable for that property, regardless of the development proposal.

1) The Boone County Fiscal Court has determined that Industrial (I-1) zoning is inappropriate.

- a. Approval of Goals - In the 2040 Comp Plan, page 2, per KRS 100.193(1), the Fiscal Court approves the Goals and Objectives impacting Unincorporated Boone County, thereby triggering the P&ZC plan development to meet those stated Goals and Objectives (G&Os). In effect, they establish the strategy, and P&ZC's responsibility lies strictly in ensuring the Comp Plan meets those G&Os, within the requirements of the KRS, specifically KRS100.197(1). The current approvals are noted on page 5 of the Comp Plan.
- b. Oversite of Plan - Likewise, the Fiscal Court is granted oversight of the P&ZC's planning, recommendations, and subsequent proposed ordinances, to ensure that the proposals being recommended by the P&ZC, do in fact meet the stated G&Os, and protect the community at large. Reference KRS100.213(1)a-b, which states: (1) Before any map amendment is granted, the planning commission or the legislative body or fiscal court must find that the map amendment is in agreement with the adopted comprehensive plan, or, in the absence of such a finding, that one or more of the following apply... (a) That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate; (b) That there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.
 - i. Commissioner Kenner's comment, in reference to text from the Comp Plan regarding Maher Rd/U.S. 25: "Maher Rd should remain an enclave of residential use, and no industrial access should be provided along this road. The whole time, my impression was that they were doing the same thing to you guys of Chambers."

- ii. Commissioner Kenner's comments: "you elected [me] and I am your last line of defense.... I don't want to see any mistakes... with the business park on this, I'll use a sports analogy "it's a weak effort". You've still got the Industrial, sure its on the edge, but **there is no industrial that should go in here**. Its (A-2) now and its just too much of a leap to go there [Industrial I-1]."
 - iii. Having over 200 property owners and citizens from the Chambers Road Community in attendance at the 27 July 2021 Fiscal Court meeting, takes on a strong social nature that was not originally considered in the development of the 2040 Comp Plan.
 - iv. This "change" in "social nature" are reason enough to deny any future Zoning Map Amendment proposals which include a request for Industrial (I-1) designation.
- c. The Fiscal Court Has Already Addressed This - The Fiscal Court, in the July 27, 2021 Fiscal Court meeting, determined resoundingly that the proposed zoning classification (I-1), and the 2040 Comp Plan designation for the Greenfield Property, were inappropriate, and the assignment of that designation in the Comp Plan did not meet the G&Os they approved. Commissioner Kenner spoke for the other Commissioners, and spoke at length about how this Industrial (I-1) designation was inappropriate and didn't meet the goals and objectives the Fiscal Court approved.
- i. Page 5, Section "Overall" – Goal A, Objective 6 – The Elements of the Comprehensive Plan shall be interrelated and consider potential benefits and impacts of regulation and development.
 - 1. Commissioner Kenner's comments: "we only get one chance to get this right, and its [Chambers Road community] too important." Also, "I hear you, loud and clear"
 - ii. Page 6, Section "Environment" – Goal A, Objective 7 – Development shall attempt to utilize existing topography and vegetation... and preserve the existing character of the land where practical.
 - 1. Commissioner Kenner's comments: "[Richwood/Chambers] is a beautiful part of the county."
 - 2. Commissioner Kenner's comments: "we only get one chance to get this right, and its [Chambers Road community] too important."
 - iii. Page 8, Section "Natural & Cultural Resources" – Goal C – Significant cultural resources and natural features in Boone County are documented, preserved, and interpreted.
 - 1. Commissioner Kenner's comments: "[Richwood/Chambers] is a beautiful part of the county."
 - 2. Commissioner Kenner's comments: "You're-all's houses and subdivisions on Chambers are just beautiful... [in reference to Northpoint's comments on the Greater Cincinnati Market] I don't think we should sacrifice the Chambers Road neighborhood, which is a real treasure, to keep Greater Cincinnati on the edge of industrial development... it's a good project, but not here, it doesn't go here."
 - iv. Page 9, Section "Economy" – Goal B – Boone County businesses are developed in appropriate locations and are compatible with surrounding land uses.
 - 1. Commissioner Kenner's comments: "industrial goes as close to it as it should going south [already]". Also: "when it was (A-2) I felt real comfortable with that, to go from (A-2) to maybe a Business Park to Industrial is quite a leap. I don't like it. I don't agree with that." Industrial Development should stop at the current property on Hwy 25, and pick back up South of Walton.
 - 2. Commissioner Kenner's comments: "business park was meant as a buffer, and to word-smith it I don't think is very fair."
 - 3. Specifically, Goal B, Section 6 – Future industrial districts should be identified in advance of residential development so that potential impacts are known and addressed.

- a. Commissioner Kenner's comment: "Business Park is all in the text, and was intended as a buffer." Also, "that area [along Chambers] between I-75 and 25 was supposed to be a buffer area."
- b. Commissioner Kenner's comment: "you are setting it [industrial development] across from these residences... it's a beautiful area... we have to take care of our neighborhoods."
- c. Commissioner Kenner's comment: "I agree, I don't think this is a fit"
- v. Page 12, Section "Transportation" – Goal C, Objective 8 – The displacement of people... and disruption of communities shall be minimized.
- d. Should never have been in the Plan - Therefore, based on the stated 2040 Comp Plan Goals and Objectives, and the subsequent review, recorded commentary, and recorded Findings of Fact, the Industrial Zoning for the Greenfield Farm should never have been in the 2040 Comprehensive Plan. Essentially, the Fiscal Court directed the P&ZC to note that Industrial (I-1) was inappropriate, now, or ever in the future.

2) Chambers Road Residents were not aware they needed to be involved in the 2040 Comprehensive Land-Use plan in order to protect themselves.

- a. The residents of the Chambers Road community did not have adequate input on the 2017 development of the 2040 Future Land Use Plan, which details a hypothetical plan of developing the Chambers Road/Hwy 25 Greenfield property as "Industrial". As stated in the Introduction section of the plan, there were 1300 facebook followers, emails went out to 400 recipients, and letters were written to 72 organizations and individuals. Even with no overlap in communication, 1% of our 135,000+ Boone County population is hardly sufficient input for something as serious as the permanent transformation of our community.
- b. As brought up in a couple of the last Fiscal Court meetings, and specifically commented on by Judge Executive Gary More, the quantity of public meetings regarding land-use planning is transparency of government in the strictest sense, but people aren't aware that they NEED to participate in order to protect themselves, their properties, and their community investment. Additional communication is necessary, and could have prevented this issue before us today.
- c. In the case of this project, residents would have had to have been involved 20 years or more prior to have any meaningful input. People simply weren't aware they needed to have oversight of the County's planning that far in advance to protect their properties.

3) The Land Use Element (21. Richwood East.) states: 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.

- a. Current Infrastructure is Inadequate - It is clear from the past few years that truck traffic has increased dramatically through Downtown Walton heading North, and along Chambers Road heading both East and West. This has directly decreased safety for current land-owners and residents, and is destroying the road. I personally have witnessed dozens of wrecks, been involved in collisions myself, and have witnessed semi-trucks driving my neighbors into the side of the road, and other semi's turning around in people's private residential property, causing property damage.
- b. Traffic Mitigation Proposals are Inadequate - The proposals by Northpoint to mitigate traffic turning right (Southbound) out of the proposed Greenfield Commerce Center, and right (Westbound) on Chambers Road, will have zero impact on semi-truck and worker traffic heading Northbound on Hwy 25 through the City of Walton, and Eastbound on Chambers Road from Richwood and US 42. Recent observations indicate that the majority of Chambers Road truck traffic is coming Eastbound on Chambers.

- i. As referenced in the Findings of Fact from last year, the 2040 Comp Plan (“21. Richwood East,” p. 149) has identified a need to improve Dixie Hwy between KY 338 and KY 14. A study is planned, however no additional phases are planned in the next 6 years. This means that any development will exacerbate semi-truck and personal vehicle traffic in the area, with zero plans to mitigate that serious safety risk anytime in the near future.
- ii. Reference 2040 Comp Plan, Section “Transportation”, Goal B, Objective 9, as well as “Access Management,” p 96, and “Transportation and Pedestrian Network,” pp 96-97 – also make statements about protecting existing roadways and addressing impacts of truck traffic. Given the hyper-focus within the 2040 Comp Plan on this issue, it is apparent that any consideration of Industrial Development along Chambers or Hwy 25 should be stayed until after future roadway improvements are made.
- iii. Some reference has been made to monies appropriated in the 2022-2024 Biennial Highway Construction Plan (2022 Legislative Session, HB 242) to improve Chambers Road and the flooding issues. This is categorically false, as only \$600,000 was allocated for a planning study, with zero commitment to any future improvements.
- c. **Timing** – Although we believe the Fiscal Court and the 2040 Comp Plan have made it clear that Industrial Development on Hwy 25 should be halted at its current location adjoining the Greenfield Farm property, and that no future proposals for Industrial on that property should be tolerated, we also make the case that at an absolute bare minimum, the timing on this proposal should be pushed out at least six years to align with potential future road improvements.

4) Plan and Proposal Narrative provided by the Developer are inconsistent with one another

- a. July 27, 2021 Findings of Fact (FOF) in regards to the differentiation between “business park” and “industrial” – *“Open spaces proposed around the perimeter of the site are to buffer adjoining, incompatible land uses rather than to create a park-like, office campus setting.”*
- b. The new proposal from Northpoint places the theoretical layouts of the Phase 2 Business Park adjacent to 25, creating zero buffer between the Industrial, and the Chambers Road community. This does not align with the FOF reference Comp Plan Land use text, specifically subsection B (p.95) which states: *“Developments in Boone County must recognize the potential impacts upon adjoining land uses, and incorporate a transition of land uses.”*
- c. On page 1 of Northpoint’s proposal letter, they state that Phase 2 of the plan is anticipated to have similar uses and building sizes to Riverview Business Park in Hebron. Currently those buildings are in the 400,000 sq feet range, whereas the proposal from Northpoint shows Phase 2 buildings in the range of 24,000 square feet up to 150,000 square feet. This is a drastic difference (4-16x smaller than Riverview), and by their own admission, the site layouts allow for future building expansion. Phase 1 of the plan shows “industrial” buildings in the range of 201,000 to 448,000 square feet. Their own plan indicates that the total future land use of that property will be more consistent with Industrial, with zero “business park” feel.
- d. There is also no commitment or even a way to ensure that Phase 2 ever happens, or happens in a timely manner. The Northpoint proposal leaves a lot of gray area, and the text of their plan provides more latitude than their provided maps.

5) Development under the current zoning protects individual property rights.

- a. Zoning laws and regulations are in place to protect surrounding property owners and communities, not to provide liberty to the individual property owner. Zoning keeps someone from putting a strip-club in a neighborhood, or an industrial complex up against a historic horse farm and Boone County community.
- b. If Zoning laws and regulations were in place to allow property owners to do what whatever they want, then we wouldn’t have zoning laws at all. They would simply be free to do as they will.

- c. The current investment group does not lose any rights under their existing zoning. They have all the right in the world to come in and develop their land under the current (A-2), and neighbors in the area should have zero input on that development because they purchased their properties with the Greenfield Farm being designated (A-2). The investment group has the same rights as everyone else on Chambers Road, just not special rights.
- d. If zoning laws and regulations are designed to protect property owners, rather than provide liberty, then the opinions of the neighboring property owners should carry more weight. You are seeing a historic level of opposition to this project, and it is the obligation of you, servants of the public, to heed our desires for our community, rather than the forced change to our neighborhood desired by an out-of-state developer, and a large investment group who have minimal or no ties to our community.
- e. In last year's presentation Northpoint indicated they continue to own their buildings and desire to be good community members. According to their proposal, this is not the case and they are instead willing to ram through an almost unanimously unpopular plan. Northpoint will move into Boone County with a profit motivated adversarial relationship, rather than the community focus they describe.

B. Conclusion

The new proposal from Northpoint is not substantially different from the 2021 proposal. The Findings of Fact used to deny the last application are all applicable again for this one. Northpoint is wordsmithing their proposal narrative to circumvent these objections, but the resulting impact on our community will be the same.

The history of the Greenfield Farms property and Comp Plan changes show that five (5) letters written to the P&ZC was sufficient to get the Comp plan changed. Now you have hundreds of opposition statements, which based on precedent, should be more than sufficient reason to deny this application. This is a major change of Social Nature, meeting the requirements of KRS100.213(1)b to justify a denial. The Fiscal Court has indicated the 2040 Comp Plan mistakenly identifies this 208-acre property along Chambers as Industrial. The question now is, are we going to continue with a mistake? As a community? As a government here to serve the people? Or are we going to course correct and ensure that we don't irreparably damage our community to maximize profits for an out-of-state developer. The laws are clear, it is perfectly justifiable to deny this application on the basis of the many points mentioned above. We again respectfully, and strongly request that you deny the application of Northpoint Development for this Zoning Map Amendment.

Chet Hand
513-518-5185

"All that is needed for evil to prevail is for good men to do nothing"
~ Edmond Burke

C. Reference Documents

- 1) Staff Report, Meeting Minutes, Court Packet, for the July 27, 2021 Fiscal Court Meeting, including the Findings of Fact for Denial for Requested Zoning Map Amendment, Dated July 27, 2021
- 2) Boone County Video Recording of the July 27, 2021 Fiscal Court Meeting, located here: <https://boonecounty.viebit.com/player.php?hash=O7PoZkqj8Mx5>, specifically from the 2:08 to 2:26
- 3) 2040 Comprehensive Plan, adopted June 2019
- 4) Kentucky Revised Statutes, Chapter 100
- 5) Greenfield Commerce 2022 Plan submitted to Boone County Planning & Zoning Commission
- 6) Greenfield Commerce 2021 Plan submitted to Boone County Planning & Zoning Commission
- 7) 2022 Legislative Session, House Bill 242 – 2022-2024 Biennial Highway Construction Plan

Todd Morgan

From: Sara Smith
Sent: Sunday, July 31, 2022 3:52 PM
To: Todd Morgan
Subject: Fw: August 3rd Zoning Meeting

From: Lauren Gilbert <laurenpgilbert4@gmail.com>
Sent: Sunday, July 31, 2022 12:06 PM
To: Planning Commission General Account <plancom@boonecountyky.org>
Subject: August 3rd Zoning Meeting

EXTERNAL MESSAGE

Hello,

I will be unable to attend the August 3rd Zoning meeting due to having a newborn, but I wanted to express my concern with the new zoning application for the property on 25 and Chambers. I would like to express that I do not believe this industrial park addition would be a good idea for the citizens of Boone County and the city of Walton, and I oppose the zoning change.

Thank you!

Lauren Gilbert
12353 Gaines Way
Walton, KY 41094

Todd Morgan

From: Sterling Pratt <sterling.l.pratt@gmail.com>
Sent: Sunday, July 31, 2022 5:51 PM
To: Kevin Costello; Todd Morgan; Planning Commission General Account
Subject: Please DENY Northpoint's newest proposal for development of the Greenfield Farm
Attachments: Boone County Planning Comm 8.1.22.pdf

EXTERNAL MESSAGE

Dear members of the Boone County Planning Commission:

Please find attached my letter in opposition to the latest proposed development of the Greenfield Farm on US25 just north of Walton. The request for zoning amendment to accomplish this development is ill-advised and only compounds the error that was included in the Boone County Comp Plan 2040 that fallaciously designated this parcel as part of Boone County's industrial lands.

Regards,

Sterling Pratt
12060 Decker Lane
Richwood, KY 41094

12060 Decker Lane
Richwood, KY 41094

August 1, 2022

Boone County Planning Commission
P. O. Box 958
Burlington, KY 41005

Att: Kevin Costello, Executive Director
Todd Morgan, Senior Planner
Full Commission and Staff

Dear Commission members:

I wish to state my opposition to the proposed Zoning Map Amendment that was submitted by Northpoint Development for the 208-acre Greenfield Farm. I request that the Boone County Planning and Zoning Commission inform the Boone County Fiscal Court that they stand **against** approving Northpoint's request for a Zoning Map Amendment that would see this land designated for industrial (I-1) use.

When this development of the Greenfield Farm was first proposed in 2021, the Fiscal Court held at their meeting on July 27, 2021 that any proposed zoning alteration that would foresee this property designated industrial (I-1) was inappropriate. The fact that this (I-1) designation was incorrectly included in the 2040 Comprehensive Plan for this part of Boone County does not mitigate the original error made in the creation of the Comp Plan.

I do not see what of substance has changed in the new proposal made by Northpoint to develop this land. The alterations in design appear to be little more than window dressing made to render their new plan superficially appealing. It in no way addresses the fact that the land involved should not now nor at any time in the future be added to the industrial development of southern Boone County.

Please **deny the request for a Zoning Map Amendment.**

Sterling Pratt

Sara Smith

From: Janet Laycock <jpalmer165@gmail.com>
Sent: Sunday, July 31, 2022 5:09 PM
To: Planning Commission General Account
Subject: concerned about over-industrialization

EXTERNAL MESSAGE

Vote No on current proposal for Chambers Rd.

Janet

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 type="checkbox"/> Boone County Public Works Department | <input type="checkbox"/> Local School District |
| <input 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 type="checkbox"/> Sanitation District No. 1 |
| <input checked="" type="checkbox"/> Duke Energy | <input type="checkbox"/> USDA NRCS/Boone County Conservation District |
| <input type="checkbox"/> Florence Public Services Department | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Kentucky Division of Water | |
| <input checked="" type="checkbox"/> Kentucky Transportation Cabinet | |

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

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

In accordance with the provisions of KRS 100.211, the applicant(s) and property owner(s) or originator(s) hereby waive the 60 day time limit for the Boone County Planning Commission to take final action on my (our) Zoning Map Amendment/Concept Development Plan application. This time limit waiver is considered effective immediately upon receipt by the Boone County Planning Commission and expires on 9/23/2022

ORIGINAL Property Owner's Signature: James A. Dunsman III, V.P.
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

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

DRAFT

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARINGS
AUGUST 3, 2022
7:30 P.M.**

Chairman Charlie Rolfsen opened the Public Hearing at 7:42 p.m. and welcomed the audience to the Planning Commission's August 3, 2022 Public Hearing.

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mrs. Kathy Clark
Mrs. Pamela Goetting
Ms. Corrin Gulick
Mr. Steve Harper
Mr. David Hincks
Mr. Rick Lunnemann
Mr. Kim Patton, Vice Chairman
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele
Mr. Tom Szurlinski
Mr. Steve Turner
Mr. Kenny Vaught

COMMISSION MEMBERS NOT PRESENT:

Mrs. Janet Kegley

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Michael Schwartz, Director, Zoning Services
Mr. Todd K. Morgan, AICP, Senior Planner
Mrs. Alaina Hagenseker, Planner
Mr. Robert Krebs, Zoning Enforcement Officer
Ms. Jenna LeCount, AICP, Director, Community Development Services
Mr. Matthew Becher, AICP, Rural/Open Space Planner
Mrs. Treva Beagle, Director, Administrative Services
Mrs. Sara Smith, Administrative Assistant
Ms. Nicole Dierna, Staff Assistant

Chairman Rolfsen introduced the first item on the Agenda.

ZONING MAP AMENDMENT, Todd Morgan, Staff

1. Request of **NorthPoint Development, per Mark Gloyeske (developer) for Greenfield Farm Inc., per James Dressman (owner)** a Zoning Map Amendment from Agricultural Estate (A-2) to Industrial One (I-1) for an approximate 209 acre area 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, manufacturing, light industrial, and office/warehouse uses.

Staff Member, Todd Morgan, referred to his PowerPoint presentation. The site is 209 acres in size. It is located at the terminus of Logistics Boulevard. It has 3,240 feet of road frontage along Dixie Highway, 1,890 feet along Chambers Road and 2,140 feet along I-75. The request involves a mixture of light industrial, warehouse, distribution, manufacturing and office/warehouse uses. Phase 1 includes larger industrial buildings on 124.74 acres with a cul-de-sac road. Four spec buildings totaling 1,368,000 square feet are proposed at 12,098 square feet/per acre. If a build to suit tenant is identified, the proposed building intensity may change and it will not exceed 15,000 square feet per acre. If the plan changes, the setback, buffer yards and screening will not change. No access is proposed onto Chambers Road. The largest building is 448,000 square feet. A small park is proposed for employees. The second phase includes 11 lots on 84.26 acres. The plan shows the extension of Logistics Boulevard to Dixie Highway. A total of 524,000 square feet is proposed in this phase. The buildings range from 24,000 to 75,000 square feet in size. Uses are identified in the Staff Report. The overall density for this phase is 6,698 square feet per acre. Lots could be sold individually or to one user. The second phase might be similar to the Riverview Business Park in the Hebron area. A 40 foot buffer area is proposed on the north side that adjoins agricultural land and along the interstate. A 130 foot wide buffer area is shown along Chambers Road as well as an 80 foot buffer along the Tomlinson property line.

Mr. Morgan reviewed the site history as noted in the Staff Report. The 2021 Concept Development Plan and Zone Change was approved by the Planning Commission but subsequently denied by the Boone County Fiscal Court. Information about the Planning Commission's approval and the Fiscal Court's denial is included in the Staff Report. The site is currently zoned Agricultural Estate (A-2) and Mr. Morgan described the adjoining land uses and zoning. He showed photographs of the site and surrounding properties. Access to Phase I of the project is from Logistics Boulevard and Transport Drive. The 2040 Future Land Use Map designates the site for Industrial (I) use as well as a sliver of land designated as Rural Lands (RL) along Chambers Road. He referred to Page 5 of the Staff Report. The Comprehensive Plan has a 20-25 year planning time horizon. He mentioned letter "C" on Page 6 of the Staff Report. "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 development 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 roads are able to support additional truck traffic." In addition, the Planning Commission shall also look at the Future Development Guidelines on Pages 6 & 7 of the Staff Report, Mr. Morgan highlighted the appropriate Goals and Objectives of the Comprehensive Plan on Pages 9 & 10 of the Staff Report – approximate location for businesses that are compatible with surrounding land uses and freight logistics businesses being located in close proximity to interstate interchanges in order to minimize traffic congestion.

