

**ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION**

R E C E I V E D
93812
DEC 02 2025

BOONE COUNTY
PLANNING COMMISSION

Seven (7) copies of submitted drawings are required

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

SECTION A: (To be completed by applicant)

- 1. Name of Project: Aero Parkway Parking Lot
- 2. Location of Project: Aero Parkway, Unincorporated Boone County
- 3. Total Acreage of Project: 11.169 + 3.992 = 15.161 acres
- 4. Current Zoning of Property: Airport (A)
- 5. Proposed Zoning of Property (classification being requested): Industrial One (I-1)
- 6. Proposed Use(s) (specify each use):
Automotive parking for employees to support adjacent existing industrial warehouse.
- 7. Proposed Building Intensities (specify for each building):
No buildings are proposed other than possible security guard shacks.
- 8. Are you applying for any of the following (check all that apply):
 Conditional Use Permit Variance

Current Owner for 3.992 acre parcel:
AERO AN USICIV LLC
501 Crawford St., Ste 500 Houston, TX 77002
832-474-9368, garrett.thompson@craneww.com
- 9. Current Owner: County of Boone, Kentucky
Address: 2950 Washington Street

<u>Burlington</u>	<u>KY</u>	<u>41005</u>
City	State	Zip Code

Phone Number: 859-334-3509 Fax Number: 859-334-3105
Email: mwebster@boonecountyky.org
- 10. Applicant: Crane Worldwide Logistics
Address: 1500 Rankin Road

<u>Houston</u>	<u>TX</u>	<u>77073</u>
City	State	Zip Code

Phone Number: 832-474-9368 Fax Number: N/A
Email: garrett.thompson@craneww.com
- 11. Are there any existing buildings on the site: Yes No
If yes, indicate how many: None

Zoning Map Amendment
Page 2

For 3.992 acre parcel	1133	770	2026
12. <u>988</u>	<u>513</u>	<u>2026</u>	
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 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 type="checkbox"/> Duke Energy | <input type="checkbox"/> USDA NRCS/Boone County Conservation District |
| <input type="checkbox"/> Florence Public Services Department | <input checked="" type="checkbox"/> Other: <u>Boone County Fiscal Court</u> |
| <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 _____


Property Owner's Signature:
For 11.169 acre parcel



Applicant's Signature:

 Boone County Planning Commission
200 4th East Kentucky Avenue, 2nd
Floor, Boone, KY 40302
Phone: 606-338-2222
Fax: 606-338-2223

Property Owner's Signature:
For 3.992 acre parcel



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

1. Date Received: 12/2/25 Fee Received: \$2619.22 Receipt #: 93812
2. Number of Copies Received: _____
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): 12/2/25
5. Staff Reviewer: Stanley
6. Committee Chairperson: Rick Lunemann
7. Scheduled Public Hearing Date: 1/7/26
8. Boone County Planning Commission Action: _____ Date of Action: 2/4/26
 - _____ Approved
 - Approved with Conditions
 - _____ Denial
 - _____ Other
9. Resolution Number: _____

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

EXHIBIT

“A”

STAFF REPORT

#3

Request of **Crane Worldwide Logistics, per Garrett Thompson (applicant)** for **Aero AN USICIV LLC and County of Boone (owners)** for a Zoning Map Amendment from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of a parking lot. (**Jurisdiction: Boone County**)

January 7, 2025

REQUEST

- A. The applicant is requesting a Zoning Map Amendment from A to I-1 to allow for a new employee parking lot to support the existing industrial use.