In terms of Staff Comments, Mr. Morgan mentioned the difference between the map and text of the Land Use Element. He described the Business Park land use classification as described on Page 12 of the Staff Report. The applicant's project overview prohibits several use categories that are normally principally permitted or conditional uses in the I-1 zoning district (see Pages 13 & 14 of Staff Report and project narrative). In regard to buffer yards, Mr. Morgan asked the applicant to provide more cross sections. He is recommending planting street trees on the extension of Logistics Boulevard. Will the proposed retaining walls have an architectural finish? Downlit light fixtures are recommended with less than one foot candles. The Traffic Impact Study is entered into the record. It includes a summary. Mr. Morgan asked why the extension of Logistics Boulevard is tapered down in pavement width? A list of recommended road improvements are mentioned on Page 17 of the Staff Report. Comments have been received from SD1, the Boone County Engineer's office, the Kentucky Transportation Cabinet, the Boone County Water District and the Walton Fire Protection District. Staff has received 11 emails in opposition to the request. Further Staff received 39 additional emails (1 in favor and 38 against the request since the Staff Report was written).

In addition, the Staff had some additional questions/concerns.

Overall

- A. Has the applicant done any research to see how many logistics warehouses are currently available or soon to be available in Boone County, Kentucky? Is there currently a need for more?
- B. Can grading, storm water, and tree preservation be briefly discussed by the applicant? The project overview indicates that the detention volume provided on the Concept Plan is 15% above minimum.
- C. Can tractor trailer turning movements, queuing, and issues with street parking be more thoroughly addressed by the applicant?
- D. Staff is concerned that the adjoining property owners could experience substantial noise, vibration, and odor impacts from the proposed development. Have these issues been analyzed? In particular, Staff would like to know if the applicant has any decibel or vibration data from other similarly sized logistics warehouse facilities. Would trucks be permitted to run or idle all night on these project sites?

Phase 1

- A. While the Concept Development Plan shows four buildings totaling 1,368,000 square feet in area and a building intensity of 12,098 square feet/per acre in Phase I, the project narrative indicates that a build to suit tenant could develop at 15,000 square feet per acre (maximum building area could increase to 1,696,200 square feet vs. the 1,368,000 square feet shown on the Concept Development Plan). Staff would like the applicant to address if Phase 1 could be constructed with 1 or 2 larger buildings with the proposed wording. It is understood that the setbacks, buffer yards, and screening shown on the Concept Plan will not change.
- B. The project narrative indicates that all the buildings will be smaller than the warehouses to the north. Based on this, what is the largest size warehouse that could be built?
- C. Could all the buildings in Phase 1 be logistics warehouses (will there be a mix of uses in this phase)?
- D. What amenities are proposed in the tract B greenspace?

Phase 2

- A. What is the minimum number of buildings that could be constructed in this phase based on the Project Overview?
- B. The Concept Development Plan shows the largest Phase 2 buildings being 75,000 square feet each (lots 5 and 11) and the project overview indicates the buildings will be similarly sized to those in Riverview Business Park. Staff did some research on some of the larger buildings in this subdivision and found that RelaDyne was 121,200 square feet and Blue Star was 131,000 square feet. Could the buildings in Phase 2 be as large or larger than these buildings?
- C. Could the building intensity be raised to 15,000 square feet of building per acre of land on these lots? If so, is the transition of the buildings getting smaller from west to east guaranteed?
- D. Could a small logistics warehouse be constructed in Phase 2?
- E. Is there a guarantee there will be a mix of uses in Phase 2?

Concerns regarding Traffic Impact Study Addendum:

- A. It shows two manufacturing buildings in Phase I. Is this guaranteed?
- B. The building sizes are based on the Concept Development plan. The Project Overview indicates the square footage the buildings could be enlarged.

- C. Both the Boone County Engineer and the Kentucky Transportation Cabinet indicate that a more conservative approach would be to evaluate Dixie Highway, south of Logistics Boulevard, as if current conditions still existed in 2032. "Nothing beyond a planning study is funded at this point and it's unclear how a future project will rank with other regional needs."

Staff has submitted the following information into the record:

- 4/7/21 Staff Report
- 5/5/21 Boone County Planning Commission Business Meeting Minutes
- The complete 7/5/22 Traffic Impact Study Addendum prepared by Bayer Becker
- 39 emails received in the office
- Email from Shannon Tomlinson

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

Mr. Marc Gloyeske, NorthPoint Development, stated that the project approved by the Planning Commission in 2021 was much larger in scale. The denial by the Fiscal Court was the result of the project not being in agreement with the Business Park Future Land Use designation. He feels the proposed plan meets the Findings of Fact as noted by the Fiscal Court. The plan produces a Business Park approach. He gave a description of NorthPoint Development. They have an office in Cincinnati but are headquartered in Kansas City, Missouri. They have developed property in West Chester, Ohio. Mr. Gloyeske referred to his PowerPoint presentation. After the denial, they re-examined the development and how it could fit in better. All the vacancies in logistics buildings are gone now. The e-commerce world has changed and the vacancy rate today is less than 1%. About 3.5 million square feet of logistics space is currently under construction. About 900,000 square feet is already leased. The remaining space won't last a year. The timing of the project really fits the market. He described the existing and future land uses. This is explained in the narrative that has been submitted in support of the Zone Change. The Comprehensive Plan states that if property is designated for Business Park and is seeking an I-1 zone, then certain criteria found in Section 1137 of the code must be addressed. There are 15 criteria that an applicant uses to determine whether their project meets the Business Park (BP) designation. This is included in the submitted narrative. Mr. Gloyeske showed a comparison of the previous Concept Development Plan with the proposed Concept Development Plan. The property on the west side of the site will be purchased by NorthPoint while the eastern part will be retained by the seller to sell to individual users or one buyer.

Last year, they asked for up to 3 million square feet in six buildings. There was no mixed uses on the site. The buildings were designed for e-commerce. Originally, access to Dixie Highway was planned in Phase 1 of the request. The old plan only had a setback of 80 from Chambers Road. Detention was only based upon what was required at the time of submittal last year. NorthPoint

wasn't going above and beyond. The new plan has been scaled back. It is only four buildings and 1,368,000 square feet. Building #1 is exactly the same as what was proposed previously.

Building #2 has been reduced in scale. It provides for more buffer yard. By reducing the size of the buildings, it allows for the diversity of uses/businesses. The buildings have fewer docks and trucks than normal. There won't be access to Dixie highway in the first phase. All traffic will exit Logistics Boulevard to Dixie Highway where the road will be improved as part of the interchange project. There is a study going on to widen Dixie Highway south of Logistics Boulevard but there are no construction funds. They are providing 15% more detention than the previous proposal. The applicant noted that they are willing to donate \$250,000 to the State for seed money to start any road construction project in the area of Dixie Highway or Chambers Road. They will dedicate about an acre of ground for park space for employees who work in the area. In regard to building intensity, they would like some flexibility to accommodate small business. They will commit to 12,000 square foot per acre and a total of 448,000 square feet maximum building size. Phase 2 is an unknown commodity. There are not many small sites available with zoning in place and infrastructure. TRI-ED suggested a need for industrial buildings with a size of 50,000 – 125,000 square feet (5-15 acres). They are willing to put conditions or restrictions on the property. The mixture of uses and building sizes speak to the Business Park designation.

Mr. Gloyeske stated that they would like to reduce the road width from 41 to 30 feet along Logistics Boulevard because of truck parking. All truck parking and queuing are located on individual lots and not on the public street. They can make it 41 feet in width if necessary. Also, they would like to create an 8 foot wide multi-use path along the road. This will allow people to walk from a bus stop or the pocket park. The screen wall will be an additional panel that will be extended at the end of Building #4. It will limit the view of the truck court. The truck docks for Building #3 and Building #4 will face the east and away from any residential use. The Traffic Study showed a higher intensity of cars due to manufacturing uses. Mr. Gloyeske showed photographs and tenant names of the West Chester Trade Center project. The project is diverse with manufacturing, warehousing, research and distribution uses. The smallest building at this location is 27,000 square feet. He showed some exterior building pictures. Lastly, Mr. Gloyeske showed a series of sight lines or section views – Section A (I-75), Section B (Chambers Road – near tunnel), Section C (Chambers Road curve), Section D (Tomilson Home) and Section E (Chambers Road).

Mr. Gloyeske noted the relationship to the Boone County Comprehensive Plan. The area has been designated either Industrial or Business Park since 2000. It is a Business Park setting with different uses and sizes. There is an increased buffer along Chambers Road. There is no planned access to Chambers Road. There is an extension of Logistics Boulevard to Dixie Highway, which was touch upon in the Land Use text. The Map Amendment is in agreement with the adopted Comprehensive Plan. He acknowledged that the Future Land Use Map designates the site for Industrial and the text says Business Park. There is a decreasing scale or size of buildings as one travels from I-75 to Dixie Highway.

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

Ms. Shannon Tomlinson, 262 Chambers Road, stated that she owns Ells Farm. It is a horse farm that has existed for about 100 years. The existing home has been there for the past 150 years. The property is zoned Agricultural and the use has not changed the entire time. The proposed development will impact her and come close to her barn and arena on two sides. When she purchased the property, it was not in a good condition. It has been renovated to make it a premiere boarding and training thoroughbred facility. Polo is also a possibility as she has studied the sport. Her property will be a crown and it will help maintain the integrity of the area as designated in the 2040 Comprehensive Plan. She noted that she did not receive the Staff Report until yesterday and did not receive the new Traffic Study. The last Traffic Study she received was done during Covid. She is not prepared to address it today. Even though the statute only requires one Public Hearing, Ms. Tomlinson requested another Public Hearing to give adequate time to know what is going on and comment. The statute also requires a plan. It is not an open concept plan. What is the plan? The applicant said they will work with you. They will make if fit. They will do whatever. We can't address it here at the Public Hearing because we don't know. The purpose of the Public Hearing is for the public to have meaningful comments. The room is filled with people as well as 75 people watching in another room off-site. We are all impacted by this development as well as other developments. It has been less than a year since the last application was submitted. The Fiscal Court decisively denied the previous request. It is tough reviewing the proposal with only a 14 – 21 notice. Last time, we only had a few speakers oppose the project via Zoom. Now, you will have the opportunity to hear from the community as a whole. The first application to change the site to industrial took place in 2007. It was denied because the roads couldn't handle the traffic. The interchange project was not underway. The interchange is still not complete today. Meanwhile, other industrial and residential developments have been approved. There has been no upgrade to the secondary roads. Only a portion of Dixie Highway is being improved. It is almost obsolete today. We still have bad traffic issues on Chambers Road, Dixie Highway and Richwood Road. She stated that she almost had 3 separate accidents with tractor trailers going to Burlington. Trucks have been stuck in the Chambers Road overpass. Trucks run you off the road. The developer can't control the traffic. By not approving the development, it won't make the problem worse. Chambers Road floods. Standard regulations won't be enough because of the flooding. The proposed 13 acres of green space will not help. Any additional impact will affect flooding. Ms. Tomlinson stated that she has been fighting the project for 4 years. The applicant has applied for a U.S. Corps permit and she fought it by contacting the State Environmental and Historic Preservation offices. The U.S. Corps permit was withdrawn but reapplied for later on. In the previous application, the applicant stated that they were in agreement with the Comprehensive Plan. Not really as the text dominates the map. The text discusses Business Park (BP) and the map designates the site as Industrial (I). There really was no need for the project. The Commission thought the entire property should not be industrial. That property was intended to be a barrier for the existing residences and residential in the area and the uses along Chambers Road. There is more crime in the area as there is a KSP unit devoted to the area because of the

warehouse uses. Theft from these facilities are number 2 in the United States. Stolen freight is common. One load worth 1.5 million was stolen. This type of use brings criminals to the area. That is why crime is increasing. She is supportive of property rights unless it affects adjacent

property owners. If the project goes in, it will destroy her. She isn't opposed to development but just opposed to industrial. That is what Fiscal Court thought. The proposed plan is not guaranteed. Phase 1 is controlled by the developer and phase 2 is on the hands of the property owners. It is build to suit. Why is it not on the plan? The applicant says it meets the requirements of the Business Park. The purpose of a Business Park is to create a campus that is available to be used by the public – pedestrian walkways, community spaces – like a college campus. Business Park not only allows industrial but also requires mixed uses – research or business. It will only be a Business Park when Phase 2 starts in the future. We are speaking about now. In addition, NorthPoint uses explosives to flatten the grade. Explosives shake and crack residential foundations. We have no remedy beyond the Planning Commission. She has filed Open Records requests and one statement referred to the Zoning Administrator keeping the developer in line. The Zoning Administrator replied that it is not within his power. Nothing has really changed. Does it benefit the community? Unemployment levels are relatively low. This type of development creates low paying jobs. It is not worth it. We need your help. Previously, the property was designated for Rural Lands (RL). The Future Land Use was changed as a result of a few people, including the property owner, and Tri-Ed. Ms. Tomlinson submitted a copy of a letter (Exhibit 1). The update of the Comprehensive Plan will occur next year and the citizens will participate. Ms. Tomlinson will work to remove the industrial land use from the Comprehensive Plan. She asked the Board to look at the material closely and review the Concept Development Plan in light of no controls. We will suffer from the impacts. Dig deeper and listen to us. Many of the changes are not in the plan submitted by the applicant.

Mr. Chet Hand, 674 Chambers Road, submitted a PowerPoint presentation. He stated that during a recent campaign for County Commissioner, he knocked on about 11,000 doors. The number one concern was over industrialization and schools was number two. In his opinion, we shouldn't have this conversation right now. The new plan that has been presented has very few distinguishable differences from the one that was presented in 2021. The plan does nothing to remove industrial. It doesn't mitigate the impacts. The trigger point is that industrial planned for the site was a mistake from the beginning point. The property was intended to be a buffer. It should never have been considered as industrial in the 2040 Plan. The Fiscal Court stated out loud and clear last year that Industrial One (I-1) zoning is entirely unacceptable for this parcel. They didn't say that the buildings were unacceptable but industrial zoning was unacceptable regardless of this proposal. Business Park equals industrial. The Boone County Fiscal Court determined that the plan was in error. The Fiscal Court approves the Goals and Objectives of the Comprehensive Plan. The Planning Commission is obligated to follow those goals to create the Comprehensive Plan. It is the Planning Commission's responsibility to meet those goals. Likewise, the Fiscal Court is granted oversight of the Planning Commission's development of the Plan. Whatever comes before the Planning Commission must meet the Goals and Objectives of

the Plan. Mr. Hand submitted a flash drive of exhibits to be included as part of the record (Exhibit 2). References are made to KRS 100. Before any Zoning Map Amendment is granted, the

Planning Commission and the Fiscal Court must find that the request is in agreement with the Comprehensive Plan, or that the existing zoning is inappropriate and the proposed zoning classification is appropriate. That was found to be completely false by the Fiscal Court. Alternatively, there has been major changes of economic, physical or social nature in the area involved that wasn't anticipated in the Comprehensive Plan and which has substantially altered the area. He stated that there has been a significant social change. Mr. Hand submitted a video of a Fiscal Court meeting representing a discussion of the 2021 zone change (Exhibit 3). Commissioner Kenner explained his reasons for voting no on the 2021 zone change. He felt the Business Park designation was an attempt to establish a buffer. He referred to Maher Road and not allowing an industrial access to Dixie Highway. He doesn't agree with going from A-2 to Industrial. He doesn't agree with the Planning Commission's recommendation. There is industrial near Old Lexington Pike but Chambers Road is more residential. The proposed industrial is too much of a leap. There is too much industrial at this time.

Mr. Hand stated that the Fiscal Court had a firm understanding of the Richwood area. Industrial is still on the submitted plan. Having 200 people appear before the Fiscal Court, it takes on a very strong social nature that wasn't considered in the 2040 Comprehensive Plan. This change in social nature is reason enough to deny any future Zoning Map Amendment proposals. The Fiscal Court resoundingly with a unanimous vote found that the proposed zoning classification of I-1 was inappropriate and that the assignment of that designation did not meet the Goals and Objectives they approved. Commissioner Kenner spoke how the industrial zoning was inappropriate. On page 5 of the Comprehensive Plan, it states that "the Elements of the Comprehensive Plan shall be interrelated and consider potential benefits and impacts of regulation and development." Page 6, Section Environment – "Development shall attempt to utilize existing topography and vegetation – and preserve the existing character of the land where practical." Richwood and Chambers Road are a beautiful part of the County and we only get one chance to get it right. Page 8, Section Natural and Cultural Resources – "Significant cultural resources and natural features in Boone County are documented, preserved and interpreted." The Chambers Road neighborhood should not be sacrificed for the edge of industrial development in the region. Page 9, Section Economy – "Boone County businesses are development in appropriate locations and are compatible with surrounding land use." Industrial development should stop where it is today and pickup south of Walton. What is proposed is not Business Park. It is industrial. The developer is wordsmithing it. Page 12, Section Transportation – "The displacement of people... And disruption of communities shall be minimized." Industrial should have never been in the Comp Plan. Based on the stated 2040 Comp Plan Goals and Objectives, and the subsequent review, recorded commentary and recorded Findings of Fact, the industrial zoning for the Greenfield Farm should never have been in the 2040 Comprehensive Plan. Essentially, the Fiscal Court directed the Planning Commission to note that Industrial One (I-1) was inappropriate, now, or ever in the future. The Chambers Road community did not have adequate input in 2017. Only 1% of the population participated in the 2040 Plan. It was hardly sufficient for the community. People are not aware that they need to

participate. Additional communication is necessary. It must be done way in advance. Our current infrastructure is inadequate. The Land Use Element (21. Richwood East) states "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 U.S. 25 corridor." The last few years have shown a dramatic increase in truck and personal vehicle traffic in downtown Walton. The proposed traffic mitigation proposals will not address eastbound traffic on Chambers Road and northbound traffic on Dixie Highway. He has witnessed numerous wrecks. The developer has no way of knowing the direction of the supply chain traffic. The 2040 Comp Plan (21. Richwood East p. 149) has identified a need to improve Dixie Highway between KY 338 and KY 14. A Study is planned, however, no additional phases are planned in the next 6 years. This means that any development will exacerbate semi-truck and personal vehicle traffic in the area, with zero plans to mitigate that serious safety risk anytime in the near future. Section Transportation, Goal B, Objective 9, as well as "Access Management," p. 96, and Transportation and Pedestrian Network, pages 96-97 also make statements about protecting existing roadways and addressing impacts of truck traffic. Given the hyper focus within the 2040 Comp Plan on this issue, it is apparent that any consideration of industrial development along Chambers Road and Dixie Highway should be stayed until after roadway improvements are complete. Some reference has been made to monies appropriated in the 2022-2024 Biennial Highway Construction Plan to improve Chambers Road and the flooding issues. This is false as only \$600,000 was allocated for a planning study and no commitment for any future improvements. Although we believe the Fiscal Court and the 2040 Comp Plan have made it clear that industrial development on U.S. 25 should be halted at its current location adjoining the Greenfield Farm property, and that no future proposals for industrial on that property should be tolerated. We also make the case that at an absolute bare minimum, the timing on this proposal should be pushed out at least 6 years to align with potential future road improvements and allow the community at large to comment on the Comprehensive Plan.

The plan and proposal narrative provided by the developer are inconsistent with one another. The July 27, 2021 Findings of Fact, in regard to the differences between Business Park and Industrial, state open spaces proposed around the perimeter of the site are to buffer adjoining, incompatible land uses rather than to create a park-like, office campus setting. The new proposal places the theoretical layouts of Phase 2 Business Park adjacent to U.S. 25, creating a zero buffer between the industrial and the Chambers Road community. This does not align with the Findings of Fact referenced Comp Plan Land Use text, Section B (p. 95), which states "Developments in Boone County must recognize the potential impacts upon adjoining land uses, and incorporated a transition of land uses." Mr. Hand referred to individual property rights as development under current zoning protect individual property rights. Zoning laws and regulations are devised to protect surrounding property owners and not to provide absolute liberty to the individual property owner. It keeps a strip club or industrial complex from being next to a historic horse farm. If zoning laws were in place to allow property owners to do whatever they want, then there is no need to have zoning. The current investment group does not lose any rights under their existing zoning. They have the right to develop there under the A-2 zoning with zero input from the neighbors

because they purchased their properties with Greenfield Farm already being designated A-2. The investment group has the same right as everyone else on Chambers Road, just not special rights. The opinions of the neighbors should carry more weight than the desires of an out of state developer. NorthPoint indicated that they want to be good neighbors but it is not the case as they want to ram through an almost unanimously unpopular plan. It will be more like a profit motivated adversarial relationship rather than a community focus group. There may be needs in the industry, but that doesn't mean that the subject property had to be the solution. The County has no obligation to guarantee max profits to an investment group. The County has no obligation to mitigate the impact of a bad investment decision; or one based on assumptions of future zone changes. The current situation for NorthPoint and the investment group is not the fault of the Chambers Road community and we should not suffer for it. However, the County does have an obligation to protect the early investors in Boone County, our existing communities and property owners.