RELAVENT SITE HISTORY

- 2018 The Boone County Planning Commission and Boone County Fiscal Court approved, with conditions, a Zoning Map Amendment request from Commercial Four (C-4) to Urban Residential Three (UR-3) for 12.8 acres and Industrial One (I-1) for 47.2 acres.
- 2019 The Boone County Planning Commission and Boone County Fiscal Court approved, with conditions, a Zoning Map Amendment request from Commercial Four (C-4) to Urban Residential Three (UR-3), Commercial Four (C-4) to Industrial One (I-1), Urban Residential Three (UR-3) to Industrial One (I-1), and a Change in Approved Concept Development Plan.
- 2019 The Boone County Planning Commission approved the following applications:
- 4/30/2019 – Major Site Plan for bulk grading and storm water improvements
 - 6/20/2019 – Conveyance Plat application for approximately 4 acres from Boone County to Aero Commerce Master Developer, LLC.
 - 7/03/2019 – Design Review for a 1,070,157 square foot industrial building.
 - 7/24/2019 – Major Site Plan for site layout and utilities for the industrial site.
 - 9/18/2019 – Conveyance plat consolidating the existing 55 acre and 4-acre parcel into an approximately 59-acre parcel.
 - 9/23/2019 – Major Site Plan for a parking expansion, landscaping, and detention.
- 2021 On June 30, 2021, the Boone County Planning Commission approved a Major Site Plan to construct an additional parking lot on the east side of the industrial site.
- 2022 On July 26, 2022, the Boone County Planning Commission approved a Major Site Plan to allow tenant improvements to the existing parking, fencing, and guard shack.
- 2023 On May 12, 2023, the Boone County Planning Commission approved a Minor Site Plan to allow minor tenant improvements.

2025 On June 30, 2025, the Boone County Planning Commission approved a Major Site Plan to modify paved areas, parking, fencing, and add additional storm sewer.

On July 29, 2025, the Boone County Planning Commission approved a Conveyance Plat application subdividing the property owned by Boone County creating a new 11.169-acre parcel.

SITE CHARACTERISTICS

- A. The entire site contains a total of approximately 15 acres and is located along the south side of Aero Parkway (KY 1017).
- B. The site has approximately 1760 feet of frontage along Aero Parkway and there is an existing curb cut located in the northwest corner.
- C. The westerly 4-acre portion of the site contains an existing drive aisle, parking, landscaping, and a storm water detention pond. The remaining 11 acres are vacant and are separated by a large grove of trees.
- D. An existing, ten (10) foot wide multi-use path runs parallel to Aero Parkway and the northern portion of the site.
- E. Topographically, the western 4 acres have been graded to accommodate the existing parking and detention pond. From the drainage channel, the site raises at an average slope of approximately 6% to the high point of the site. The site slopes back down in an easterly direction at approximately 5% grade.
- F. The majority of the site is within the 60 day/night noise level of the Cincinnati/Northern Kentucky International Airport.

ADJACENT LAND USES AND ZONING

North: Kenton County Airport (A)

South: Vacant parcels (I-1) and multi-tenant buildings (C-2/PD)

East: Vacant parcel (A)

West: Industrial building (I-1)

APPLICABLE REGULATIONS

- A. Section 308 of the Boone County Zoning Regulations states that before any map amendment is granted, the Planning Commission and legislative body shall use the following criteria:
 - 1. The map amendment is in agreement with the adopted comprehensive plan and any specific study designed to further detail the Boone County Comprehensive Plan for the location in question; or
 - 2. The existing zoning classification is inappropriate, and that the proposed zoning classification is appropriate; or

3. There have been major changes of an economic, physical, or social nature not anticipated in the adopted comprehensive plan that substantially alter the area's character.
- B. Section 1102.A of the Boone County Zoning Regulations states the purpose of the Industrial One district is to allow different types of small to large scale light manufacturing, warehouse, distribution and related service uses, which require direct accessibility to a regional transportation system. Manufacturing operations in this district will generally not utilize unrefined raw materials, whose processing may potentially create undesirable noise, odors, dust, smoke, hazardous materials or waste or be delivered in large bulk transportation forms. Such districts are located in areas which provide employment opportunities for community and regional labor markets. Districts will be located on suitable lands accessible from expressways and/or arterials. In addition, this zoning district allows for integrated office campus and/or industrial/warehouse developments with a business park setting, characterized by landscaped entrances, boulevard streets, large amounts of green space and low building coverage ratio, multi-level buildings, constant architectural and signage theme, parking structures, and integrated pedestrian and recreation facilities. This district is also to provide for appropriate public facilities and/or services to the permitted uses identified in the district. This zoning classification can range from a compact, multi-level office development on several acres to an extensive mixed office/warehouse/distribution development that is located on many acres. This zoning classification often includes some limited commercial wholesale and retail uses intended to serve the district and constructed to blend in visually with the character of the area.
- C. Table 5-5 (Section 505.4) of the Boone County Zoning Regulations lists "Parking" as an accessory use in the I-1 Zoning District.
- D. Section 3220 of the Boone County Zoning Regulations states that the Planning Commission may require that all traffic requiring access to and from a development shall operate in such a manner as to not adversely affect the level of service of the roadway. Provisions for the present or future construction of a frontage road, restriction or channelization of turning movements, or other improvements may be required, as a condition of approval, in order to maintain the level of service of any adjacent roadway.
- E. Section 3238 of the Boone County Zoning Regulations states that a copy of the plans for all access points to be constructed along a state-maintained or controlled route shall be submitted to the Kentucky Transportation Cabinet for review and approval at the same time as plans are submitted to the Planning Commission. Permission for the construction of access points along state-maintained roadways is subject to the approval of plans by both the local and state agencies. Proposed access points along local public roadways must also be approved by the respective legislative unit.
- G. Section 3240 of the Boone County Zoning Regulations states that traffic studies may be required by the Planning Commission in order to adequately assess the impact of a development proposal on the existing and/or planned street system. The primary responsibility for assessing the traffic impacts associated with a proposed development

will rest with the developer, while the Planning Commission serves in a review capacity.

- H. Section 3300.C of the Boone County Zoning Regulations states that whenever a building or structure, constructed after the effective date of these regulations, is changed or enlarges in floor area, number of employees, number of dwelling units, seating capacity, or otherwise to create a need for an increase in the number of existing parking spaces, additional parking spaces shall be provided on the basis of the enlargement or change.
- I. Section 3314.A of the Boone County Zoning Regulations states that all parking and loading spaces set forth in SECTION 3311 and SECTION 3325, including driveways, aisles, vehicle storage, outdoor storage, and vehicle circulation areas shall be improved with either asphalt concrete or portland cement concrete to provide a durable and dust-free surface.
- J. Section 3316.A.1 of the Boone County Zoning Regulations states that any parking area intended to be used during non-daylight hours shall be properly illuminated to avoid accidents.
- K. Section 3325 of the Boone County Zoning Regulations provides the following off-street parking requirements:

Employment	
office, business, research and service uses in C-1, C-2, C-3, C-4 or O-1, O-2 I-1, I-2 or I-3 districts	1.00 space per 250 gfa. Plus 1.00 space for each automobile used in the business, plus any additional parking area as required by SECTION 3326
office condominiums	1.00 space per 300 gfa. plus 1.00 space for each automobile used in the business, plus any additional parking area as required by SECTION 3326
light and heavy manufacturing, transportation, and other industrial uses in an I-1, I-2 or I-3 district	1.00 space per two employees on the largest shift for which the building is designed or 1.00 space per 1,000 gfa, whichever is greater, plus 1.00 space for each automobile used in the business, plus any additional parking area as required by SECTION 3326
warehouse and distribution uses in I-1 or I-2 district	1.00 space per employee on the largest shift for which the building is designed, plus 1.00 space for each automobile used in the business, plus any additional parking area as required by SECTION 3326
Any development that contains a building having twenty (20) or more tractor-trailer bay doors	1.00 space, having the minimum dimensions of 10' wide by 80' long, for every four (4) bay doors

- L. Section 3645 of the Boone County Zoning Regulations, Table 36-1 indicates the buffer yard which is required when one zoning district adjoins another zoning district. A 10-foot wide, Buffer Yard A is required along most of the site. A 20-foot wide, Buffer Yard B is required along a portion of the southern property line that is adjacent to the C-2/PD Zone.

RELATIONSHIP TO COMPREHENSIVE PLAN

- A. Our Boone County – Plan 2040 “2040 Future Land Use Plan” designates the site for Industrial uses. Industrial uses are described as “manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses.”

B. The following are excerpts from Our Boone County, Plan 2040:

1. This section is bound to the north by the Developmentally Sensitive hillsides north of I-275 that lead down to the Ohio River bottoms and is bound to the west by Elijah's Creek. South of I-275, the eastern boundary is formed by Airport property to KY 237 at Conrad Lane, then south along Limaburg Road to just north of the Golf Ranch, along the back of Commerce Park West to Gunpowder Creek. The southern border is defined by KY 18/Burlington Pike from Gunpowder Creek to just west of Centennial Drive where it then follows the Aero Parkway corridor to Turfway Road which it follows to the Kenton County line, which forms the eastern edge of this area. The area completely contains the Cincinnati-Northern Kentucky International Airport (CVG) as well as the I-275 interchanges at KY 212 and Mineola Pike. Major developments within this section also include the Airport Exchange Business Park, Circleport I and III, the Mineola Industrial Park, and the proposed Amazon development along Aero Parkway. (Subarea 8 – Airport, Pg. 112)
2. The construction of Aero Parkway opened up over 1,000 acres for potential industrial, office, and commercial development. Amazon will begin constructing its Prime Air hub on the north side of Aero Parkway in 2019 with plans to open in 2021. A coordinated planning approach to developing this corridor will assure quality development, proper expansion of infrastructure, and new employment growth. This includes detailed analysis of the proposed effects on the transportation network in and around the Aero Parkway area as it develops into a heavy logistics corridor. (Subarea 8 – Airport, Pg. 113)