In conclusion, the new proposal is not substantially different than the 2021 proposal. The Findings of Fact used to deny the last application are all applicable again for this one. NorthPoint is wordsmithing their proposal narrative to circumvent these objections, but the resulting impact on our community will be the same. Five letters written to the Planning Commission was sufficient to the Planning Commission to change the Comp Plan. Hundreds of people standing up and letters against the proposal should be enough to deny this application. The existing zoning classification is found to be appropriate and in addition, a major change of social nature within the area, not anticipated in the Comp Plan has been identified. The Fiscal Court has indicated that the 2040 Comp Plan has mistakenly identified the 208 acre property along Chambers Road to be Industrial. The question now is are we going to continue with that mistake? Are we going to serve the people or are we going to course correct and assure that we don't get irreparably damaged trying to maximize profits for an out of state developer and investment group. It is perfectly justifiable to deny this zone change. We request that you deny this application submitted by NorthPoint Development. Mr. Hand restated that he submitted his presentation on a flash drive as well as the previous 7 documents. Mr. Hand noted that the previous submittal was not bigger than the one that is under review. Everything is speculative. The buildings are designed to expand into the future. The vacancy rate in the region or Northern Kentucky is not the same in Boone County. The subject property can be developed as residential similar to what has been built along Chambers Road – Oxford Hills and Bedinger's Landing. Chambers Road need to be fixed first then the area can be developed.

Ms. Charlotte Brewer, 233 Chambers Road, stated that her family owns a farm across from the development. It overlooks the development. She bought her 86 acres in 1968. There was nothing out here back then except for an ice cream stand. We already have those types of businesses in the area. She referenced Page 13 of the Staff Report that outlines the statutory criteria for approving a zone change. The current zoning of A-2 is appropriate. There is 65 acres with 5 homes located on it on Dixie Highway as well as 72 acres owned by the Tomlinsons. All this property is entirely residential including hers across the street. There is nothing that says industrial

should be in the middle of this residential area. It is a good reason to leave it residential as well. Park South should be the ending point for industrial.

Ms. Margo Grubbs, 30 Russell Street, stated that her family has a rich history in Boone County. Mary Grubbs (Highway) was her grandmother and Chambers Road and Chambers-Grubb Funeral Home is her family. Both sides of her family date back to the 1700s. She serves on the Richwood Presbyterian Church Cemetery Board. It is a legacy cemetery. She has family buried there. In 1958, U.S. 25 was the only road that went from Walton to Florence. Crime is a problem and more will occur with industrial development. Boone County has boomed and traffic affects travel time. Chambers Road is rural Boone County. Don't take it away. We need the integrity of our historic legacy intact. Please say no to it.

Ms. Jennifer Fitch, 12216 Gaines Way, stated that she agrees with what has been stated before her. They moved to the area during the pandemic and looked for an older house so they didn't have to deal with this situation or problem with new construction. There is an environmental impact from the development – light pollution affecting wildlife and humans (sleep disturbance, diabetes, cancer). In addition, she expects a concern about noise pollution – truck traffic (sleep issues, heart disease, high blood pressure & hearing loss). She did submit comments earlier today. In terms of storm water runoff, there is flooding as well as septic tank overflows. Storm water runoff can have up to 50 different types of chemicals. There will also be a loss of wildlife especially birds – wrens, cardinals, red peckers. Ms. Tomlinson has kestrels nesting on her property. It is a federally protected bird. This is development for development sake.

Mr. Adam Hand, 1190 Oxford Hills Drive, stated he lives next to Steeplechase Elementary School. The 2040 Plan is not a gospel. There are flaws in the Plan. His property is designated SD – Suburban Density Residential. It allows 4 houses per acre on his property. His property is deeded for a single family residence of a minimum 2,500 square feet. I can't legally do anything different. Yet, the Future Land Use Map says 4 units per acre. There are many other flaws in the Comp Plan including the site under review. He will be involved in the next Comp Plan update.

Mr. Jon Holman, 981 Chambers Road, stated that the photographs of the rolling hills and scenic drives from the Staff PowerPoint are proof of how the area looks today. It shows the lack of infrastructure in the area and the reason why he and his wife moved back to Boone County. He bought his uncle's farm and has been back for 10 months. It has been the third zone change that he has experienced. Cornerstone was one of them. It was denied. The subject property was denied twice. He doesn't want to keep coming to these meetings the rest of his life. He is surrounded by farms. The main concern is traffic or the volume of trucks. It took him 15 minutes from the BP gas station to I-75. He has a video to prove it. It takes his wife 45 minutes to get to work. He expressed a concern about the "proposed access". What does it mean? No proposed access? He expressed a concern about flooding. With a good rain event, water goes over his bridge. What will the project do to the value of his property and other homeowner's? I would hope the Board would vote this down.

Ms. Charlin West lives in Verona and expressed a concern about traffic and safety. The big rigs cause a lot of problems. The big trucks can have a big impact on accidents. There is a correlation between traffic and accidents especially involving these big trucks. Traffic jams are inconvenient for everyone. She is concerned about hazardous materials. In 2021, 22% of the accidents were with big trucks. It was 35% in the Walton area. The trend is continuing in 2022 from January to August and it could surpass last year's data. It is about 27.5% in Richwood. Please don't bring more trucks into Southern Boone County. More trucks mean more human error.

Ms. Connie Honeywell, 12419 Hutton Drive, stated that she spoke last year and her comments still apply to the new application. The one concern she had this year is that she has not seen any improvement of Chambers Road. There are no shoulders on the road. The intersection of Dixie Highway and Chambers Road is all torn up due to the truck traffic. There are huge ruts. Trucks have almost hit poles in the area. A tractor trailer carrying cars went down Chambers Road and got stuck at the tunnel. The driver had to back up to Dixie Highway. Someone needs to put a sign up, "No Trucks Allowed." She expressed a concern about stormwater runoff. When she bought her house, there were no flooding signs. Now there are signs on Richwood Road and Chambers Road. What happens when it floods? You can't get to work. People would be fired from their job if they couldn't get to work. She expressed a concern about emergency response if the road is flooded. Police and fire personnel are not trained in swift water rescue. She understands what is involved with rescuing people. Until the road situation is fixed, there should be no further development. The road and the flooding needs to be fixed.

Mr. Dennis Kelley, 12231 Gaines Way, asked when does the industrialization stop? He did a 10 mile survey of warehouses and noticed there were 14 warehouses that were zero filled. There is a school in the area now and it wasn't in the 2040 plan.

Ms. Amy Kelley, 12231 Gaines Way, stated that when she moved to Gaines Way, Chambers Road was a lane and a half in width. The original speed limit on Chambers Road was 30 mph. Now it is 45 mph because of the two way traffic. More and more trucks have been on the road. She has had to go to Dixie Highway to leave Chambers Road because of the trucks at the other end. If flooding occurs, the road floods due to the sandy, clay soil. There is a wetland on the subject property. It will be destroyed if the site is developed. The small wetland helps mitigate the flooding. All wetlands are precious because they protect wildlife. The detention ponds will have oil, residual gas and other toxins. Flooding will occur on Chambers Road and eventually Mud Creek. Mud Creek flows into Gunpowder Creek and then to the Ohio River. It is water pollution. She hasn't seen any environmental studies of the site. Did they submit one? Progress includes nature. Nature takes time to perfect everything.

Chairman Rolfsen noted that the Board understands flooding, traffic, noise, light pollution and crime. The Board has already heard it.

Mr. Joe Garena, 579 Lassing Way, showed some pictures of flooding at 3 different locations. He submitted the pictures (Exhibit 4). He moved into his home 3 years ago. He recalled attending a Public Hearing about Biggs 30 years ago on KY 18. It was turned down. The buffer will allow growth to slow down. He expressed interest in what could go in the buildings. What about smells? It is a beautiful area.

Ms. Sandy McMillian, 12219 Dixie Highway. She is the second house south of Chambers Road. She took pictures of trucks turning left off Old Lexington Pike to Dixie Highway. She has seen multiple accidents and 2 deaths in her front yard. She loves the rural community. She doesn't like the industrial. Can the Planning Commission use bigger signs on the property? She submitted some pictures.

Mr. Rob Tomlinson, 262 Chambers Road, stated there is an email attached to the Staff Report that says there are no funds in the State budget for repairs to Chambers Road. There are only funds for studies. It was based on no improvements to Dixie Highway south of Logistics Boulevard since there are no available funds. Mr. Tomlinson referred to the 2040 Plan and the amount of industrial land in 2017 of 11,087 acres. Is there an update on the number of industrial acres? How many acres are developed for industrial purposes today? Mr. Costello replied that he would provide that information.

Mr. Liam Tomlinson, 262 Chambers Road, stated that he found 39 warehouse spaces in Boone County alone. There is 5,426,000 square feet available (January, 2024). The COO of NorthPoint stated that he wasn't smart enough to be cautious. The developer is wordsmithing everything to get what they want.

Ms. Pam Clayton, 714 Aylor Lane, asked whether NorthPoint had any developments in the middle of a residential area? The West Chester location is in the middle of an industrial area. What about Chambers Road and future school bus traffic? No improvements are scheduled yet.

Mr. Stephen Muff, 11932 Oxford Hills Drive, stated that there are places in his neighborhood for kids to visit farms with animals. The industrial park doesn't belong there. The industrial land use in the plan was a mistake. It can be corrected.

Mr. Henry Ridner, 1799 Whispering Trails, has been a realtor for about 40 years. He has the Cook property located south of the site. The Cooks own property on both sides of the tunnel. There is no City water or sewer. They just farm the property. They would like to sell it to a residential developer and develop it like Wildcat Run Subdivision or Bedinger's Landing Subdivision. Will the industrial developer bring the water down Chambers Road? City water and sewer should be extended to Chambers Road. This would allow the Cooks to get a better price for their property.

Mr. Jim Weaver, 12125 Decker Lane, asked why the Board doesn't evaluate the quality of life with each project? There is so much truck traffic. It took one year to reduce the speed limit from 55 mph to 45 mph. The State won't do anything to Chambers Road. It is a flood zone. Flooding almost got the historic Richwood Presbyterian Church. He has given to Boone County. What are

you going to do for me? This is ridiculous why they are back. All my neighbors care about their community. These people care about their property. Enough is enough.

Ms. Shannon Tomlinson asked for more time to review the Traffic Study since it became available. Mr. Costello asked if anyone from the neighborhood inquired about the traffic study. Mr. Morgan replied no. Mr. Costello noted that the Staff Report, which included the addendum to the original Traffic Study, was available to the public on the Planning Commission's website a day before the Public Hearing. The public could see it before the Board members could read it.

Mr. Wilson suggested offering the Traffic Study material to anyone now and they could comment on it at the Committee Meeting in 2 weeks. The Committee chair will allow them to speak. Mr. Morgan suggested contacting him about the Traffic Study. Mr. Costello stated that the supplemental addendum to the Traffic Study will be posted on the Planning Commission's website.

Mr. Marc Gloyeske mentioned that the original Traffic Study was prepared in 2021. A supplement addendum was prepared in March/April 2022. Chambers Road has been in the flood plan since 1950. Environmental studies have been performed on the site - a streams and wetlands study and an archeological study. There have been 16 accidents on Chambers Road in 2022 and only 3 of them involved commercial vehicles. The list of uses identified were ones that would be prohibited. It excluded lard processing. There is a list of permitted uses. In the Riverview Business Park, there is no building over 200,000 square feet.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on August 17, 2022 at 5:00 P.M. This item will be on the Agenda for the Business Meeting on September 7, 2022 at 7:00 p.m. in the Fiscal Courtroom. The Chairman Rolfsen closed the Public Hearing at 10:45 p.m.

APPROVED:

Charlie Rolfsen
Chairman

Attest:

Kevin P. Costello, AICP
Executive Director

See Exhibit list on next page.

Exhibits 1 through 5 are available for review in the Project File at the Planning Commission office.

Exhibit 1 - Letter and Material submitted by Shannon Tomlinson.

Exhibit 2 - Flash drive submitted by Chet Hand of documents included in PowerPoint presentation

Exhibit 3 – Video of Fiscal Court Meeting – July 27, 2021

Exhibit 4 – Pictures of flooding submitted by Joe Garena

Exhibit 5 – Pictures submitted by Sandy McMillian

Memorandum

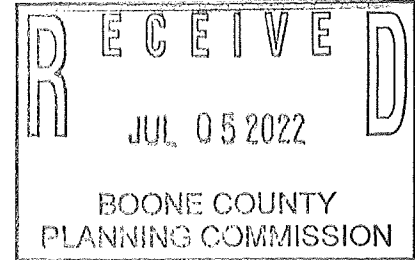
Date: July 5, 2022

To: Linzy Brefeld, Kentucky Transportation Cabinet, District 6
James Minckley, Kentucky Transportation Cabinet, District 6
Kevin Costello, Boone County Planning Commission
Robert Franxman, Boone County Engineer

From: Katie Dillenburger, Bayer Becker

cc: Marc Gloyeske, NorthPoint Development
Mike Willenbrink, Bayer Becker

Subject: Greenfield Commerce Center – Proposed Development
Traffic Impact Study – Addendum



Bayer Becker previously prepared a traffic impact study (TIS) for Greenfield Farm/Greenfield Commerce Center proposed industrial development that is to be located west of US 25 (Dixie Highway) and north of Chambers Road (KY 2951), in unincorporated Boone County, Kentucky.

The TIS was submitted to the Kentucky Transportation Cabinet (KYTC) and Boone County on March 2, 2021, with additional analysis submitted on April 7, 2021. On July 22, 2021, KYTC provided approval of the study.

Recently, the concept site plan associated with the project was modified. The proposed development is to consist of several manufacturing/warehousing/industrial buildings totaling approximately 1,892,000 square feet (SF).

More specifically, per the Greenfield Commerce Center Concept Plan dated July 5, 2022, details include:

- Development of western portion of the site, closest to the I-71/75 corridor, is to occur first with Building #1 at 448,000 SF, Building #2 at 418,000 SF, Building #3 at 301,000 SF, and Building #4 at 201,000 SF.

A connection to the existing Logistics Boulevard is proposed with service to Buildings #1 – #4.

- Development of the eastern portion of the site, Lots #1 – #11 positioned along US 25 (Dixie Highway), as a business park, is to be constructed separate from Buildings #1 – #4, including a mix of light industrial and office/warehouse uses totaling approximately 524,000 SF of building space.

Logistics Boulevard is to be extended to US 25 (Dixie Highway) with a new site access point/proposed intersection constructed at US 25 (Dixie Highway).

The purpose of this TIS Addendum is to confirm that the findings and recommendations of the original TIS are valid based on the updated concept site plan.

The scope of work required for the TIS included analysis of the following study area intersections:

- 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)

Traffic volumes for the 2020 existing year and traffic volume projections for the 2022 opening year, 2023 and 2024 additional phase completion years, 2025 full build-out year, and 2032 horizon/design year were evaluated.

Based on current plans, an opening day/year of 2024 is estimated for the site, consisting of Buildings #1 and #2, with the construction of Buildings #3 and #4 to immediately follow. The schedule for Lots #1 – #11 and the new intersection of US 25 (Dixie Highway) and Logistics Boulevard is uncertain at this time. For this TIS Addendum, the 2024 opening year will be evaluated, assumed to include Buildings #1 – #4 with access provided via existing

Logistics Boulevard, and the 2032 design year also evaluated, incorporating Lots #1 – #11 and the Logistics Boulevard extension to US 25 (Dixie Highway) for additional site access.

Site Traffic

Trips generated by the Greenfield Commerce Center proposed development, based on the current concept plan, were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, and the *ITE Trip Generation Handbook, 3rd Edition*, for manufacturing, warehousing, and business park land uses, during the weekday AM and PM peak hours, which are presented as follows in Table 1A.

**Table 1A
Trip Generation**

Land Use	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Phase 1									
Building #1 – Manufacturing	140	448.000	TSF	215	68	283	115	257	372
Building #2 – Warehousing	150	418.000	TSF	57	17	74	22	55	77
Building #3 – Warehousing	150	301.000	TSF	46	14	60	18	45	63
Building #4 – Manufacturing	140	201.000	TSF	100	32	132	49	108	157
Phase 1 Site Trips				418	131	549	204	465	669
Phase 2									
Business Park	770	524.000	TSF	552	97	649	162	464	626
Phase 1 + Phase 2 Site Trips				970	228	1198	366	929	1295

Land use descriptions and trip generation information excerpted from the ITE *Trip Generation Manual* are provided by attachment.

Based on a comparison of the updated trip generation calculations versus the original TIS trip calculations, similar site traffic volumes are estimated.

In particular, as presented in Table 1A above, the current proposed development is expected to generate 1198 total AM peak hour site trips (970 entering, 228 exiting) and 1295 total PM peak hour trips (366 entering, 929 exiting). Per the Table 1 of the TIS, the original development site trips were calculated at 1061 total AM site trips (818 entering, 243 exiting) and 1132 total PM site trips (340 entering, 792 exiting). Excerpts from the TIS are provided by attachment for reference. An overall difference of approximately 13 to 14 percent (+137 total AM trips and +163 total PM trips) is anticipated based on the current concept site plan.

The updated site trips generated by the proposed development were assigned to the adjacent roadway network, by directional distribution, based on existing and expected future traffic patterns of the study area, for AM and PM peak hours, as described in the TIS and also summarized as follows:

- Approximately 80 percent entering from and exiting to the north on US 25 (Dixie Highway).
- Approximately 20 percent entering from and exiting to the south on US 25 (Dixie Highway).

At the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951), it was estimated that approximately 18 percent enters from and exits to the south, one percent from/to the east, and one percent from/to the west.

The updated Site Traffic Volumes for Phase 1 and for full build out, Phase 1 and Phase 2, are presented in the attached Figure 8A and Figure 10A, respectively.

Build Traffic

To estimate 2024 build traffic volumes, the Phase 1 site traffic volumes for the proposed development were combined with the 2024 no build traffic volumes (TIS Figure 4). For 2032 build traffic volumes, the full build-out site traffic volumes (Phase 1 + Phase 2) were added to the 2032 no build traffic volumes (TIS Figure 6), respectively.

The updated 2024 and 2032 Build Traffic Volumes are presented in Figures 13A and 15A, respectively, as attached. The original TIS no build figures are also attached for reference.

Level of Service Analysis

Intersection level of service (LOS) analysis was performed as part of this TIS Addendum, incorporating the updated 2024 and 2032 build traffic volumes.

As identified in the TIS, US 25 (Dixie Highway) is a north-south, two-lane, urban minor arterial (state highway facility). However, to the 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. According to design documents provided by KYTC, US 25 (Dixie Highway) is to be widened to five lanes (two lanes per direction plus a center lane) from KY 338 (Richwood Road) to Transport Drive. It is to transition to three lanes south of Transport Drive and 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. Separately, it is understood that KYTC is currently studying the US 25 (Dixie Highway) corridor from KY 338 (Richwood Road) to KY 16 (Mary Grubbs Highway), including the TIS key intersections. While the evaluation is ongoing, according to the Data Needs Analysis/Scoping Study, dated April 2020, KYTC recommended that US 25 (Dixie Highway) be reconstructed as a five-lane roadway with curb, gutter, and a shared-use path on one side, from Transport Drive (i.e., the terminus of the I-71/75 and KY 338 (Richwood Road) interchange project limits) to KY 16 (Mary Grubbs Highway). As such, LOS analysis for 2032 build traffic volumes was modeled with US 25 (Dixie Highway) as a five-lane section.

LOS results for the US 25 (Dixie Highway) and Logistics Boulevard intersection are summarized in Table 3A as follows, for the AM and PM peak hours. For reference, the 2024 and 2032 no build LOS results are also provided as taken from the original TIS.

Table 3A
Level of Service (Delay, sec./veh.)

		2024		2032		
		No Build	Build	No Build	Build	
US 25 (Dixie Highway) & Logistics Boulevard						
AM Peak Hour	EB	L	C (25.3)	C (27.3)	C (25.3)	C (25.6)
		R	C (24.8)	C (25.3)	C (24.8)	C (24.9)
		Approach	C (25.2)	C (26.9)	C (25.2)	C (25.5)
	NB	L	B (12.6)	B (13.8)	B (13.3)	C (22.2)
		T	B (11.2)	B (11.2)	B (11.7)	B (11.0)
		Approach	B (11.4)	B (12.0)	B (11.9)	B (12.3)
	SB	T	B (10.6)	B (10.6)	B (10.8)	B (13.4)
		R	A (9.6)	B (13.0)	A (9.6)	B (10.2)
		Approach	B (10.4)	B (12.1)	B (10.6)	B (13.0)
Overall Intersection		B (12.4)	B (14.5)	B (12.5)	B (13.4)	

Table 3A (continued)
Level of Service (Delay, sec./veh.)

		2024		2032		
		No Build	Build	No Build	Build	
US 25 (Dixie Highway) & Logistics Boulevard						
PM Peak Hour	EB	L	C (31.3)	D (50.8)	C (31.3)	C (33.9)
		R	C (26.4)	B (17.5)	C (26.4)	C (25.3)
		Approach	C (30.1)	D (43.3)	C (30.1)	C (31.8)
	NB	L	B (19.9)	C (34.4)	C (23.5)	C (22.4)
		T	B (11.3)	C (23.0)	B (11.9)	B (15.5)
		Approach	B (13.3)	C (26.4)	B (14.1)	B (16.1)
	SB	T	B (12.9)	D (45.1)	B (14.4)	B (13.7)
		R	A (9.4)	C (30.9)	A (9.4)	B (10.6)
		Approach	B (12.7)	D (40.8)	B (14.1)	B (13.5)
	Overall Intersection		B (18.2)	D (38.8)	B (18.5)	B (18.2)

Based on the updated LOS analysis completed and summarized in Table 3A, the intersection of US 25 (Dixie Highway) and Logistics Boulevard will operate at acceptable levels of service (i.e., similar LOS and/or less than 80 seconds of delay) for 2024 build conditions, including Phase 1 of the Greenfield Commerce Center proposed development, for both AM and PM peak hours. Assuming that US 25 (Dixie Highway) is improved to a five-lane roadway and with optimized signal timing, levels of service and delays at the intersection of US 25 (Dixie Highway) and Logistics Boulevard will be maintained (i.e., similar LOS and/or less than 80 seconds of delay) through 2032 build conditions, including full build-out of the Greenfield Commerce Center proposed development, for both AM and PM peak hours.