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

1. Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole, rather than leveling an entire site to meet a pre-conceived project design. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined ("Utilization of Existing Vegetation and Topography," pg. 95)
2. Developments in Boone County must include landscaping to accompany the proposed project. Retention of existing healthy vegetation is considered a component of landscaping and is encouraged. This landscaping should be designed to improve the public view of a development and should be incorporated into parking lots and other vehicle circulation areas, as well as within open spaces and around structures. Landscaping is intended to soften the visual impacts of the development from adjoining properties and roadways. The amount of heat absorbed by impervious cover from sun radiation is decreased by landscaping, which reduces energy costs. Landscaping helps purify the air of harmful pollutants, thus reducing health impacts. It also helps reduce the quantity

and improve the quality of storm water runoff, including temperature. The use of bioretention islands (water filtering basins) and grass swales should be used where possible in place of raised islands as described in Northern Kentucky's Storm Water Best Management Practices Manual (2012). Native species are often heartier than nursery stock and should be used wherever possible to minimize pesticides and other high impact forms of maintenance. Developments along major roadways in Boone County must include landscaping between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing land uses (Land Use, Future Land Use Development Guidelines, Buffering, pages 95-96).

3. Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering to mitigate these impacts should be an integral part of the design of proposed projects; where appropriate, existing site features should be used in meeting this guideline. Developments should provide buffering along public roadways, to soften the visual impact. Appropriate wooded areas and stream valleys should remain as open space within developments and between developments. Developments proposed adjacent to planned or established open spaces should provide pedestrian access where appropriate. Natural green space benefits the community as well as encourages developers to create innovative development designs through clustering of buildings and impermeable area. Typically, buffering is required and provided between both like and unlike land uses. However, as the development of Boone County fills in previously rural areas, different lot sizes and designs of residential development sometimes impact each other. Where an appropriate gradation of lot size and setbacks cannot be designed into a proposed residential subdivision development of a significantly higher density than existing adjacent residential uses, deliberate vegetation buffering may need to be incorporated into the design to help protect low density residential areas. Buffer areas should use and supplement existing site features where possible (Land Use, Future Land Use Development Guidelines, Buffering, pages 95-96).
4. Developments in Boone County must recognize the potential impacts of associated traffic on adjoining properties and transportation systems. The need exists to protect the capacity of the existing roadway network and to plan improvements to accommodate new development and travel patterns. Access management provisions include the coordination of curb cuts, adequate corner clearance and sight distance for access points, adequate spacing between access points, shared access points and parking facilities, provisions for access connections to adjoining properties, and dedication of public right-of-way. In subdividing property, arterial or collector streets should not be used for direct access to lots, rather a system of local streets should feed into the collector and arterial street system. Connections between and within commercial and industrial developments allow for more efficient provision of transit service. In addition, the amount of travel time saved for services relying on routing (such as

school buses, waste collection, mail, and other delivery services) is invaluable, not to mention the importance of simply connecting neighborhoods and people to each other. More importantly, the connectivity between developments promotes safety as emergency response vehicles have multiple ways of gaining access to a property during an emergency. (Land Use, Future Land Use Development Guidelines, Access Management, page 96).

5. 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. Appropriate pedestrian networks should be incorporated into the design of developments which will generate or experience significant pedestrian use. These networks should not only provide internal paths, but also connections to adjoining uses where appropriate so commuters will not be forced to rely on just a few main roads to reach their destination, but rather have multiple options; thus reducing traffic congestion. In addition, public open space and recreation sites should be connected to each other by bicycle and pedestrian paths where appropriate. (Land Use, Future Land Use Development Guidelines, Transportation and Pedestrian Network, pages 96-97).
- D. Aero Parkway is identified as state-maintained arterial streets providing for two-way traffic within four (4) lanes. A multi-use path is located along the south side of Aero Parkway. Zig Zag Road is a local street, maintained by the Boone County Fiscal Court.

CONCEPT PLAN

- A. The applicant is proposing the following:
 1. A new 770 space parking lot.
 2. An access drive connection from the existing facility to the new facility.
 3. The potential for a new right-in / right-out access point onto Aero Parkway.
 4. The potential for a new access point on Zig Zag Road.
 5. Two shuttle stops with shelters.

6. A proposed sidewalk system from the new parking lot to the existing site.
 7. The possible relocation of a portion of the multi-use path.
 8. A detention basin located in the southwest corner of the site.
- B. The applicant submitted a project narrative stating that the proposed site will support the existing industrial use which employs approximately 800 employees per shift. The narrative states that a Traffic Impact Study is being completed which will analyze existing and future traffic conditions and provide recommendations for access points to the proposed parking lot as well as for improving traffic flow into and out of the existing facility at shift changes. The study will be submitted to the Kentucky Transportation Cabinet (KYTC) and to Boone County. All requirements from the KYTC approved study will be complied with.

STAFF COMMENTS

- A. Staff have reviewed the submitted Concept Development Plan against the Boone County Zoning Regulations and offers the following comments. Given the conceptual nature of the submitted plan, this review is not intended to be all inclusive.
1. The project narrative and application acknowledge that this parking is for employee automotive parking.
 2. Grading, landscaping, lighting, utilities, etc. will be further evaluated with a Major Site Plan application.
 3. Any additional access to either Aero Parkway or Zig Zag Road would be reviewed through the applicable encroachment permit process.
 4. Staff has a concern regarding the Zig Zag Road connection. The possible site access is located within a substantial curve and site distance may be a problem. Zig Zag Road may need to be reconstructed to accommodate additional traffic.
 5. Staff would like to see the proposed shuttle stop and shelter relocated further south, so it doesn't impede vehicular movement from Aero Parkway into the site.
- B. An inter-departmental email was sent to the Boone County Planning Commission Community Development Division, Boone County Sheriff's Office, Boone County Building Department, Boone County Public Works, Boone County Water District, Burlington Fire Protection District, Kentucky Transportation Cabinet, Kenton County Airport Board, Boone County Engineer, and SD1 requesting comments pertaining to the request.
1. Daniel Menetrey, Boone County Public Works, replied that the access point onto Zig Zag Road would require an encroachment permit from Boone County Public Works to ensure that proper sight distance is achieved with the Zig Zag entrance.
- Right in and right out would be a problem on Aero Parkway with no proper right turn lanes for deceleration. The County maintains a multi-use path along Aero

Parkway that would need to be addressed with a new entrance point onto Aero Parkway. This would also need to be approved by KYTC encroachment permit.

2. Rob Franxman, Boone County Engineer, replied that the county would prefer no access to Zig-Zag and will require more than typical justification for this connection. He also stated that relocation of the multi-use path would need to be coordinated and subject to County approval.
3. Debbie Conrad, CVG Airport, stated that the proposed parking lot development is located approximately one mile south of Runway 18C/36C. The detention pond would need to drain out within 48 hours after a storm event or if designed to hold water, measures like bird balls should be utilized to deter birds. She also noted that if lights are installed for the lot, they should be pointing downward or deflectors should be installed to protect pilots from light glare.
4. Jared Ison, SD1, replied that: (1) the project will need to apply for and obtain a Storm Water Permit from SD1 with a disturbance of 1-acre and greater; (2) a reservation of sanitary sewer capacity needs to be submitted for review; (3) new sanitary sewer/connection(s) with the project will need to obtain the appropriate sanitary sewer permits from SD1; and (4) all plats with an SD1 easement(s) will need to be reviewed and signed off on by SD1.
5. Linzy Brefeld, KYTC, replied that they are waiting for a traffic impact study to be submitted by the consultant.
6. Mike Rouse, Boone County Water, replied that an easement would need to be granted for the existing water main. The existing fire hydrants would need to be relocated with proper length anchor coupling.