LOS results for the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951) are summarized in the following Table 4A, for the AM and PM peak hours. The 2024 and 2032 no build LOS results are provided for reference, as taken from the TIS. Also, as previously indicated, analysis for 2032 build traffic volumes incorporates US 25 (Dixie Highway) as a five-lane section and based on prior coordination with KYTC, a traffic signal at the intersection is also assumed for future conditions and was modeled as such.

Table 4A
Level of Service (Delay, sec./veh.)

		2024		2032		
		No Build	Build	No Build	Build	
US 25 (Dixie Highway) & Chambers Road (KY 2951)						
AM Peak Hour	EB	LTR	B (11.1)	B (13.2)	B (12.2)	C (26.2)
		Approach	B (11.1)	B (13.2)	B (12.2)	C (26.2)
	WB	LTR	B (14.4)	C (17.9)	C (17.3)	C (25.5)
		Approach	B (11.4)	C (17.9)	C (17.3)	C (25.5)
	NB	L	A (7.7)	A (7.8)	A (7.8)	B (11.3)
		T	-	-	-	B (11.3)
		R	-	-	-	B (11.3)
		Approach	-	A (1.8)	-	B (11.3)
	SB	L	A (8.1)	A (8.3)	A (8.3)	B (14.6)
		T	-	-	-	B (10.1)
		R	-	-	-	B (10.1)
		Approach	-	A (1.7)	-	B (10.8)
	Overall Intersection		-	-	-	B (13.4)

Table 4A (continued)
Level of Service (Delay, sec./veh.)

		2024		2032		
		No Build	Build	No Build	Build	
US 25 (Dixie Highway) & Chambers Road (KY 2951)						
PM Peak Hour	EB	LTR	C (17.8)	C (22.6)	B (12.2)	C (24.8)
		Approach	C (17.8)	C (22.6)	B (12.2)	C (24.8)
	WB	LTR	F (59.0)	F (100.4)	C (17.3)	C (25.5)
		Approach	F (59.0)	F (100.4)	C (17.3)	C (25.5)
	NB	L	A (9.0)	A (9.4)	A (7.8)	C (23.4)
		T	-	-	-	B (12.1)
		R	-	-	-	B (12.1)
		Approach	-	A (2.5)	-	B (13.9)
	SB	L	A (8.2)	A (8.3)	A (8.3)	B (15.1)
		T	-	-	-	B (14.0)
		R	-	-	-	B (14.0)
		Approach	-	A (0.9)	-	B (14.0)
	Overall Intersection		-	-	-	B (15.5)

Based on the LOS analysis completed and summarized in Table 4A, the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951) will operate at an acceptable level of service (i.e., similar LOS and/or less than 80 seconds of delay) for 2024 build conditions, including Phase 1 of the Greenfield Commerce Center proposed development, during the AM peak hour. For the PM peak hour, 2024 build conditions, acceptable LOS are achieved with the exception of the westbound intersection approach. While an LOS of F is estimated for no build and build traffic, delay is increased with the proposed development. However, with the planned improvements for US 25 (Dixie Highway), widened to a five-lane roadway with signalization, the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951) will operate at acceptable levels of service (i.e., LOS of C or better and/or less than 80 seconds of delay) for 2032 build conditions, including the Greenfield Commerce Center proposed development, for both AM and PM peak hours.

LOS results for the US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) intersection, also incorporating the US 25 (Dixie Highway) improvements, are presented as follows in Table 5A, for 2032 build conditions, for the AM and PM peak hours.

Table 5A
Level of Service (Delay, sec./veh.)

		2032		2032			
		Build		Build			
US 25 (Dixie Highway) & Proposed Site Access (extended Logistics Boulevard)							
AM Peak Hour	EB	L	C (27.6)	PM Peak Hour	EB	L	D (51.9)
		R	C (25.3)			R	B (17.3)
		Approach	C (27.1)			Approach	D (45.0)
	NB	L	B (13.7)		NB	L	C (31.9)
		T	B (10.6)			T	B (20.0)
		Approach	B (11.6)			Approach	C (21.4)
	SB	T	B (10.1)		SB	T	C (22.0)
		R	C (30.8)			R	C (21.0)
		Approach	C (25.1)			Approach	C (21.7)
	Overall Intersection		C (20.9)		Overall Intersection		C (30.0)

Based on the updated LOS analysis completed and summarized in Table 5A, assuming that US 25 (Dixie Highway) is improved to a five-lane roadway and with optimized signal timing, levels of service and delays at the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) will be acceptable (i.e., overall intersection LOS of C or better and/or less than 80 seconds of delay) for 2032 build conditions, for both AM and PM peak hours. Delays for the individual movements are also less than the required 80 seconds.

LOS reports are provided by attachment.

Additional Review

Included with this TIS Addendum, traffic signal warrant analysis was performed for the US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) intersection, for the updated 2032 build traffic volumes.

Using the KYTC traffic signal justification spreadsheet, the updated 2032 build traffic volumes at the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) satisfy Warrant 3, Peak Hour, per Table 4C-3 and Table 4C-4 in the *Manual on Uniform Traffic Control Devices, 2009 Edition*. The additional signal warrant analysis is attached.

With confirmation of the traffic signal warrant and based on the LOS analysis presented in the prior section/results in Table 5A, turn lane recommendations for the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) also remain valid, a southbound right turn lane, a northbound left turn lane, and an eastbound right turn lane, per the guidance provided within the KYTC *Highway Design Manual* (i.e., in consideration of safety and operations). These improvements are in combination with/in addition to the planned KYTC improvements of widening US 25 (Dixie Highway) to five lanes.

Turn lane storage lengths were also confirmed per the updated LOS analysis.

Based on queue analysis completed for the intersection of US 25 (Dixie Highway) and Logistics Boulevard, the existing 350' southbound right turn lane provides adequate storage for future traffic volumes which are estimated at a 95 percent queue length of 202.5' maximum. The existing 300' northbound left turn lane also provides adequate storage, accommodating the maximum 95 percent queue length of 117.5'. With the planned widening of US 25 (Dixie Highway), the future five-lane section will also cover the northbound left turn lane needs. And the existing 150' eastbound right turn lane on Logistics Boulevard provides adequate storage for future traffic volumes, the maximum 95 percent queue length of 150' that is estimated.

For the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard), the recommended 550' southbound right turn lane provides adequate storage for future traffic volumes, the maximum 95 percent queue length of 537.5'. The recommended 215' northbound left turn lane also provides adequate storage for the 95' maximum 95 percent queue length plus the widened section of US 25 (Dixie Highway) that is planned will accommodate the northbound left turns. Finally, the recommended 150' eastbound right turn lane also provides adequate storage for the 117.5' maximum 95 percent queue length.

As previously stated, the complete LOS reports are provided by attachment, which include queue results (reported in number of vehicles, vehicle length of 25' assumed).

Conclusions

The following conclusions are made based on the calculations and analysis prepared in the original TIS and with this TIS Addendum.

The intersection of US 25 (Dixie Highway) and Logistics Boulevard will operate at acceptable levels for 2024 build conditions, including Phase 1 of the Greenfield Commerce Center proposed development. Assuming that US 25 (Dixie Highway) is improved to a five-lane roadway, as proposed by KYTC, and with optimized signal timing, the intersection operations of US 25 (Dixie Highway) and Logistics Boulevard will be maintained through 2032 build conditions, including full build-out of the proposed development.

Similarly, the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951) will generally operate at acceptable levels for 2024 build conditions, including Phase 1 of the proposed development, and the intersection

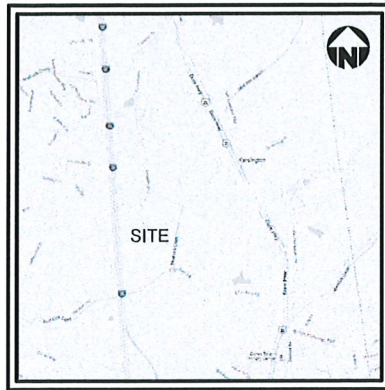
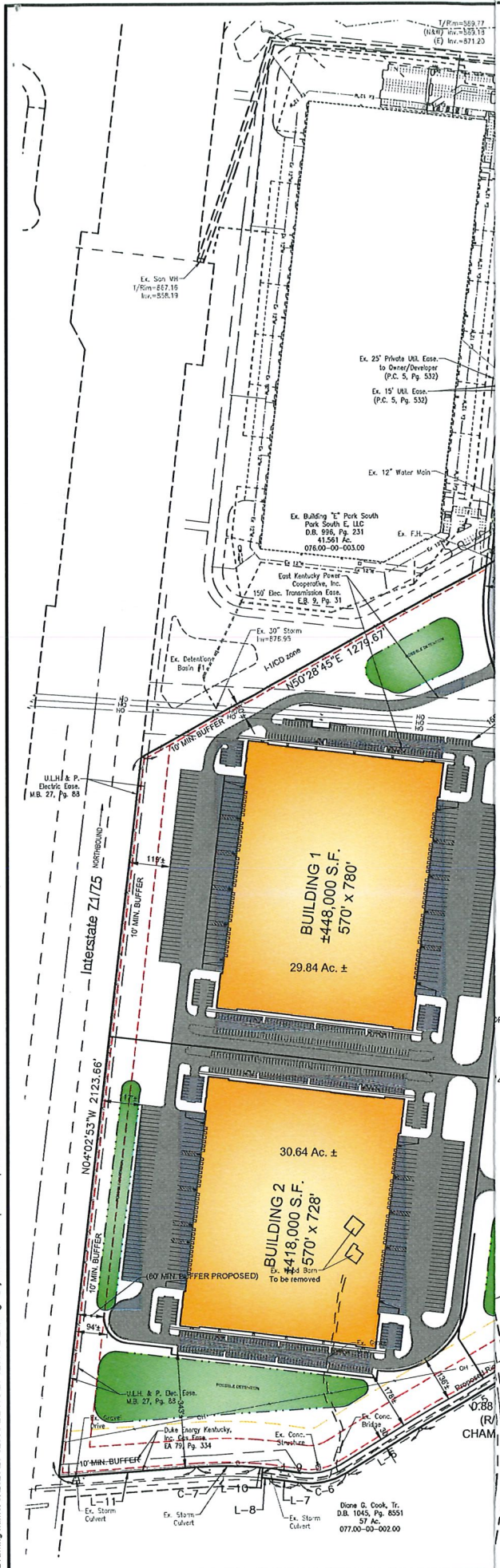
will be improved and operate at acceptable levels for 2032 build conditions, including full build-out of the proposed development and assuming that US 25 (Dixie Highway) is widened to five lanes and that the intersection is signalized.

And finally, the intersection of US 25 (Dixie Highway) and the Proposed Site Access (extended Logistics Boulevard) will operate at acceptable levels for 2032 build conditions, including full build-out of the Greenfield Commerce Center proposed development, assuming that US 25 (Dixie Highway) is improved to a five-lane roadway and also including the following improvements:

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

The recommended turn lane storage lengths identified above include a bay taper of 100' for US 25 (Dixie Highway) and a bay taper of 50' for the Proposed Site Access (extended Logistics Boulevard) as per the KYTC *Highway Design Manual*.

As previously indicated throughout the original TIS and within this TIS Addendum, the build traffic volume projections include traffic generated by the Greenfield Commerce Center proposed development. Therefore, the above roadway improvements are recommended with the proposed development to mitigate its impact.



VICINITY MAP
(Not to Scale)

Phase 1: Building / Site Characteristics

Bldg.	Approx. Bldg. Coverage Floor Area (SF)	Lot Area (Acres)	Bldg. Intensity (SF / Acre)
1	448,000±	29.84±	15,013±
2	418,000±	30.64±	13,642±
3	301,000±	27.52±	10,938±
4	201,000±	25.08±	8,014±
Sub-Total	1,368,000±	113.08	12,093±
Tract A & B	-	6.51±	-
ROW	-	4.88±	-
Total	1,368,000±	124.47±	-

Phase 2: Building / Site Characteristics

Lot	Approx. Bldg. Coverage Floor Area (SF)	Lot Area (Acres)	Bldg. Intensity (SF / Acre)
1 & 2	58,000±	-	-
3	24,000±	-	-
4 & 10	80,000±	-	-
5 & 11	150,000±	-	-
6 & 8	120,000±	-	-
7	42,000±	-	-
9	50,000±	-	-
Sub-Total	524,000±	78.23±	6,698±
ROW	-	6.03±	-
Total	524,000±	84.26±	-

All Buildings and Lot Areas Shown are Approximate.

CURRENT OWNER:

Greenfield Farm, Inc.
2701 Tunkhannock 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, Light Industrial, & Office/Warehouse

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 Silty Clay Loam, 5 to 12 percent slopes
- FcD - Faywood Silty Clay Loam, 12 to 20 percent slopes
- FcO3 - Faywood Silty Clay, 12 to 20 percent slopes, severely eroded
- NB - Nicholson Silt Loam, 2 to 8 percent slopes
- NC - Nicholson Silt Loam, 8 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 per 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 1	CONCEPT DEVELOPMENT PLAN	07-05-22		



Basis of Bearing:
State Plane NAD83 (2011)



SCALE: 1" = 200'


Item	Revision Description	Date	Drawn:	Chk:
1				
2				
3				
4				
5				
6				
7				
8				
9				

CONCEPT DEVELOPMENT PLAN

GREENFIELD COMMERCE CENTER

Dixie Highway (US 25), Chambers Road & I-71/75
Unincorporated Boone County, Kentucky

Concept Development Plan



www.bayerbecker.com
209 Grandview Drive
Fort Mitchell, KY 41017 - 859.261.1113

Drawing:	20-0230-PL-ZN
Drawn by:	TDI
Checked by:	MDW
Issue Date:	07-05-22
Sheet:	1 of 1

Plot time: Jul 05, 2022 - 11:42am
 Drawing name: J:\2020-0230\LDWG\20-0230-PL-ZN.dwg - Layout Tab, Concept Development Plan

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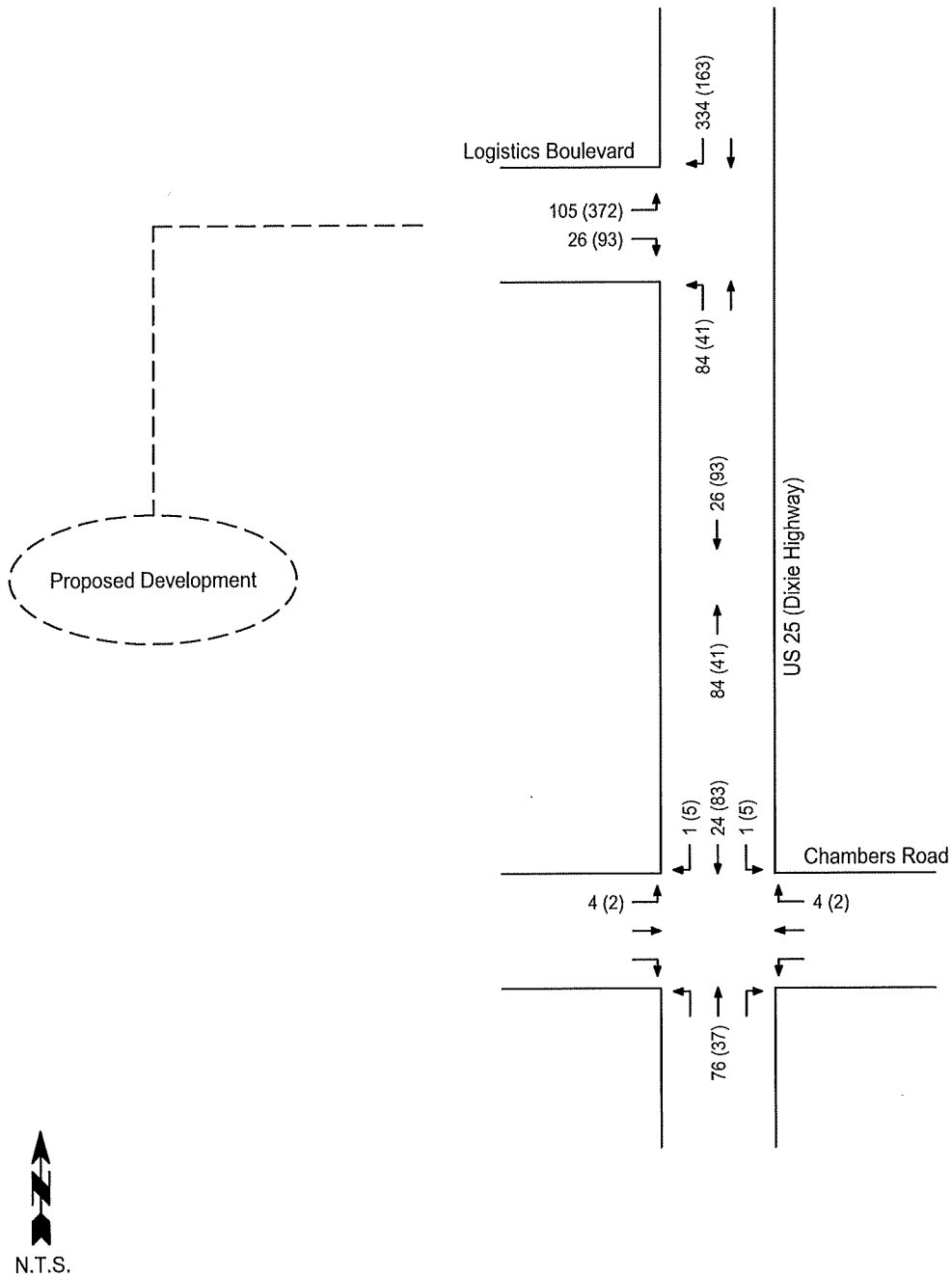