CONCLUSION

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

Respectfully submitted,

Steven C. Lilly, PLS
Planner, Zoning Services

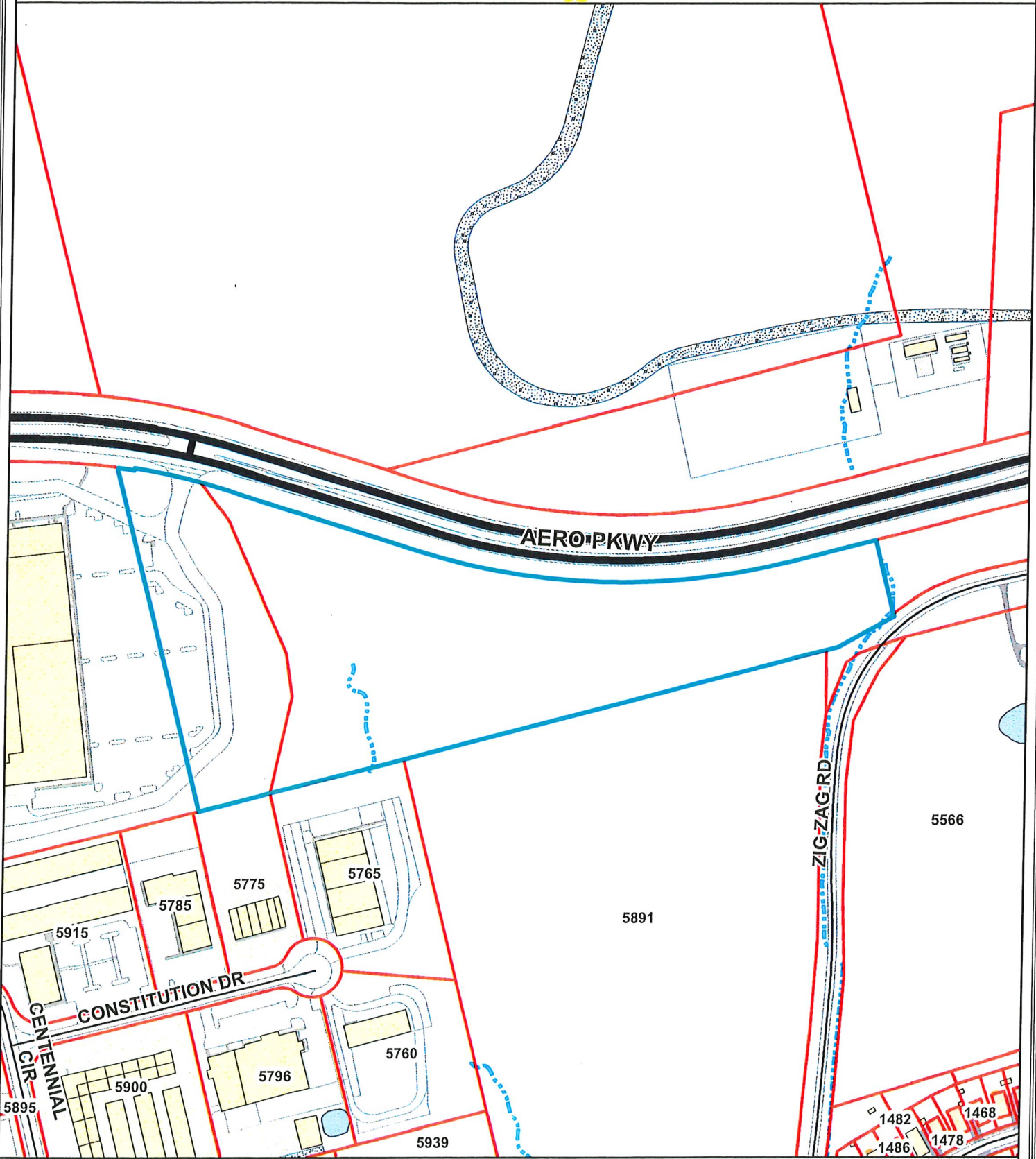
SCL/ss

Attachments:

- *Vicinity Map
- *Aerial Map
- *Topographical Map
- *Noise Contour Map
- *Zoning Map
- *2040 Future Land Use Map
- *Application
- *Concept Development Plan
- *Email Correspondence