Figure 8A

Greenfield Commerce Center
Unincorporated Boone County, Kentucky

Site Traffic Volumes - Phase 1

xx - AM Peak Hour
(xx) - PM Peak Hour

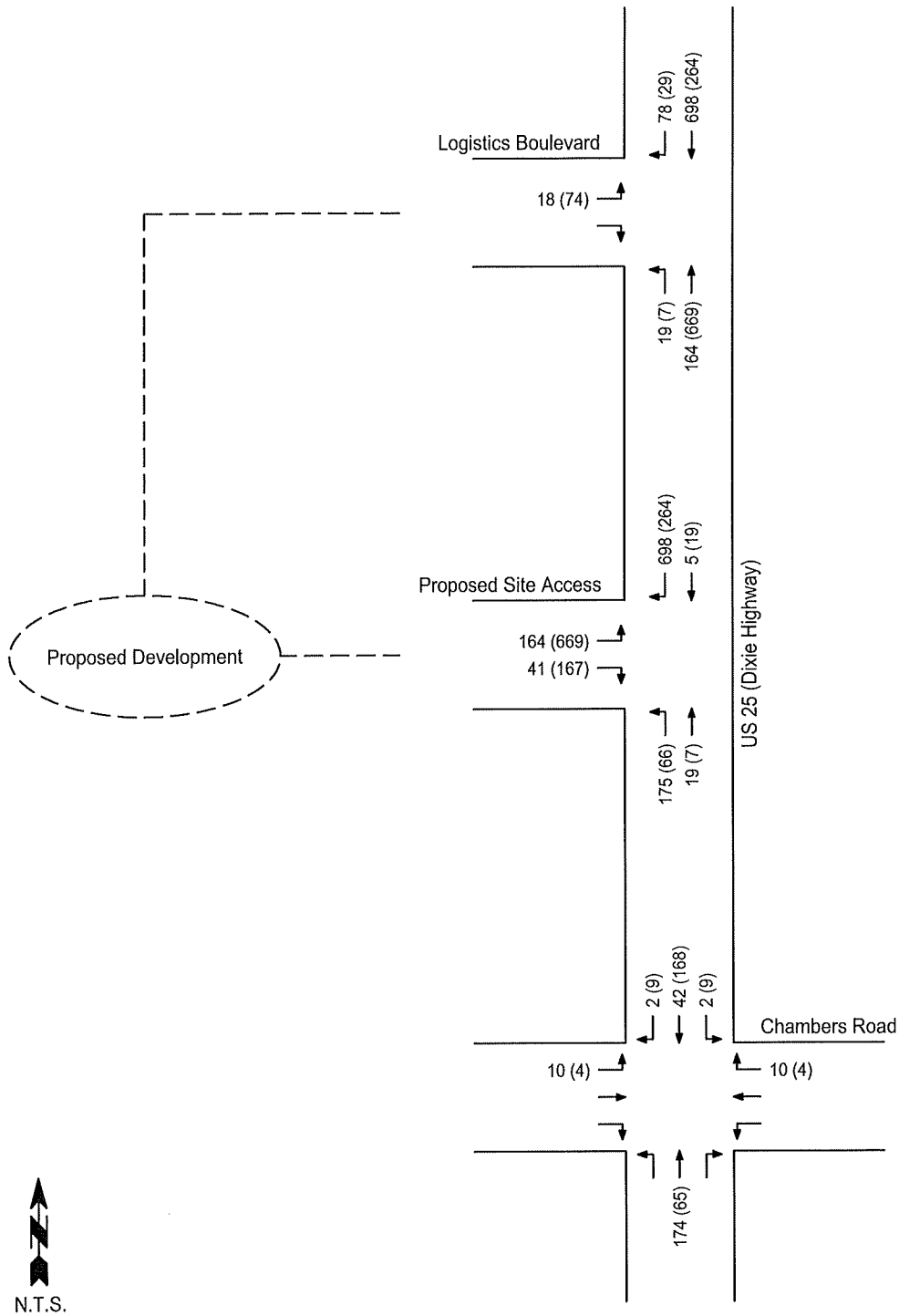


Figure 10A

Greenfield Commerce Center
 Unincorporated Boone County, Kentucky

Site Traffic Volumes - Phase 1 + Phase 2
 Full Build-Out

xx - AM Peak Hour
 (xx) - PM Peak Hour

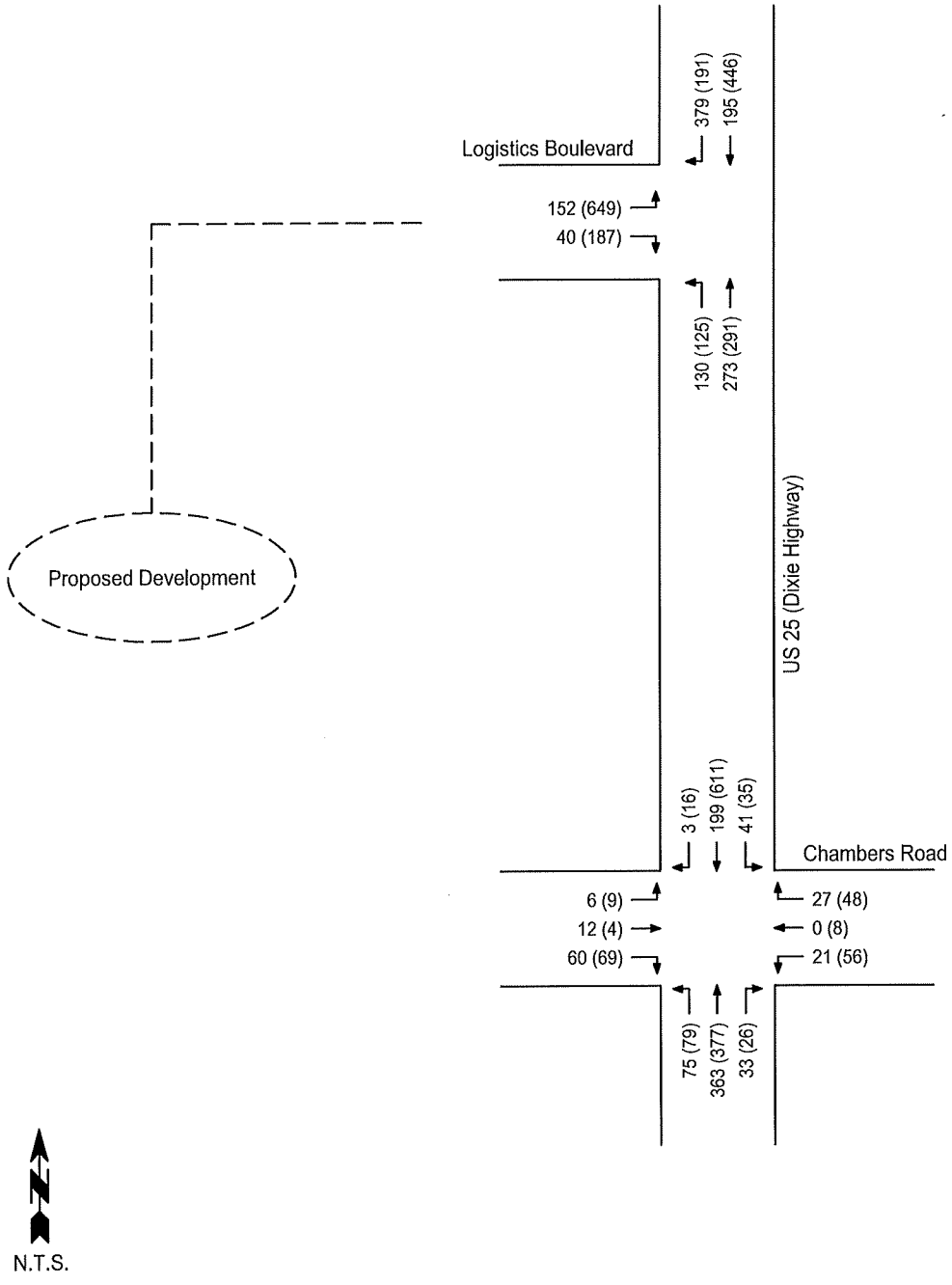


Figure 13A

Greenfield Commerce Center
Unincorporated Boone County, Kentucky

2024 Build Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour

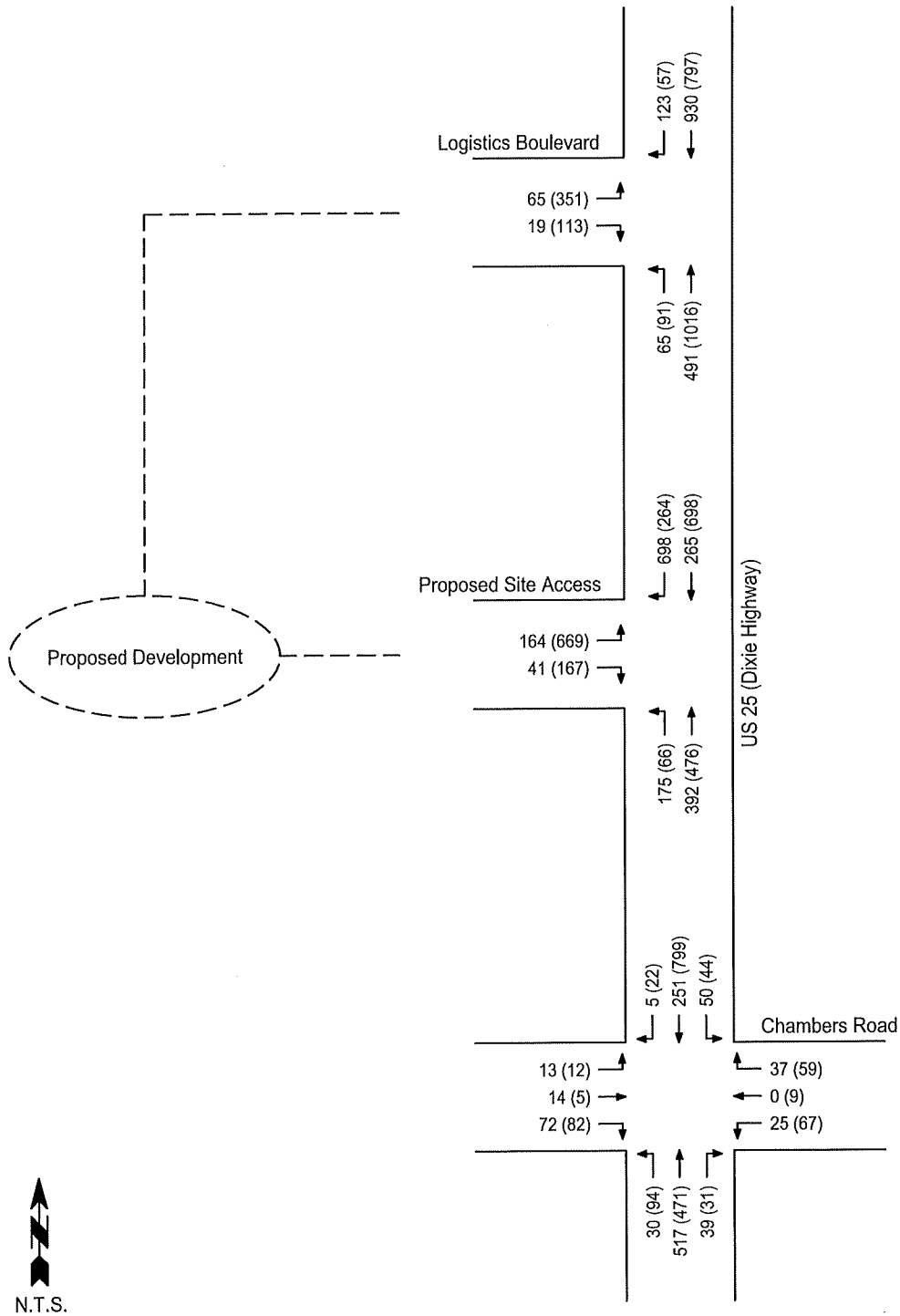


Figure 15A

Greenfield Commerce Center
Unincorporated Boone County, Kentucky

2032 Build Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour

Attachments

Land Use: 140

Manufacturing

Description

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Minnesota, Missouri, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Vermont, Washington, and West Virginia.

Source Numbers

177, 179, 184, 241, 357, 384, 418, 443, 583, 598, 611, 728, 747, 875, 879, 940, 969, 1067, 1068, 1082

Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 48

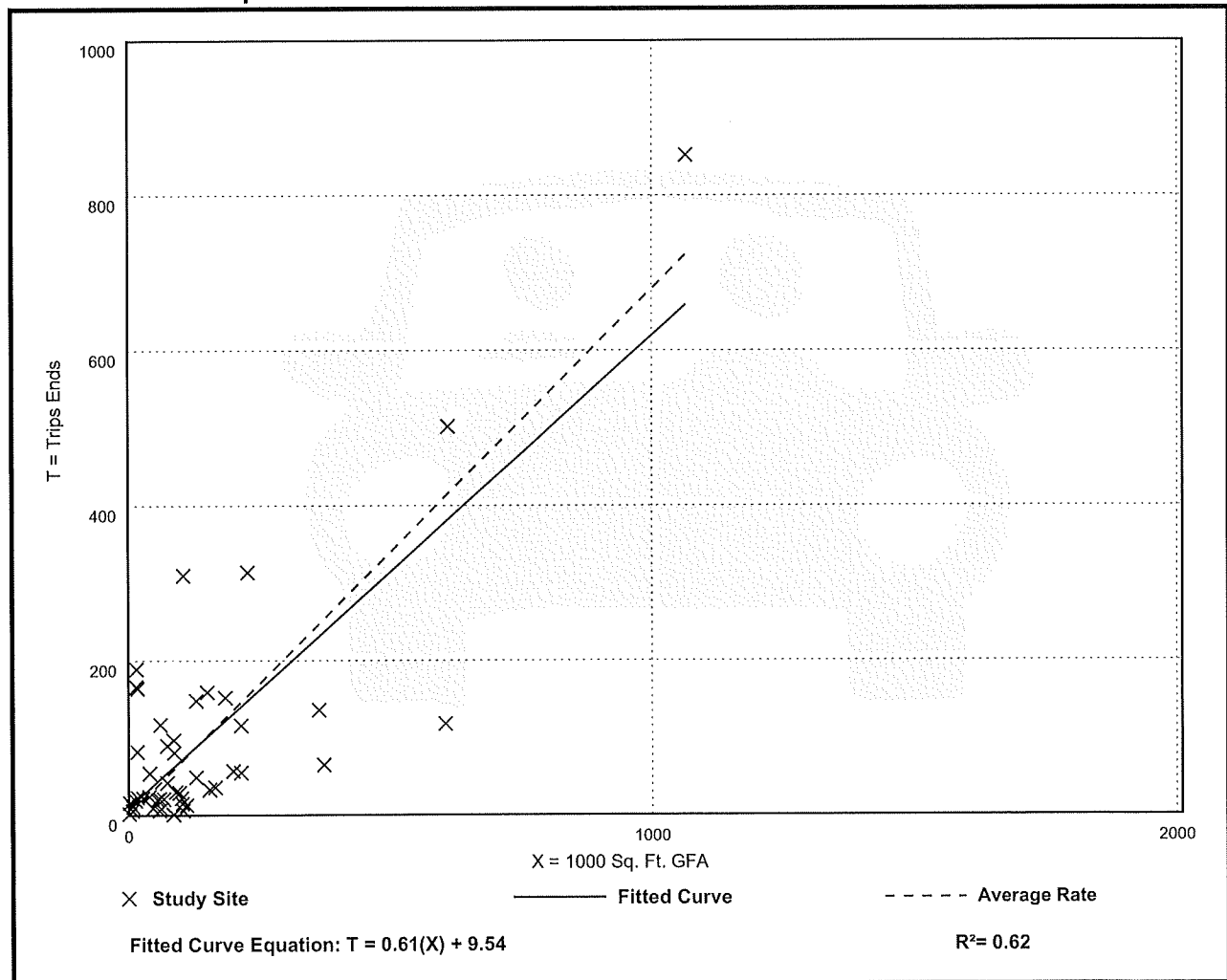
Avg. 1000 Sq. Ft. GFA: 138

Directional Distribution: 76% entering, 24% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.68	0.01 - 11.93	1.03

Data Plot and Equation



Manufacturing (140)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 55

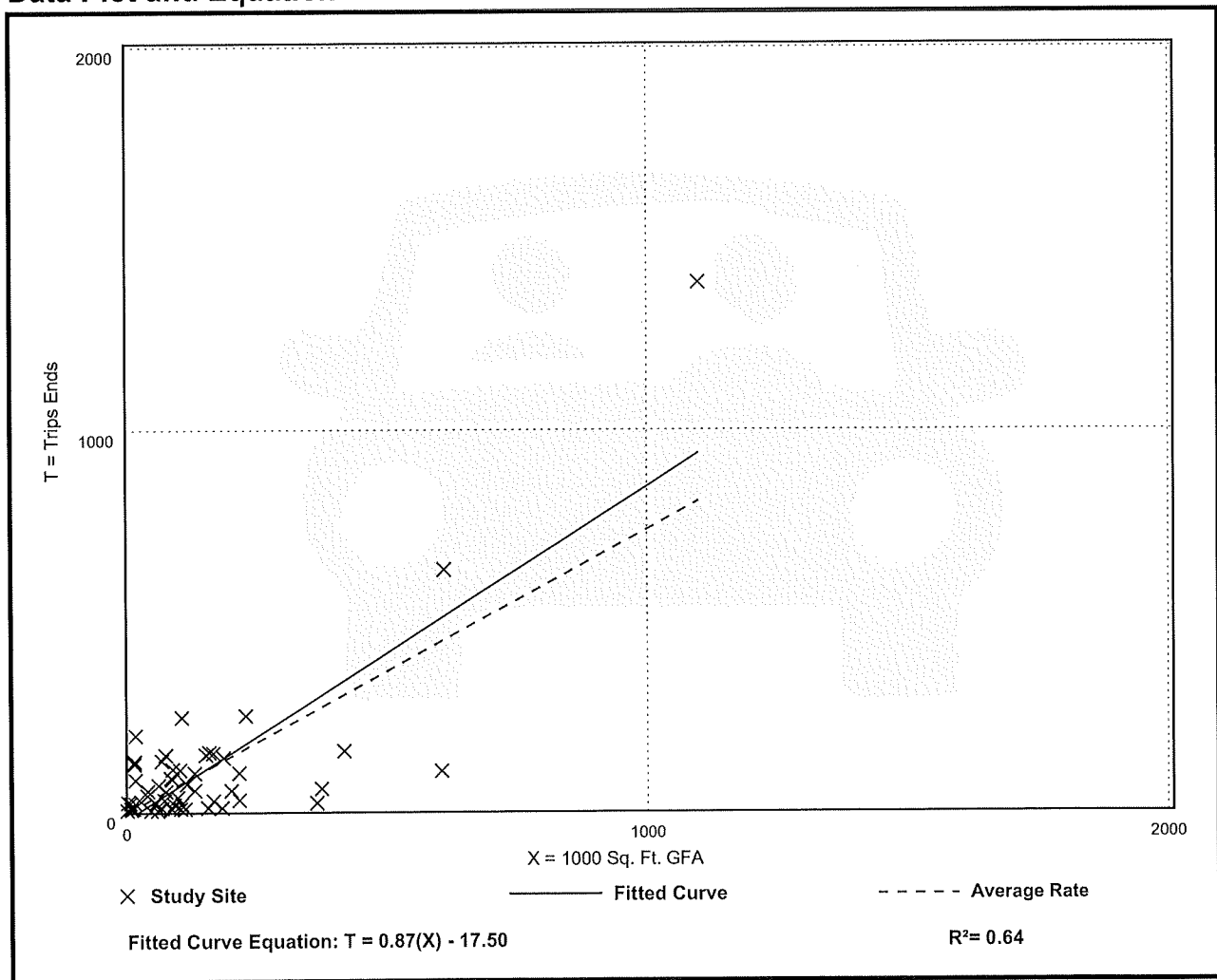
Avg. 1000 Sq. Ft. GFA: 142

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.07 - 11.37	0.93

Data Plot and Equation



Land Use: 150

Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050

Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 36

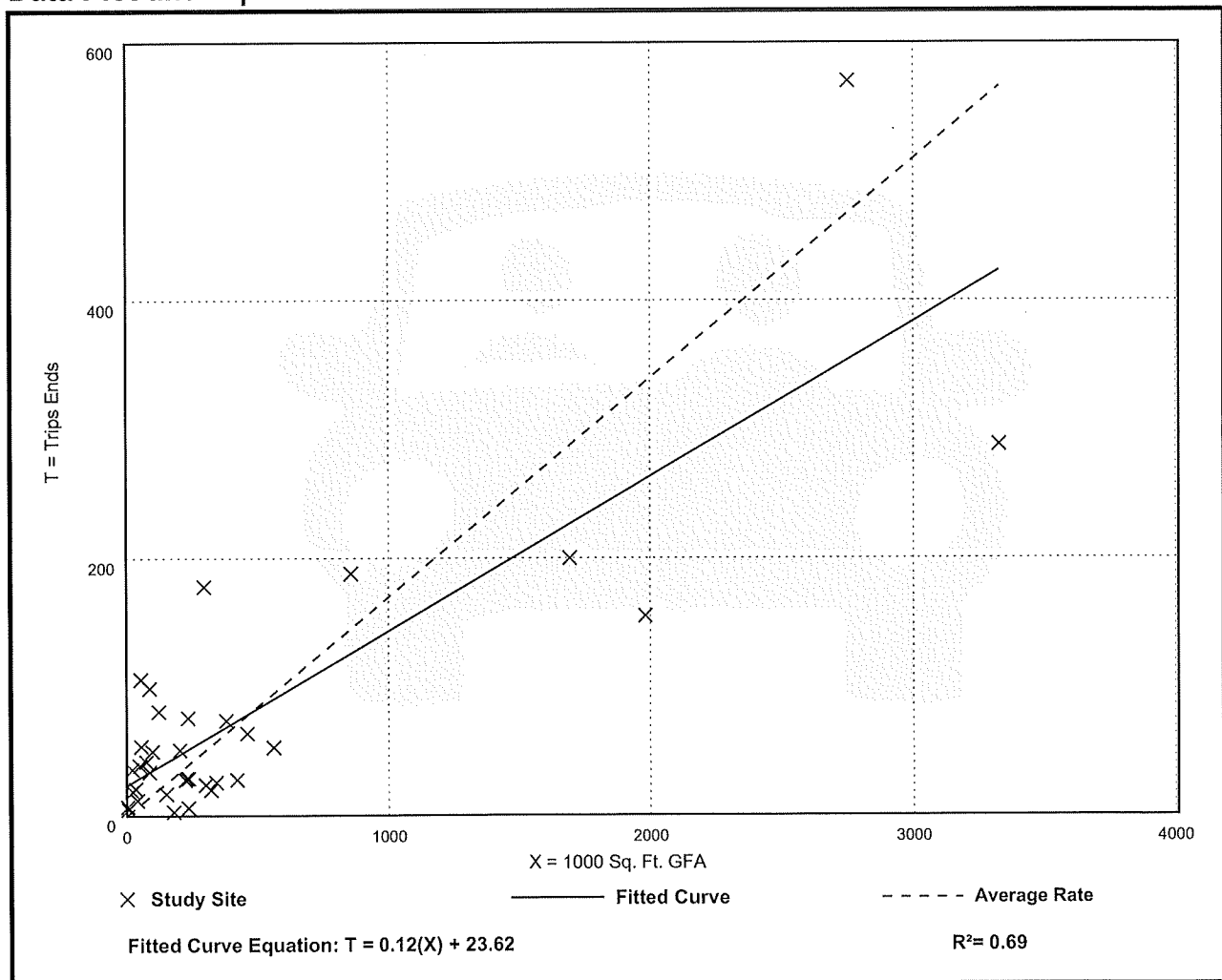
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

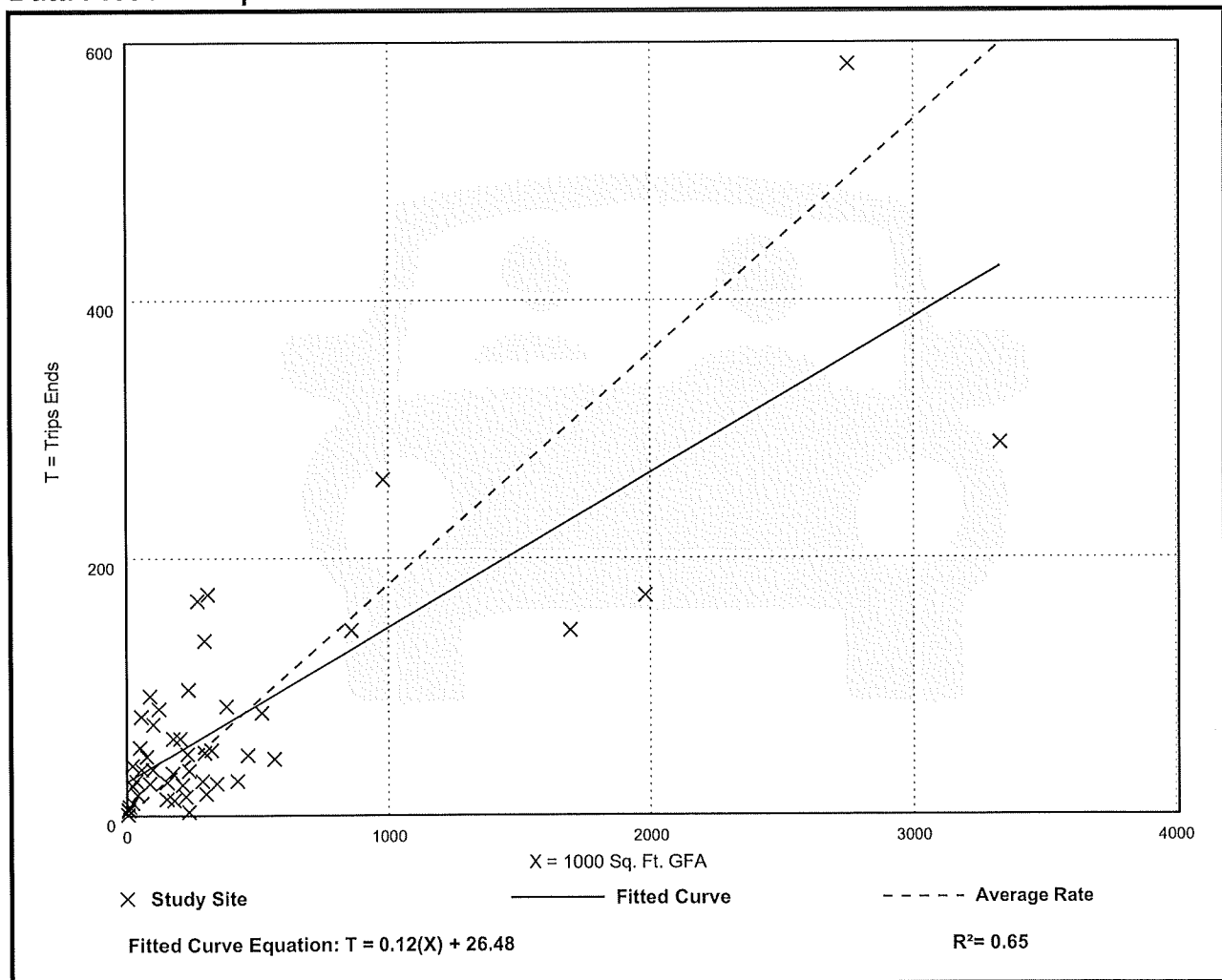
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Land Use: 770 Business Park

Description

A business park consists of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses. The rear side of the building is often served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial, or scientific research functions. A common mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing. Industrial park (Land Use 130), general office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), and research and development center (Land Use 760) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Georgia, New Jersey, Oregon, Vermont, and Virginia.