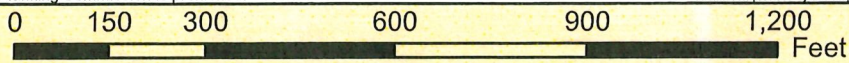
Vicinity Map

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1 inch = 300 feet



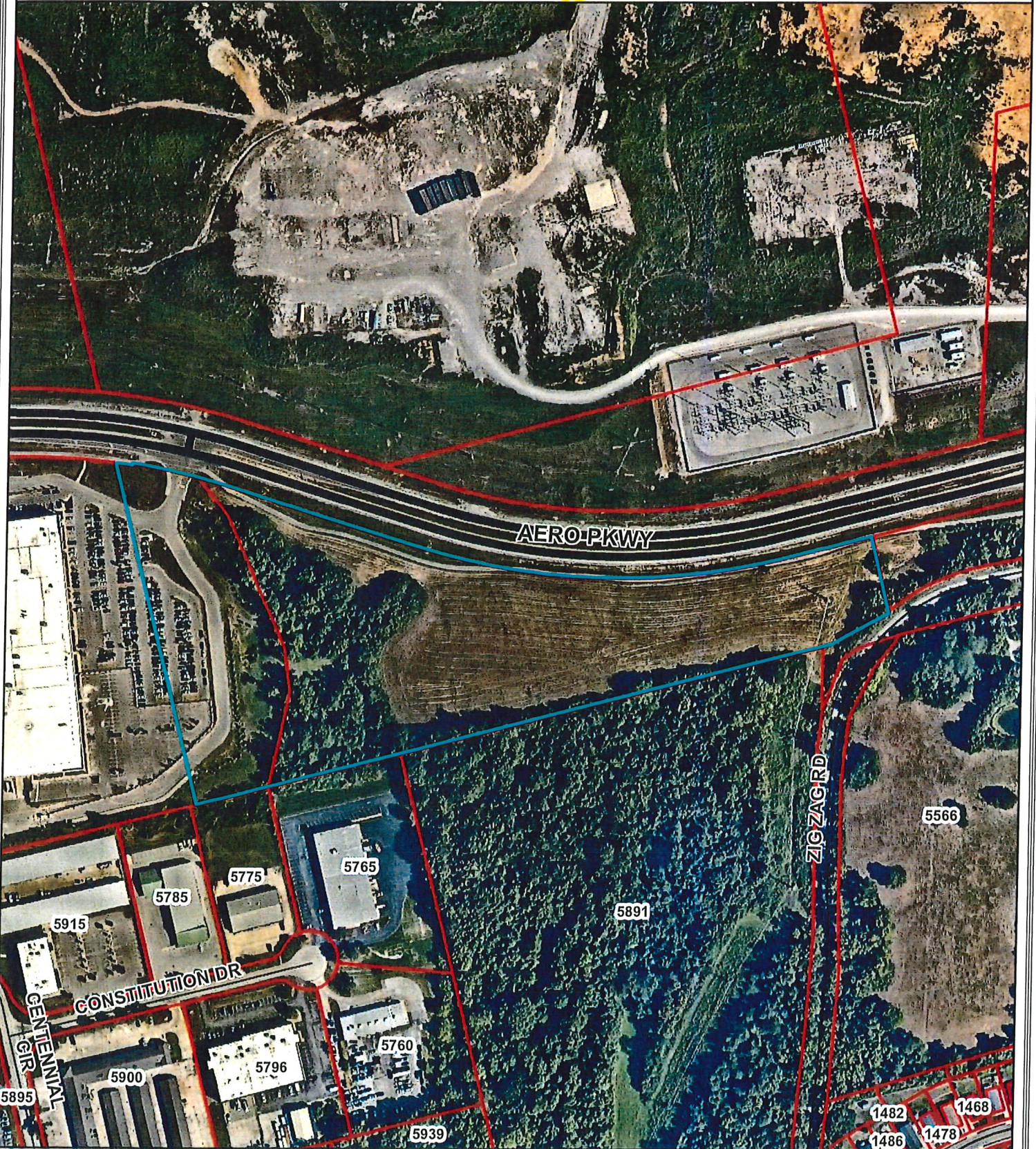
Boone County GIS - Putting Northern Kentucky on the Map



ArcMap Document (*.mxd)