Source Numbers

155, 211, 212, 213, 216, 407, 423, 715, 926

Business Park (770)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

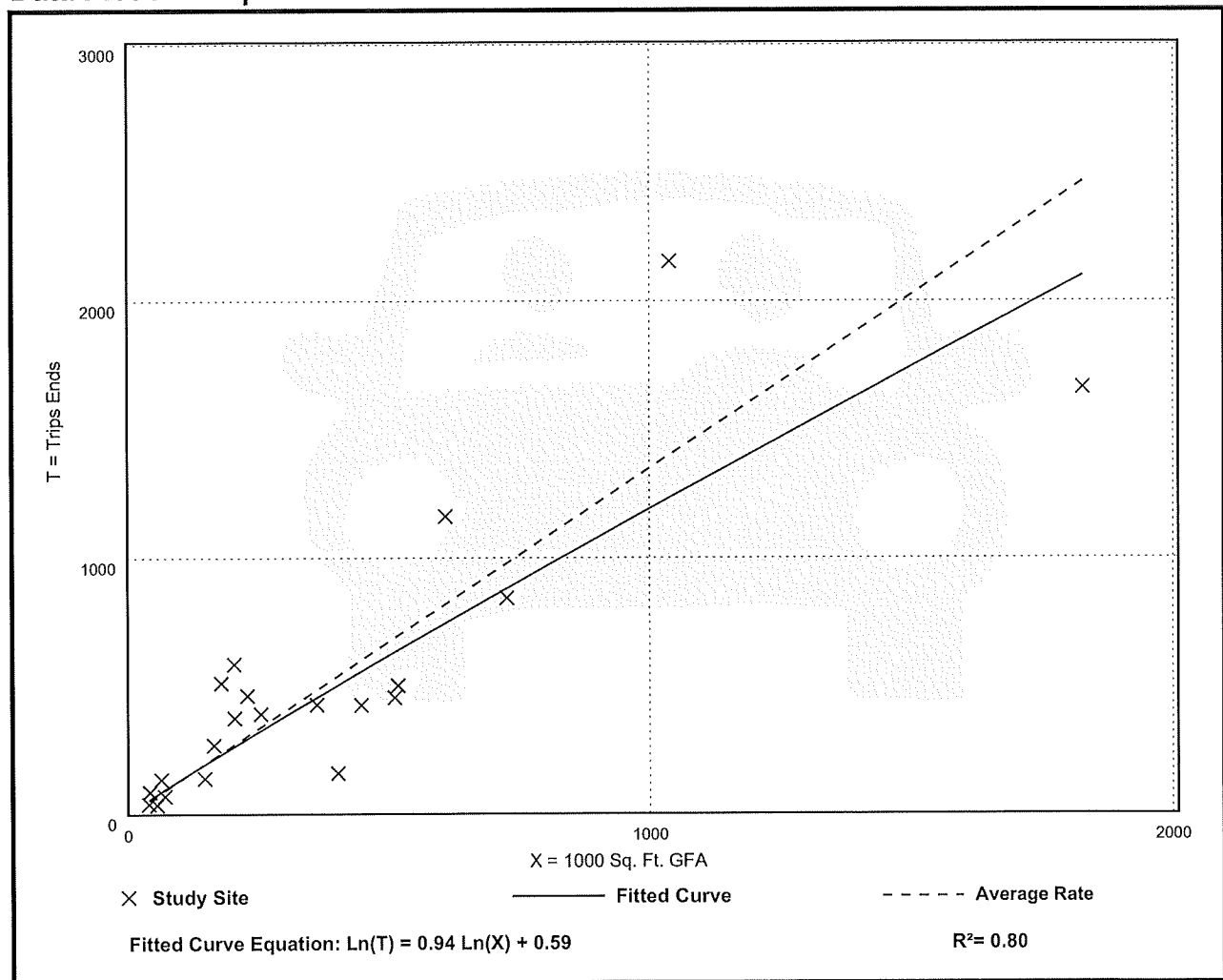
Avg. 1000 Sq. Ft. GFA: 384

Directional Distribution: 85% entering, 15% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.35	0.40 - 2.90	0.62

Data Plot and Equation



Business Park (770)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 22

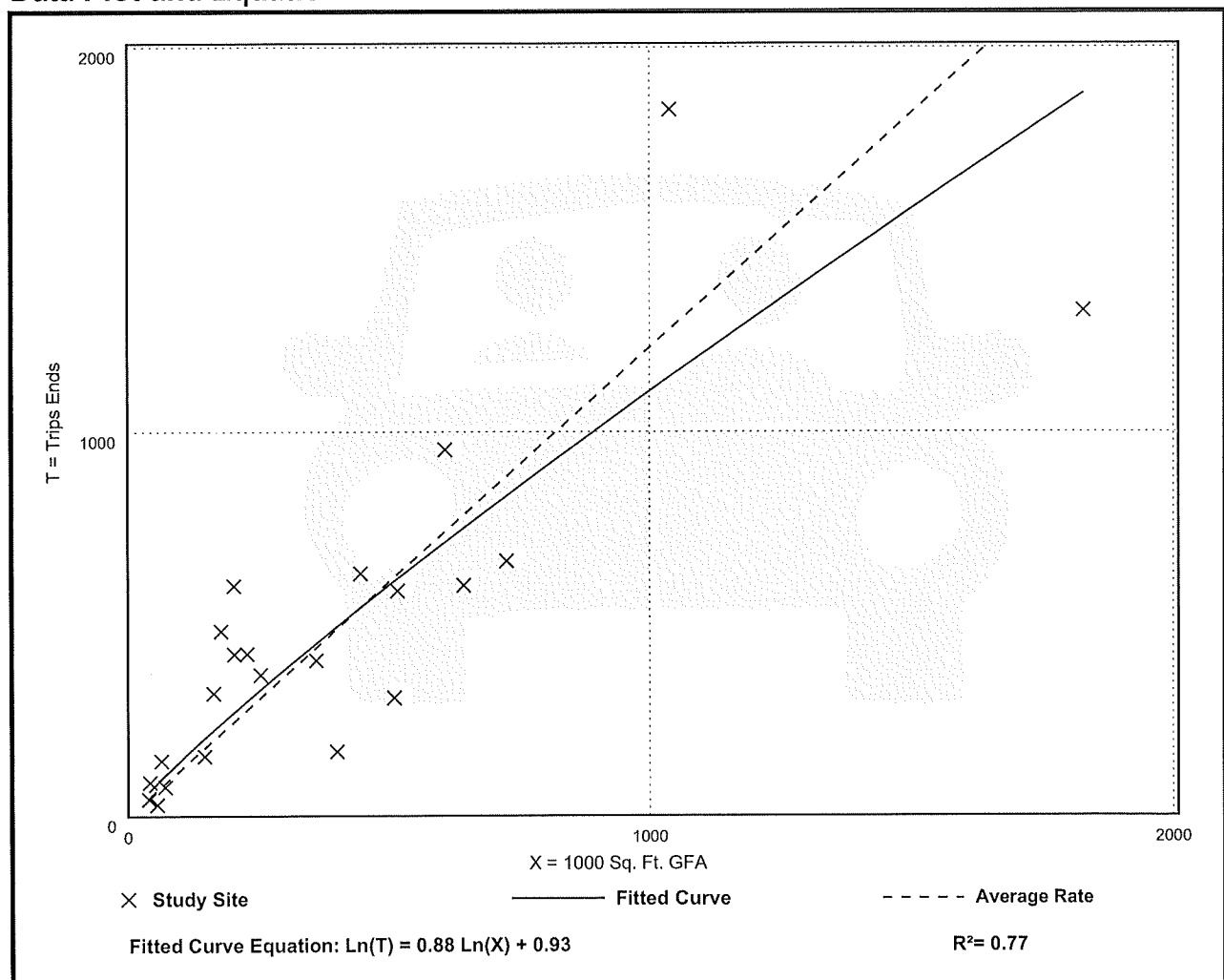
Avg. 1000 Sq. Ft. GFA: 396

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.22	0.42 - 2.97	0.59

Data Plot and Equation



Site Traffic

The Greenfield Commerce Center 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).

Site trips generated by the Greenfield Commerce Center proposed development, for manufacturing and warehousing land uses, during the weekday AM and PM peak hours, were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* and the ITE *Trip Generation Handbook, 3rd Edition*, which are presented as follows in Table 1.

Table 1
Trip Generation

Land Use	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Phase 1									
Bldg. #1 – Manufacturing	140	448.000	TSF	214	64	278	93	207	300
Bldg. #2 – Warehousing	150	448.000	TSF	61	18	79	22	60	82
Phase 1				275	82	357	115	267	382

Land Use	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Phase 2									
Bldg. #3 – Warehousing	150	626.000	TSF	77	23	100	28	75	103
Bldg. #4 – Manufacturing	140	163.000	TSF	78	23	101	34	75	109
Phase 1 + Phase 2				430	128	558	177	417	594
Phase 3									
Bldg. #5 – Warehousing	150	596.000	TSF	75	22	97	27	72	99
Phase 1 thru Phase 3				505	150	655	204	489	693
Phase 4									
Bldg. #6 – Manufacturing	140	655.000	TSF	313	93	406	136	303	439
Phase 1 thru Phase 4				818	243	1061	340	792	1132

Land use descriptions and trip generation information excerpted from the ITE *Trip Generation Manual, 10th Edition* and the ITE *Trip Generation Handbook, 3rd Edition* are provided in Appendix D.

Site trips generated by the proposed development were assigned to the adjacent roadway network, by directional distribution, based on existing and expected future traffic patterns of the study area, for AM and PM peak hours, which are summarized as follows:

- Approximately 80 percent entering from and exiting to the north on US 25 (Dixie Highway).
- Approximately 20 percent entering from and exiting to the south on US 25 (Dixie Highway).

At the intersection of US 25 (Dixie Highway) and Chambers Road (KY 2951), it is estimated that approximately 18 percent enters from and exits to the south, one percent from/to the east, and one percent from/to the west.

Site Traffic Volumes for opening day/Phase 1, for Phase 1 + Phase 2, for Phase 1 thru Phase 3, and for full build-out/Phase 1 thru Phase 4, are presented in Figures 7, 8, 9, and 10, respectively.

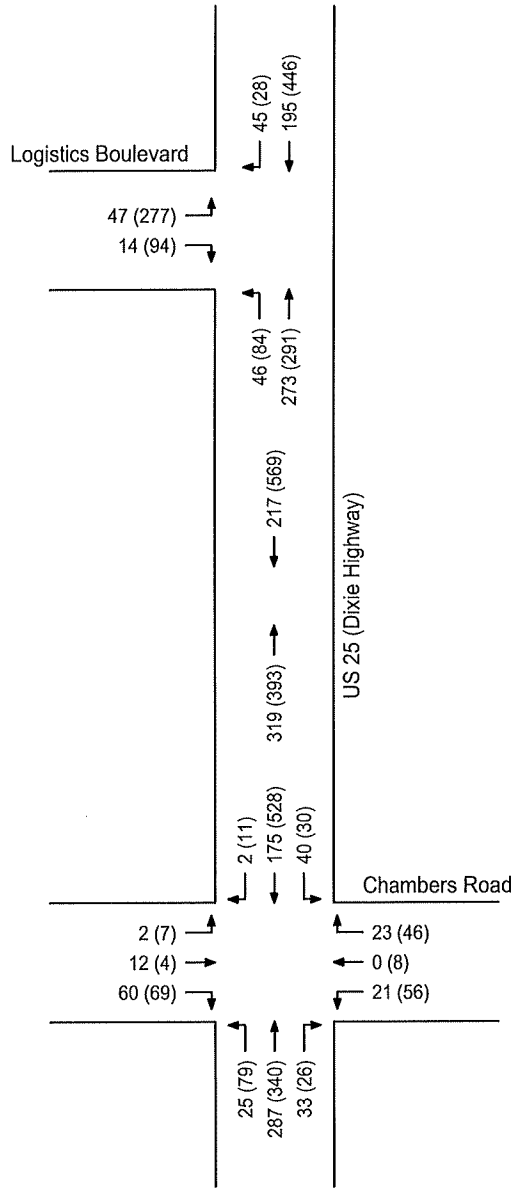


Figure 4

Greenfield Commerce Center
Unincorporated Boone County, Kentucky

2024 No Build Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour

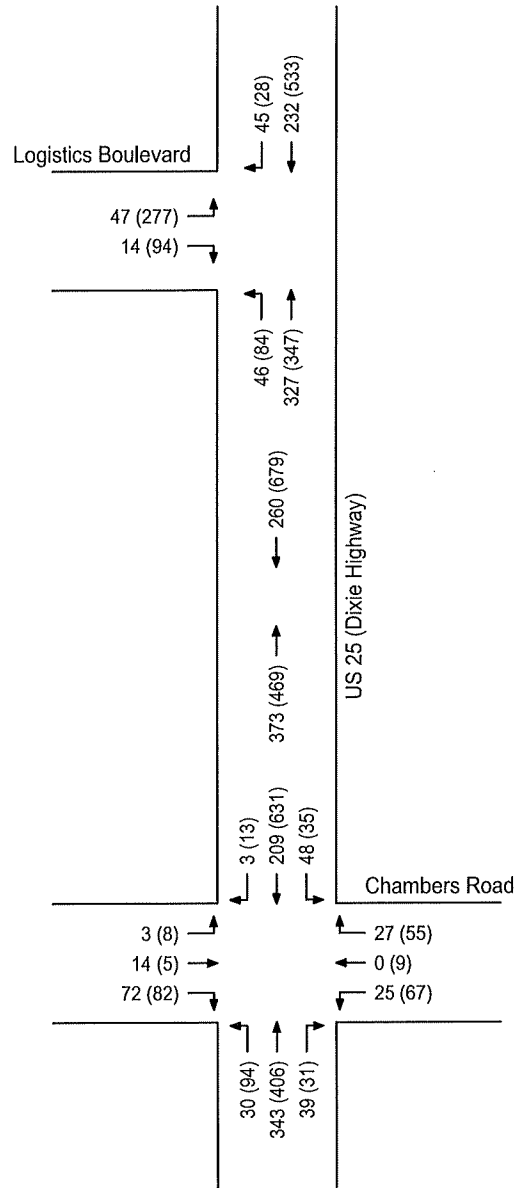


Figure 6

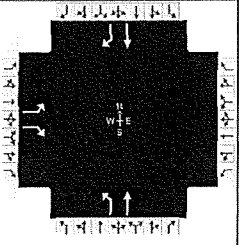
Greenfield Commerce Center
Unincorporated Boone County, Kentucky

2032 No Build Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Bayer Becker			Duration, h	0.250		
Analyst	KMD	Analysis Date	Jun 30, 2022	Area Type	Other		
Jurisdiction	KYTC	Time Period	Build - AM	PHF	0.92		
Urban Street	US 25 (Dixie Highway)	Analysis Year	2024	Analysis Period	1> 7:30		
Intersection	US 25 & Logistics Blvd.	File Name	20-0230 - 2024 Build AM - US 25 & Logistics Blvd...				
Project Description	20-0230 - Greenfield Farm						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	152		40				130	273			195	379

Signal Information														
Cycle, s	100.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	57.0	30.0	0.0	0.0	0.0	0.0				
Force Mode	Float	Simult. Gap N/S	On	Yellow	5.0	3.6	0.0	0.0	0.0	0.0				
				Red	1.6	2.8	0.0	0.0	0.0	0.0				

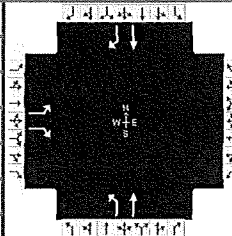
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		36.4				63.6		63.6
Change Period, (Y+R _c), s		6.4				6.6		6.6
Max Allow Headway (MAH), s		3.3				3.1		3.1
Queue Clearance Time (g _s), s		9.7				15.2		18.5
Green Extension Time (g _e), s		0.4				2.1		2.0
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		0.00				0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7		14				5	2		6	16	
Adjusted Flow Rate (v), veh/h	165		43				141	297		212	412	
Adjusted Saturation Flow Rate (s), veh/h/ln	1668		1485				1095	1752		1752	1485	
Queue Service Time (g _s), s	7.7		2.1				7.2	8.8		5.9	16.5	
Cycle Queue Clearance Time (g _c), s	7.7		2.1				13.2	8.8		5.9	16.5	
Green Ratio (g/C)	0.30		0.30				0.57	0.57		0.57	0.57	
Capacity (c), veh/h	501		445				632	999		999	846	
Volume-to-Capacity Ratio (X)	0.330		0.098				0.224	0.297		0.212	0.487	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	5.6		1.4				2.8	5.1		3.5	8.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	27.2		25.2				13.7	11.1		10.5	12.8	
Incremental Delay (d ₂), s/veh	0.1		0.0				0.1	0.1		0.0	0.2	
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	27.3		25.3				13.8	11.2		10.6	13.0	
Level of Service (LOS)	C		C				B	B		B	B	
Approach Delay, s/veh / LOS	26.9		C	0.0			12.0	B	12.1		B	
Intersection Delay, s/veh / LOS	14.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	0.69	A	1.89	B
Bicycle LOS Score / LOS		F			1.21	A	1.52	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Bayer Becker			Duration, h	0.250		
Analyst	KMD	Analysis Date	Jun 30, 2022	Area Type	Other		
Jurisdiction	KYTC	Time Period	Build - PM	PHF	0.92		
Urban Street	US 25 (Dixie Highway)	Analysis Year	2024	Analysis Period	1 > 4:00		
Intersection	US 25 & Logistics Blvd.	File Name	20-0230 - 2024 Build PM - US 25 & Logistics Blvd...				
Project Description	20-0230 - Greenfield Farm						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	649		187				125	291			446	191

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	6.0	40.4	54.0	0.0	0.0	0.0			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	3.6	0.0	0.0	0.0			
Force Mode	Float	Simult. Gap N/S	On	Red	1.6	1.6	2.8	0.0	0.0	0.0			

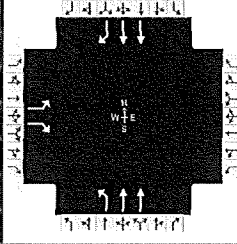
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		60.4			12.6	59.6		47.0
Change Period, (Y+R _c), s		6.4			6.6	6.6		6.6
Max Allow Headway (MAH), s		3.3			2.9	2.9		2.9
Queue Clearance Time (g _s), s		50.4			8.0	16.8		32.5
Green Extension Time (g _e), s		1.0			0.0	1.7		1.4
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.89			1.00	0.00		0.15

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3		18				1	6		2		12
Adjusted Flow Rate (v), veh/h	705		203				136	316		485		208
Adjusted Saturation Flow Rate (s), veh/h/ln	1668		1485				1668	1752		1752		1485
Queue Service Time (g _s), s	48.4		9.5				6.0	14.8		30.5		12.9
Cycle Queue Clearance Time (g _c), s	48.4		9.5				6.0	14.8		30.5		12.9
Green Ratio (g/C)	0.45		0.50				0.40	0.44		0.34		0.34
Capacity (c), veh/h	751		742				214	774		590		500
Volume-to-Capacity Ratio (X)	0.940		0.274				0.635	0.409		0.822		0.415
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	31.1		6.0				4.7	9.6		19.6		7.8
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.00	0.00		0.00		0.00
Uniform Delay (d ₁), s/veh	31.4		17.4				29.7	22.8		36.5		30.7
Incremental Delay (d ₂), s/veh	19.4		0.1				4.7	0.1		8.6		0.2
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	50.8		17.5				34.4	23.0		45.1		30.9
Level of Service (LOS)	D		B				C	C		D		C
Approach Delay, s/veh / LOS	43.3		D	0.0			26.4	C	40.8		D	
Intersection Delay, s/veh / LOS	38.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.96	B	0.72	A	1.93	B
Bicycle LOS Score / LOS		F			1.23	A	1.63	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bayer Becker			Duration, h	0.250
Analyst	KMD	Analysis Date	Jun 30, 2022	Area Type	Other
Jurisdiction	KYTC	Time Period	Build - AM	PHF	0.92
Urban Street	US 25 (Dixie Highway)	Analysis Year	2032	Analysis Period	1> 7:30
Intersection	US 25 & Logistics Blvd.	File Name	20-0230 - 2032 Build AM - US 25 & Logistics Blvd...		
Project Description	20-0230 - Greenfield Farm				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	65		19				65	491			930	123

Signal Information														
Cycle, s	100.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	57.0	30.0	0.0	0.0	0.0	0.0				
Force Mode	Float	Simult. Gap N/S	On	Yellow	5.0	3.6	0.0	0.0	0.0	0.0				
				Red	1.6	2.8	0.0	0.0	0.0	0.0				

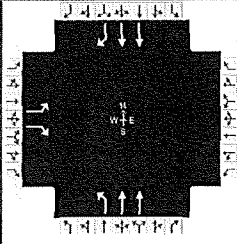
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		36.4				63.6		63.6
Change Period, (Y+R _c), s		6.4				6.6		6.6
Max Allow Headway (MAH), s		3.3				3.0		3.0
Queue Clearance Time (g _s), s		5.1				30.4		20.7
Green Extension Time (g _e), s		0.2				4.7		4.8
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		0.00				0.01		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2		6		16
Adjusted Flow Rate (v), veh/h	71		21				71	534		1011		134
Adjusted Saturation Flow Rate (s), veh/h/ln	1668		1485				522	1668		1668		1485
Queue Service Time (g _s), s	3.1		1.0				9.7	8.2		18.7		4.3
Cycle Queue Clearance Time (g _c), s	3.1		1.0				28.4	8.2		18.7		4.3
Green Ratio (g/C)	0.30		0.30				0.57	0.57		0.57		0.57
Capacity (c), veh/h	501		445				272	1901		1901		846
Volume-to-Capacity Ratio (X)	0.141		0.046				0.260	0.281		0.532		0.158
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	2.2		0.6				2.0	4.5		9.7		2.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.00	0.00		0.00		0.00
Uniform Delay (d ₁), s/veh	25.6		24.8				22.0	11.0		13.3		10.2
Incremental Delay (d ₂), s/veh	0.0		0.0				0.2	0.0		0.1		0.0
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	25.6		24.9				22.2	11.0		13.4		10.2
Level of Service (LOS)	C		C				C	B		B		B
Approach Delay, s/veh / LOS	25.5		C	0.0			12.3	B		13.0		B
Intersection Delay, s/veh / LOS	13.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.69	A	1.89	B
Bicycle LOS Score / LOS		F			0.99	A	1.43	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Bayer Becker			Duration, h	0.250		
Analyst	KMD	Analysis Date	Jun 30, 2022	Area Type	Other		
Jurisdiction	KYTC	Time Period	Build - PM	PHF	0.92		
Urban Street	US 25 (Dixie Highway)	Analysis Year	2032	Analysis Period	1> 4:00		
Intersection	US 25 & Logistics Blvd.	File Name	20-0230 - 2032 Build PM - US 25 & Logistics Blvd...				
Project Description	20-0230 - Greenfield Farm						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	351		113				91	1016			797	57

Signal Information				Phase Diagram								
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Float	Simult. Gap N/S	On									
		Green	55.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Yellow	5.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Red	1.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

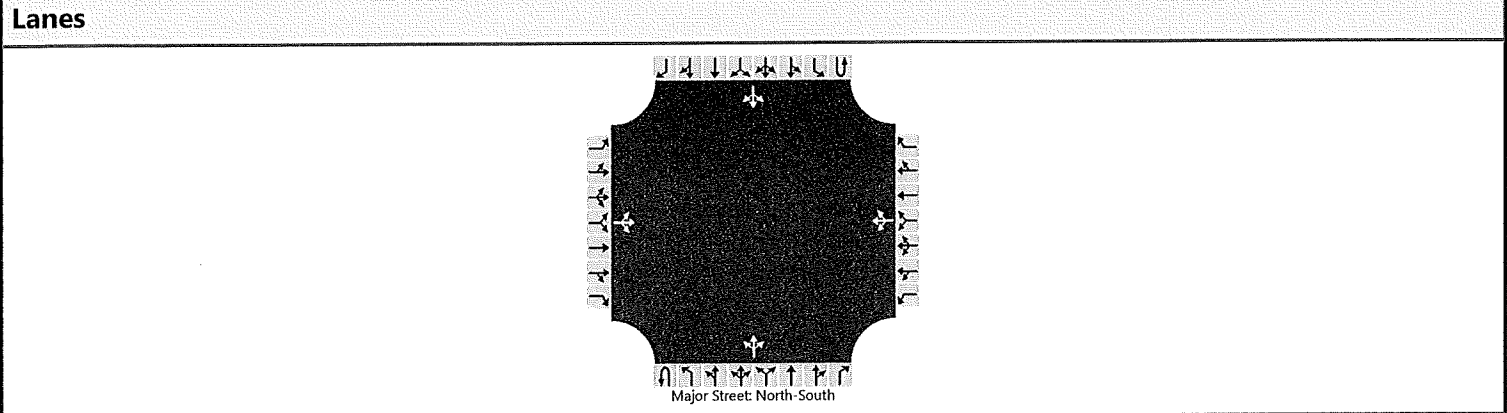
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		38.4				61.6		61.6
Change Period, (Y+R _c), s		6.4				6.6		6.6
Max Allow Headway (MAH), s		3.3				3.0		3.0
Queue Clearance Time (g _s), s		22.2				29.8		17.8
Green Extension Time (g _e), s		0.9				6.1		6.4
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		0.03				0.04		0.01

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3		18				5	2		6		16
Adjusted Flow Rate (v), veh/h	382		123				99	1104		866		62
Adjusted Saturation Flow Rate (s), veh/h/ln	1668		1485				598	1668		1668		1485
Queue Service Time (g _s), s	20.2		6.1				12.0	22.3		15.8		2.0
Cycle Queue Clearance Time (g _c), s	20.2		6.1				27.8	22.3		15.8		2.0
Green Ratio (g/C)	0.32		0.32				0.55	0.55		0.55		0.55
Capacity (c), veh/h	534		475				307	1834		1834		817
Volume-to-Capacity Ratio (X)	0.715		0.259				0.323	0.602		0.472		0.076
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	13.4		3.9				2.8	11.5		8.6		1.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.00	0.00		0.00		0.00
Uniform Delay (d ₁), s/veh	30.0		25.2				22.1	15.1		13.7		10.6
Incremental Delay (d ₂), s/veh	3.9		0.1				0.2	0.4		0.1		0.0
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	33.9		25.3				22.4	15.5		13.7		10.6
Level of Service (LOS)	C		C				C	B		B		B
Approach Delay, s/veh / LOS	31.8		C		0.0		16.1	B		13.5		B
Intersection Delay, s/veh / LOS	18.2						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31		B	2.31		B	0.69		A	1.89		B
Bicycle LOS Score / LOS			F				1.48		A	1.25		A

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	KMD			Intersection	US 25 & Chambers Rd.		
Agency/Co.	Bayer Becker			Jurisdiction	KYTC		
Date Performed	6/30/22			East/West Street	Chambers Rd.		
Analysis Year	2024			North/South Street	US 25 (Dixie Highway)		
Time Analyzed	Build - AM			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-0230 - Greenfield Farm						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	12	60		21	0	27		75	363	33		41	199	3
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

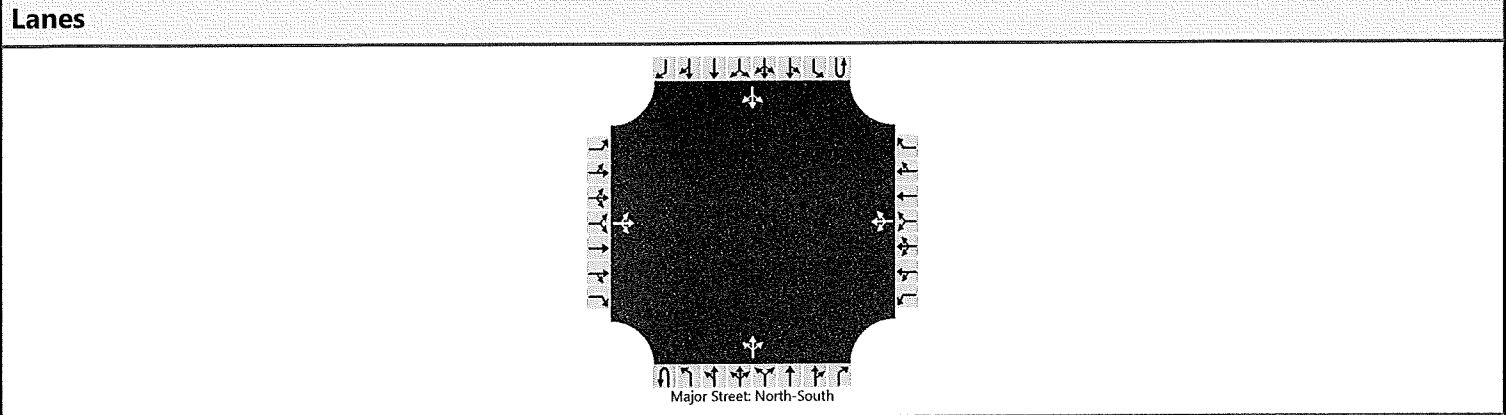
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			85				52				82				45	
Capacity, c (veh/h)			526				331				1350				1129	
v/c Ratio			0.16				0.16				0.06				0.04	
95% Queue Length, Q ₉₅ (veh)			0.6				0.6				0.2				0.1	
Control Delay (s/veh)			13.2				17.9			7.8	0.6	0.6		8.3	0.4	0.4
Level of Service (LOS)			B				C			A	A	A		A	A	A
Approach Delay (s/veh)	13.2				17.9				1.8				1.7			
Approach LOS	B				C				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	KMD	Intersection	US 25 & Chambers Rd.
Agency/Co.	Bayer Becker	Jurisdiction	KYTC
Date Performed	6/30/22	East/West Street	Chambers Rd.
Analysis Year	2024	North/South Street	US 25 (Dixie Highway)
Time Analyzed	Build - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-0230 - Greenfield Farm		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		9	4	69		56	8	48		79	377	26		35	611	16
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

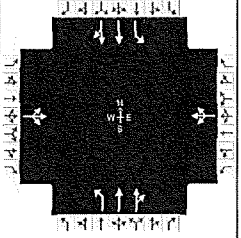
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			89				122				86				38	
Capacity, c (veh/h)			292				143				911				1122	
v/c Ratio			0.30				0.85				0.09				0.03	
95% Queue Length, Q ₉₅ (veh)			1.3				5.6				0.3				0.1	
Control Delay (s/veh)			22.6				100.4			9.4	1.2	1.2		8.3	0.5	0.5
Level of Service (LOS)			C				F			A	A	A		A	A	A
Approach Delay (s/veh)	22.6				100.4				2.5				0.9			
Approach LOS	C				F				A				A			

HCS Signalized Intersection Results Summary

General Information					Intersection Information			
Agency	Bayer Becker				Duration, h	0.250		
Analyst	KMD	Analysis Date	Jun 30, 2022		Area Type	Other		
Jurisdiction	KYTC	Time Period	Build - AM		PHF	0.92		
Urban Street	US 25 (Dixie Highway)		Analysis Year	2032	Analysis Period	1> 7:30		
Intersection	US 25 & Chambers Rd		File Name	20-0230 - 2032 Build AM - US 25 & Chambers Rd...				
Project Description	20-0230 - Greenfield Farm							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	13	14	72	25	0	37	30	517	39	50	251	5

Signal Information				Signal Phases								
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Float	Simult. Gap N/S	On									
		Green	57.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Yellow	5.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Red	1.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

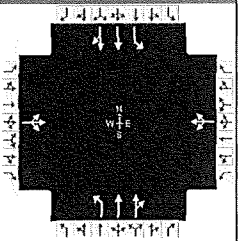
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		36.4		36.4		63.6		63.6
Change Period, (Y+R _c), s		6.4		6.4		6.6		6.6
Max Allow Headway (MAH), s		3.4		3.4		3.0		3.0
Queue Clearance Time (g _s), s		6.8		4.9		11.1		14.8
Green Extension Time (g _e), s		0.4		0.4		1.7		1.7
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	108			67			33	305	299	54	139	139
Adjusted Saturation Flow Rate (s), veh/h/ln	1638			1512			1031	1752	1708	828	1752	1740
Queue Service Time (g _s), s	0.0			0.0			1.5	9.1	9.1	3.7	3.7	3.7
Cycle Queue Clearance Time (g _c), s	4.8			2.9			5.3	9.1	9.1	12.8	3.7	3.7
Green Ratio (g/C)	0.30			0.30			0.57	0.57	0.57	0.57	0.57	0.57
Capacity (c), veh/h	532			504			621	999	974	469	999	992
Volume-to-Capacity Ratio (X)	0.202			0.134			0.052	0.306	0.307	0.116	0.140	0.140
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.5			2.1			0.5	5.3	5.2	1.1	2.2	2.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00			0.00			0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	26.2			25.5			11.3	11.2	11.2	14.5	10.0	10.0
Incremental Delay (d ₂), s/veh	0.1			0.0			0.0	0.1	0.1	0.0	0.0	0.0
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.2			25.5			11.3	11.3	11.3	14.6	10.1	10.1
Level of Service (LOS)	C			C			B	B	B	B	B	B
Approach Delay, s/veh / LOS	26.2	C		25.5	C		11.3	B		10.8	B	
Intersection Delay, s/veh / LOS	13.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	0.67	A	0.60	A	1.01	A	0.76	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Bayer Becker			Duration, h	0.250		
Analyst	KMD	Analysis Date	Jun 30, 2022	Area Type	Other		
Jurisdiction	KYTC	Time Period	Build - PM	PHF	0.92		
Urban Street	US 25 (Dixie Highway)	Analysis Year	2032	Analysis Period	1 > 4:00		
Intersection	US 25 & Chambers Rd	File Name	20-0230 - 2032 Build PM - US 25 & Chambers Rd...				
Project Description	20-0230 - Greenfield Farm						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	12	5	82	67	9	59	94	471	31	44	799	57

Signal Information				Signal Phases								
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Float	Simult. Gap N/S	On									
		Green	55.0	32.0	0.0	0.0	0.0	0.0				
		Yellow	5.0	3.6	0.0	0.0	0.0	0.0				
		Red	1.6	2.8	0.0	0.0	0.0	0.0				

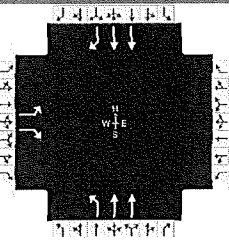
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		38.4		38.4		61.6		61.6
Change Period, (Y+R _c), s		6.4		6.4		6.6		6.6
Max Allow Headway (MAH), s		3.4		3.4		3.1		3.1
Queue Clearance Time (g _s), s		6.7		8.9		32.2		18.5
Green Extension Time (g _e), s		0.6		0.6		3.5		3.6
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.02		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	108			147			102	275	270	48	471	460
Adjusted Saturation Flow Rate (s), veh/h/ln	1612			1493			563	1752	1713	875	1752	1710
Queue Service Time (g _s), s	0.0			2.2			13.6	8.4	8.4	3.1	16.5	16.5
Cycle Queue Clearance Time (g _c), s	4.7			6.9			30.2	8.4	8.4	11.5	16.5	16.5
Green Ratio (g/C)	0.32			0.32			0.55	0.55	0.55	0.55	0.55	0.55
Capacity (c), veh/h	556			532			289	963	942	479	963	941
Volume-to-Capacity Ratio (X)	0.193			0.276			0.354	0.286	0.287	0.100	0.489	0.489
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.4			4.7			3.0	5.0	4.9	1.0	9.4	9.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00			0.00			0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	24.7			25.4			23.1	12.0	12.0	15.1	13.8	13.8
Incremental Delay (d ₂), s/veh	0.1			0.1			0.3	0.1	0.1	0.0	0.1	0.1
Initial Queue Delay (d ₃), s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.8			25.5			23.4	12.1	12.1	15.1	14.0	14.0
Level of Service (LOS)	C			C			C	B	B	B	B	B
Approach Delay, s/veh / LOS	24.8	C		25.5	C		13.9	B		14.0	B	
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.28	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	0.67	A	0.73	A	1.02	A	1.29	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Bayer Becker			Duration, h	0.250		
Analyst	KMD	Analysis Date	Jun 30, 2022	Area Type	Other		
Jurisdiction	KYTC	Time Period	Build - AM	PHF	0.92		
Urban Street	US 25 (Dixie Highway)	Analysis Year	2032	Analysis Period	1> 7:30		
Intersection	US 25 & Prop. Site Access	File Name	20-0230 - 2032 Build AM - US 25 & Prop Site Acc...				
Project Description	20-0230 - Greenfield Farm						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	164		41				175	392			265	698

Signal Information				Phase Diagram								
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Float	Simult. Gap N/S	On									
		Green	57.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Yellow	5.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Red	1.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		7.0
Phase Duration, s		36.4				63.6		63.6
Change Period, (Y+R _c), s		6.4				6.6		6.6
Max Allow Headway (MAH), s		3.3				3.1		3.1
Queue Clearance Time (g _s), s		10.4				16.8		46.9
Green Extension Time (g _e), s		0.4				4.3		3.3
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		0.00				0.00		0.27

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	7		14				5	2		6	16	
Adjusted Flow Rate (v), veh/h	178		45				190	426		288	759	
Adjusted Saturation Flow Rate (s), veh/h/ln	1668		1485				1022	1668		1668	1485	
Queue Service Time (g _s), s	8.4		2.2				10.8	6.3		4.1	44.9	
Cycle Queue Clearance Time (g _c), s	8.4		2.2				14.8	6.3		4.1	44.9	
Green Ratio (g/C)	0.30		0.30				0.57	0.57		0.57	0.57	
Capacity (c), veh/h	501		445				613	1901		1901	846	
Volume-to-Capacity Ratio (X)	0.356		0.100				0.310	0.224		0.152	0.897	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	6.1		1.4				3.8	3.5		2.3	21.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	27.4		25.3				13.6	10.6		10.1	18.9	
Incremental Delay (d ₂), s/veh	0.2		0.0				0.1	0.0		0.0	11.9	
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	27.6		25.3				13.7	10.6		10.1	30.8	
Level of Service (LOS)	C		C				B	B		B	C	
Approach Delay, s/veh / LOS	27.1		C	0.0			11.6	B		25.1	C	
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	0.69	A	1.89	B
Bicycle LOS Score / LOS		F			1.00	A	1.35	A

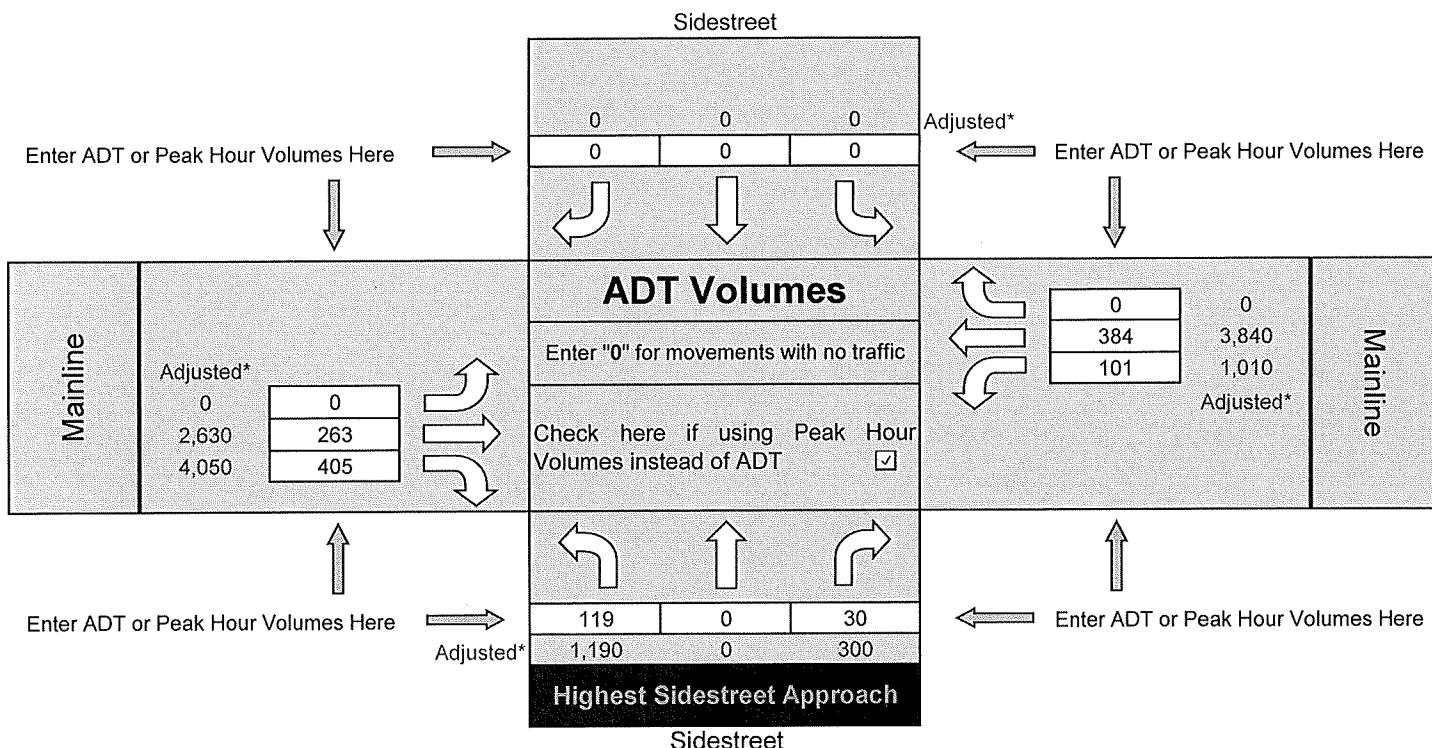
HCS Signalized Intersection Results Summary

General Information						Intersection Information														
Agency	Bayer Becker					Duration, h	0.250													
Analyst	KMD		Analysis Date	Jun 30, 2022		Area Type	Other													
Jurisdiction	KYTC		Time Period	Build - PM		PHF	0.92													
Urban Street	US 25 (Dixie Highway)		Analysis Year	2032		Analysis Period	1> 4:00													
Intersection	US 25 & Prop. Site Access		File Name	20-0230 - 2032 Build PM - US 25 & Prop Site Acc...																
Project Description	20-0230 - Greenfield Farm																			
Demand Information						EB			WB			NB			SB					
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R			
Demand (v), veh/h						669		167				66	476			698	264			
Signal Information																				
Cycle, s	100.0	Reference Phase	2							1	2	3	4							
Offset, s	0	Reference Point	End							Green	42.0	45.0	0.0	0.0	0.0	0.0	5	6	7	8
Uncoordinated	Yes	Simult. Gap E/W	On							Yellow	5.0	3.6	0.0	0.0	0.0	0.0				
Force Mode	Float	Simult. Gap N/S	On							Red	1.6	2.8	0.0	0.0	0.0	0.0				
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT							
Assigned Phase							8				2		6							
Case Number							9.0				6.0		7.0							
Phase Duration, s							51.4				48.6		48.6							
Change Period, (Y+R _c), s							6.4				6.6		6.6							
Max Allow Headway (MAH), s							3.3				3.0		3.0							
Queue Clearance Time (g _s), s							44.5				28.2		19.1							
Green Extension Time (g _e), s							0.2				3.6		4.0							
Phase Call Probability							1.00				1.00		1.00							
Max Out Probability							1.00				0.09		0.01							
Movement Group Results						EB			WB			NB			SB					
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement						3	18				5	2		6	16					
Adjusted Flow Rate (v), veh/h						727	182				72	517		759	287					
Adjusted Saturation Flow Rate (s), veh/h/ln						1668	1485				662	1668		1668	1485					
Queue Service Time (g _s), s						42.5	7.7				9.1	10.6		17.1	13.9					
Cycle Queue Clearance Time (g _c), s						42.5	7.7				26.2	10.6		17.1	13.9					
Green Ratio (g/C)						0.45	0.45				0.42	0.42		0.42	0.42					
Capacity (c), veh/h						751	668				237	1401		1401	624					
Volume-to-Capacity Ratio (X)						0.969	0.272				0.303	0.369		0.542	0.460					
Back of Queue (Q), ft/ln (95 th percentile)																				
Back of Queue (Q), veh/ln (95 th percentile)						29.1	4.7				2.5	6.7		10.0	7.8					
Queue Storage Ratio (RQ) (95 th percentile)						0.00	0.00				0.00	0.00		0.00	0.00					
Uniform Delay (d ₁), s/veh						26.8	17.2				31.6	19.9		21.8	20.9					
Incremental Delay (d ₂), s/veh						25.1	0.1				0.3	0.1		0.2	0.2					
Initial Queue Delay (d ₃), s/veh						0.0	0.0				0.0	0.0		0.0	0.0					
Control Delay (d), s/veh						51.9	17.3				31.9	20.0		22.0	21.0					
Level of Service (LOS)						D	B				C	B		C	C					
Approach Delay, s/veh / LOS						45.0	D	0.0			21.4	C	21.7	C						
Intersection Delay, s/veh / LOS						30.0						C								
Multimodal Results						EB			WB			NB			SB					
Pedestrian LOS Score / LOS						2.31	B	2.31	B	0.71	A	1.91	B							
Bicycle LOS Score / LOS							F			0.97	A	1.35	A							

Traffic Signal Justification Based Upon ADT Volumes

County	Kenton
Route	US 25 (Dixie Highway)
Intersecting Route	Proposed Site Access
Milepoint	
Date	June 29, 2022
Reviewer	
Item Number/Permit Number	2032 Build Traffic Volumes - AM Peak

Enter Average Daily Traffic (ADT) volumes in the boxes below. Note that the diagram is for illustration and calculation purposes only and may not accurately represent actual conditions in the field.



*In the event that the peak hour volumes are entered instead of ADT, a general rule of thumb is that the peak hour volumes are typically 10% of the ADT. If you check this box, peak hour volumes you enter will be multiplied by 10 and the results will be posted in the "Adjusted" fields.

NOTE: Shaded Cells Cannot Be Edited!

The total mainline ADT for both directions as entered above is: **11,530**

The highest ADT for the sidestreet as entered above is: **1,490**

What is the number of lanes for moving traffic on the Major Street per approach?
(Enter 1 for one lane, 2 for two or more lanes - do not count turn lanes) **1**

What is the number of lanes for moving traffic on the Minor Street per approach?
(Enter 1 for one lane, 2 for two or more lanes) **1**

Is either the posted speed limit on the Major Street greater than 40 MPH or is the intersection located in an isolated community with a population less than 10,000? **Yes**

Warrant 1A (Minimum Vehicular Volume)

(Numbers are reduced)

Mainline Traffic

ADT volumes above which a signal may be warranted:
Mainline ADT as entered above:

6,700
11,530

Sidestreet Traffic

ADT volumes above which a signal may be warranted:
Sidestreet ADT as entered above:

4,000
1,490

Warrant 1B (Interruption of Continuous Traffic)

(Numbers are reduced)

Mainline Traffic

ADT volumes above which a signal may be warranted:
Mainline ADT as entered above:

10,100
11,530

Sidestreet Traffic

ADT volumes above which a signal may be warranted:
Sidestreet ADT as entered above:

2,050
1,490

Satisfaction of Warrants

	<i>Major Street</i>	<i>Minor Street</i>	Warrant Satisfied?
Warrant 1A	Yes	No	No
Warrant 1B	Yes	No	No

Left-Turn Cross Product Analysis

If signalized, the following table will help determine if left-turn phasing should be considered:

Cross Product	Number of Lanes	Type of Left-Turn Phase
Less than 50,000	1	Not Recommended
Less than 100,000	2	Not Recommended
Greater than 50,000	1	Protected-Permitted Phase
Greater than 100,000	2	Protected-Permitted Phase
Greater than 150,000	1	Protected-Only Phase
Greater than 300,000	2	Protected-Only Phase

Mainline Cross Product

Major Street Left-Turn Volume (Highest Left-Turn Volume, **Peak Hour***):
Opposing Throughs and Rights (Opposing Throughs + Rights, **Peak Hour***):
Cross Product (Lefts x (Opposing Throughs + Rights)):

101
668
67,468

Recommend Protected-Permitted Left-Turn Phase

Sidestreet Cross Product

Minor Street Left-Turn Volume (Highest Left-Turn Volume, **Peak Hour***):
Opposing Throughs and Rights (Opposing Throughs + Rights, **Peak Hour***):
Cross Product (Lefts x (Opposing Throughs + Rights)):

119
0
0

Do Not Recommend Left-Turn Phasing

*Represents 10% of ADT value. Generally, the peak hour volume is approximately equal to 10% of the ADT. This number should give a rough estimate of the need for a left-turn phase.

Recommendation

Traffic Signal is NOT Warranted based on 2032 Build Traffic Volumes, AM Peak Hour

Reviewer is responsible for completing recommendation box above.

Traffic Signal Justification Based Upon ADT Volumes

County	Kenton
Route	US 25 (Dixie Highway)
Intersecting Route	Proposed Site Access
Milepoint	
Date	June 29, 2022
Reviewer	
Item Number/Permit Number	2032 Build Traffic Volumes - PM Peak

Enter Average Daily Traffic (ADT) volumes in the boxes below. Note that the diagram is for illustration and calculation purposes only and may not accurately represent actual conditions in the field.

		Sidestreet												
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; border: 1px solid black;">0</td> <td style="width: 33%; border: 1px solid black;">0</td> <td style="width: 33%; border: 1px solid black;">0</td> </tr> <tr> <td style="border: 1px solid black;">0</td> <td style="border: 1px solid black;">0</td> <td style="border: 1px solid black;">0</td> </tr> </table>			0	0	0	0	0	0	Adjusted*			
0	0	0												
0	0	0												
Enter ADT or Peak Hour Volumes Here		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; border: 1px solid black;">↶</td> <td style="width: 33%; border: 1px solid black;">↓</td> <td style="width: 33%; border: 1px solid black;">↷</td> </tr> </table>			↶	↓	↷	Enter ADT or Peak Hour Volumes Here						
↶	↓	↷												
Mainline	Adjusted* 0 6,910 1,750	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="border: 1px solid black;">0</td></tr> <tr><td style="border: 1px solid black;">691</td></tr> <tr><td style="border: 1px solid black;">175</td></tr> </table>	0	691	175	ADT Volumes	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="border: 1px solid black;">0</td></tr> <tr><td style="border: 1px solid black;">474</td></tr> <tr><td style="border: 1px solid black;">44</td></tr> </table>	0	474	44	0 4,740 440 Adjusted*	Mainline		
0														
691														
175														
0														
474														
44														
Enter ADT or Peak Hour Volumes Here		Check here if using Peak Hour Volumes instead of ADT <input checked="" type="checkbox"/>			Enter ADT or Peak Hour Volumes Here									
Enter ADT or Peak Hour Volumes Here		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; border: 1px solid black;">↶</td> <td style="width: 33%; border: 1px solid black;">↑</td> <td style="width: 33%; border: 1px solid black;">↷</td> </tr> </table>			↶	↑	↷	Enter ADT or Peak Hour Volumes Here						
↶	↑	↷												
Adjusted*		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; border: 1px solid black;">435</td> <td style="width: 33%; border: 1px solid black;">0</td> <td style="width: 33%; border: 1px solid black;">109</td> </tr> <tr> <td style="border: 1px solid black;">4,350</td> <td style="border: 1px solid black;">0</td> <td style="border: 1px solid black;">1,090</td> </tr> </table>			435	0	109	4,350	0	1,090	Adjusted*			
435	0	109												
4,350	0	1,090												
		Highest Sidestreet Approach												
		Sidestreet												

*In the event that the peak hour volumes are entered instead of ADT, a general rule of thumb is that the peak hour volumes are typically 10% of the ADT. If you check this box, peak hour volumes you enter will be multiplied by 10 and the results will be posted in the "Adjusted" fields.

NOTE: Shaded Cells Cannot Be Edited!

The total mainline ADT for both directions as entered above is: **13,840**

The highest ADT for the sidestreet as entered above is: **5,440**

What is the number of lanes for moving traffic on the Major Street per approach?
(Enter 1 for one lane, 2 for two or more lanes - do not count turn lanes) **1**

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(Enter 1 for one lane, 2 for two or more lanes) **1**

Is either the posted speed limit on the Major Street greater than 40 MPH or is the intersection located in an isolated community with a population less than 10,000? **Yes**

Warrant 1A (Minimum Vehicular Volume)

(Numbers are reduced)

Mainline Traffic

ADT volumes above which a signal may be warranted:

6,700
13,840

Mainline ADT as entered above:

Sidestreet Traffic

ADT volumes above which a signal may be warranted:

4,000
5,440

Sidestreet ADT as entered above:

Warrant 1B (Interruption of Continuous Traffic)

(Numbers are reduced)

Mainline Traffic

ADT volumes above which a signal may be warranted:

10,100
13,840

Mainline ADT as entered above:

Sidestreet Traffic

ADT volumes above which a signal may be warranted:

2,050
5,440

Sidestreet ADT as entered above:

Satisfaction of Warrants

	<i>Major Street</i>	<i>Minor Street</i>	Warrant Satisfied?
Warrant 1A	Yes	Yes	Yes
Warrant 1B	Yes	Yes	Yes

Left-Turn Cross Product Analysis

If signalized, the following table will help determine if left-turn phasing should be considered:

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Greater than 100,000	2	Protected-Permitted Phase
Greater than 150,000	1	Protected-Only Phase
Greater than 300,000	2	Protected-Only Phase

Mainline Cross Product

Major Street Left-Turn Volume (Highest Left-Turn Volume, **Peak Hour***):

44

Opposing Throughs and Rights (Opposing Throughs + Rights, **Peak Hour***):

866

Cross Product (Lefts x (Opposing Throughs + Rights)):

38,104

Do Not Recommend Left-Turn Phasing

Sidestreet Cross Product

Minor Street Left-Turn Volume (Highest Left-Turn Volume, **Peak Hour***):

435

Opposing Throughs and Rights (Opposing Throughs + Rights, **Peak Hour***):

0

Cross Product (Lefts x (Opposing Throughs + Rights)):

0

Do Not Recommend Left-Turn Phasing

*Represents 10% of ADT value. Generally, the peak hour volume is approximately equal to 10% of the ADT. This number should give a rough estimate of the need for a left-turn phase.

Recommendation

Traffic Signal is Warranted based on 2032 Build Traffic Volumes, PM Peak Hour

Reviewer is responsible for completing recommendation box above.

Todd Morgan

From: Michael Schwartz
Sent: Friday, September 02, 2022 1:48 PM
To: Timothy McElroy; Todd Morgan
Cc: Marc Gloyeske; Kevin Costello
Subject: RE: Greenfield Commerce Center

Mr. McElroy –

This is to confirm receipt of your withdrawal of the Greenfield Commerce Center Zoning Map Amendment application.

Since the application is withdrawn, the Planning Commission will not take any comments relative to this issue.

Michael D. Schwartz
Director, Zoning Services



BOONE COUNTY
PLANNING COMMISSION

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

From: Timothy McElroy <tmcelroy@northpointkc.com>
Sent: Wednesday, August 31, 2022 10:30 AM
To: Michael Schwartz <mschwartz@boonecountyky.org>; Todd Morgan <TMorgan@boonecountyky.org>
Cc: Marc Gloyeske <mgloyeske@northpointkc.com>
Subject: Greenfield Commerce Center

EXTERNAL MESSAGE

Good morning Michael and Todd,

I would like to inform you that NorthPoint is officially withdrawing our rezoning application for the Greenfield project. However, we would like the opportunity to address the Planning Commission for about 5 minutes at the September 7th meeting. Could you please confirm receipt and advise if that is acceptable?

Thank you,
Tim

Tim McElroy
Regional Vice President

D 513.285.3530 C 513.290.6396
www.BeyondTheContract.com

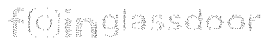


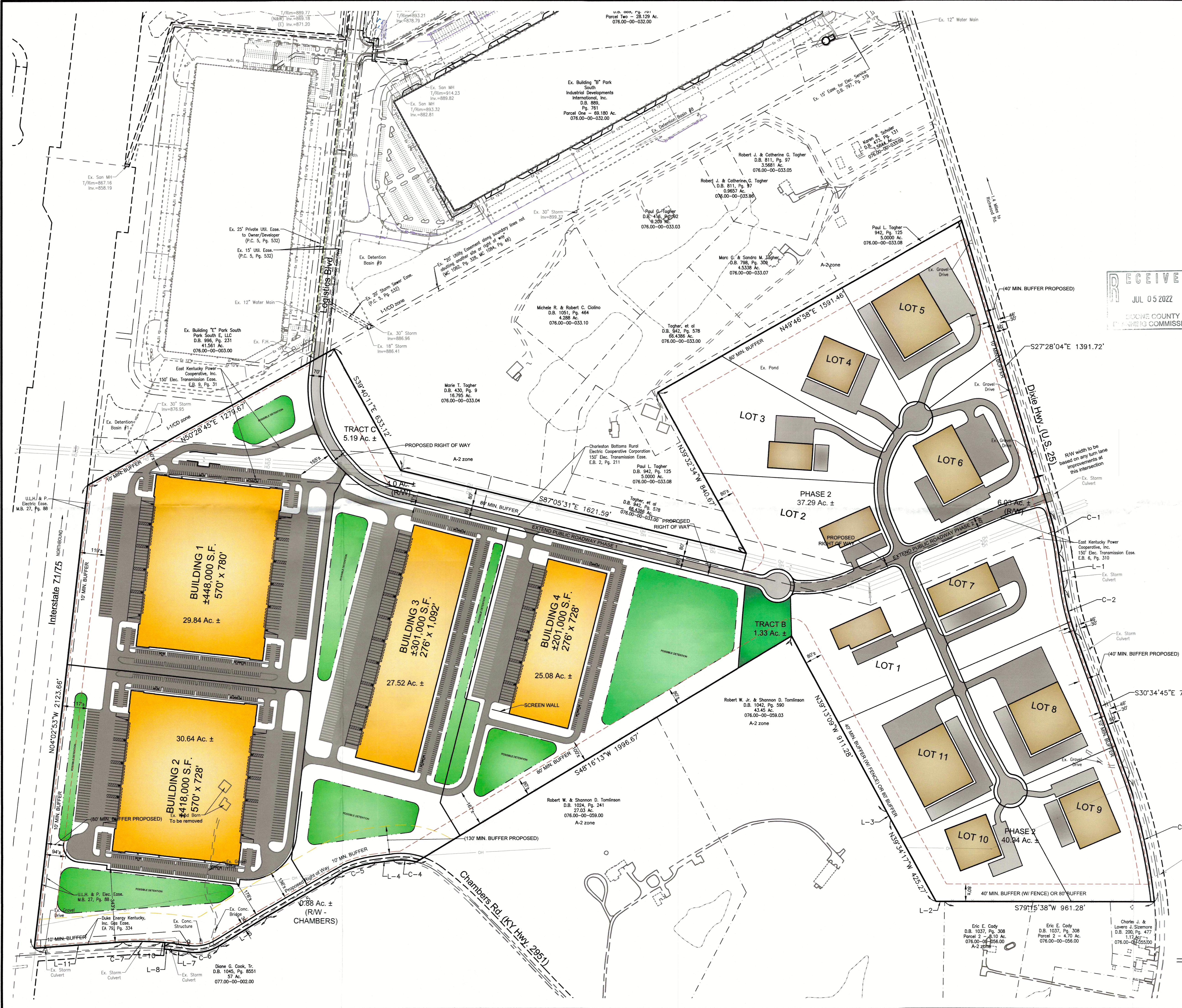
CINCINNATI OFFICE

4805 Montgomery Road, Suite 310 | Cincinnati, OH 45212

CORPORATE OFFICE

3315 N. Oak Trafficway | Kansas City, MO 64116

 [View Privacy Policy](#)



VICINITY MAP
(Not to Scale)

Phase 1: Building / Site Characteristics

Approx. Bldg. Coverage	Lot Area	Bldg. Intensity
Bldg. Floor Area (SF)	(Acres)	(SF / Acre)
1 448,000±	29.84±	15,013±
2 418,000±	30.64±	13,642±
3 301,000±	27.52±	10,938±
4 201,000±	25.08±	8,014±
Sub-total	113.08	12,098±
Tract A & B	-	-
R/W	4.88±	6.51±
Total	1,368,000±	124.47±

Phase 2: Building / Site Characteristics

Approx. Bldg. Coverage	Lot Area	Bldg. Intensity
Lot Floor Area (SF)	(Acres)	(SF / Acre)
1 & 2 58,000±	-	-
3 24,000±	-	-
4 & 10 80,000±	-	-
5 & 11 150,000±	-	-
6 & 8 120,000±	-	-
7 42,000±	-	-
9 50,000±	-	-
Sub-total	76.23±	6,698±
R/W	6.03±	84.26±
Total	524,000±	84.26±

All Buildings and Lot Areas Shown are Approximate.

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, Light Industrial, & Office/Warehouse

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:
 FC - Faywood Silty Clay Loam, 8 to 12 percents slopes
 FCD - Faywood Silty Clay Loam, 12 to 20 percents slopes
 FCD3 - Faywood Silty Clay, 12 to 20 percents slopes, severely eroded
 NIB - Nicholson Silt Loam, 2 to 6 percents slopes
 NIC - Nicholson Silt Loam, 6 to 12 percents slopes
 No - Nolin Silt Loam, 0 to 2 percents 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 per 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 1	CONCEPT DEVELOPMENT PLAN	07-05-22		

DATE: _____ DRAWN: _____ CHECKED: _____

REVISION DESCRIPTION

Item	1	2	3	4	5	6	7	8	9
Date									
Drawn									
Check									

CONCEPT DEVELOPMENT PLAN
GREENFIELD COMMERCE CENTER

Dixie Highway (US 95), Chambers Road & I-75
 Unincorporated Boone County, Kentucky
 Concept Development Plan

bayer becker
 www.bayerbecker.com
 209 Grandview Drive
 Fort Mitchell, KY 41017 - 659.261.1113

Drawing: 20-0230-PL-ZN
 Drawn by: TDT
 Checked by: MDW
 Issue Date: 07-05-22

Sheet: **1 of 1**