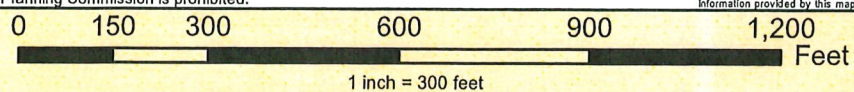
Aerial Map

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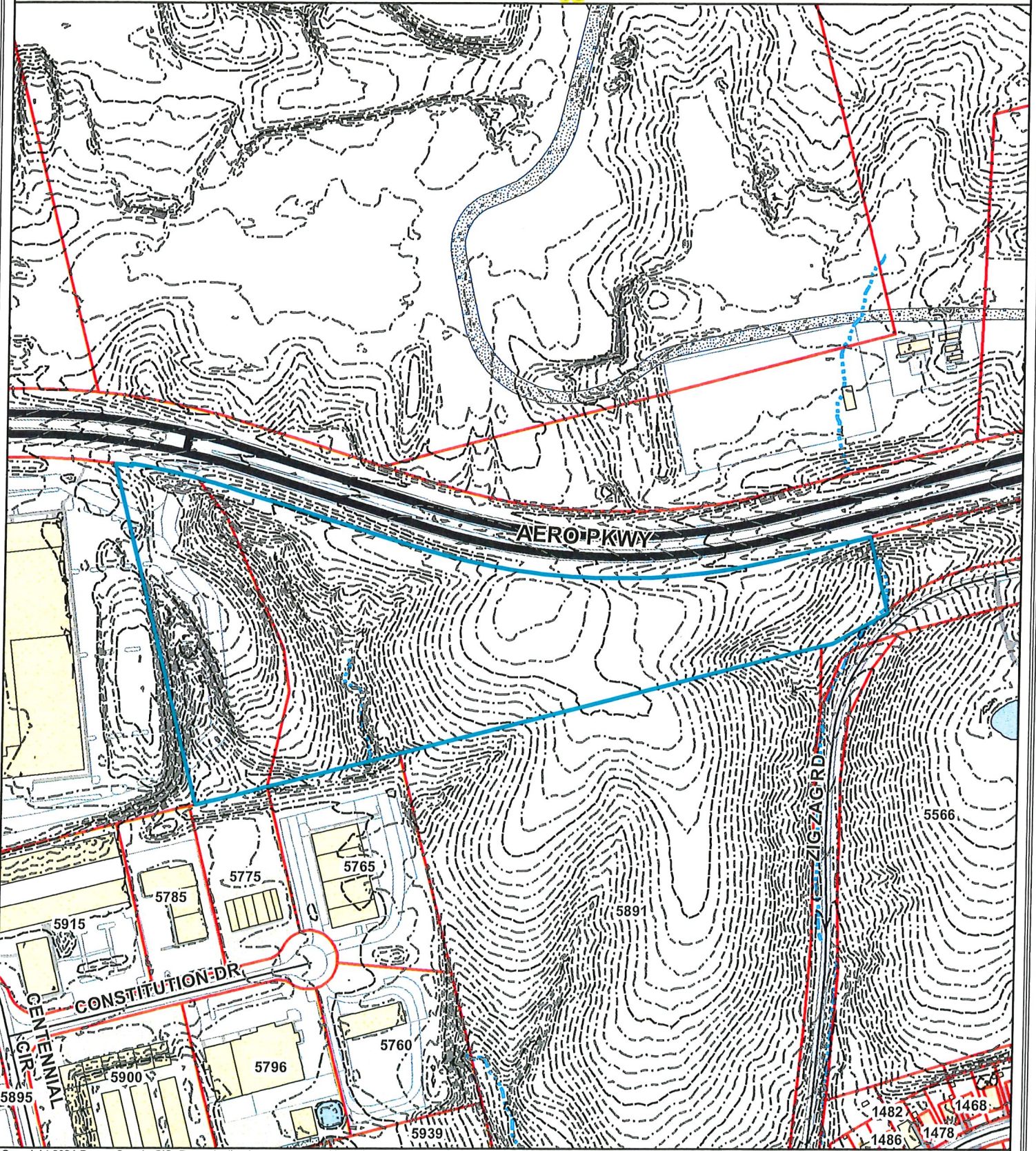


Boone County GIS - Putting Northern Kentucky on the Map

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ArcMap Document: "mxd"

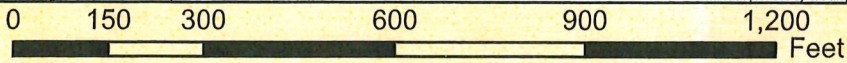
Topographic Map

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1 inch = 300 feet

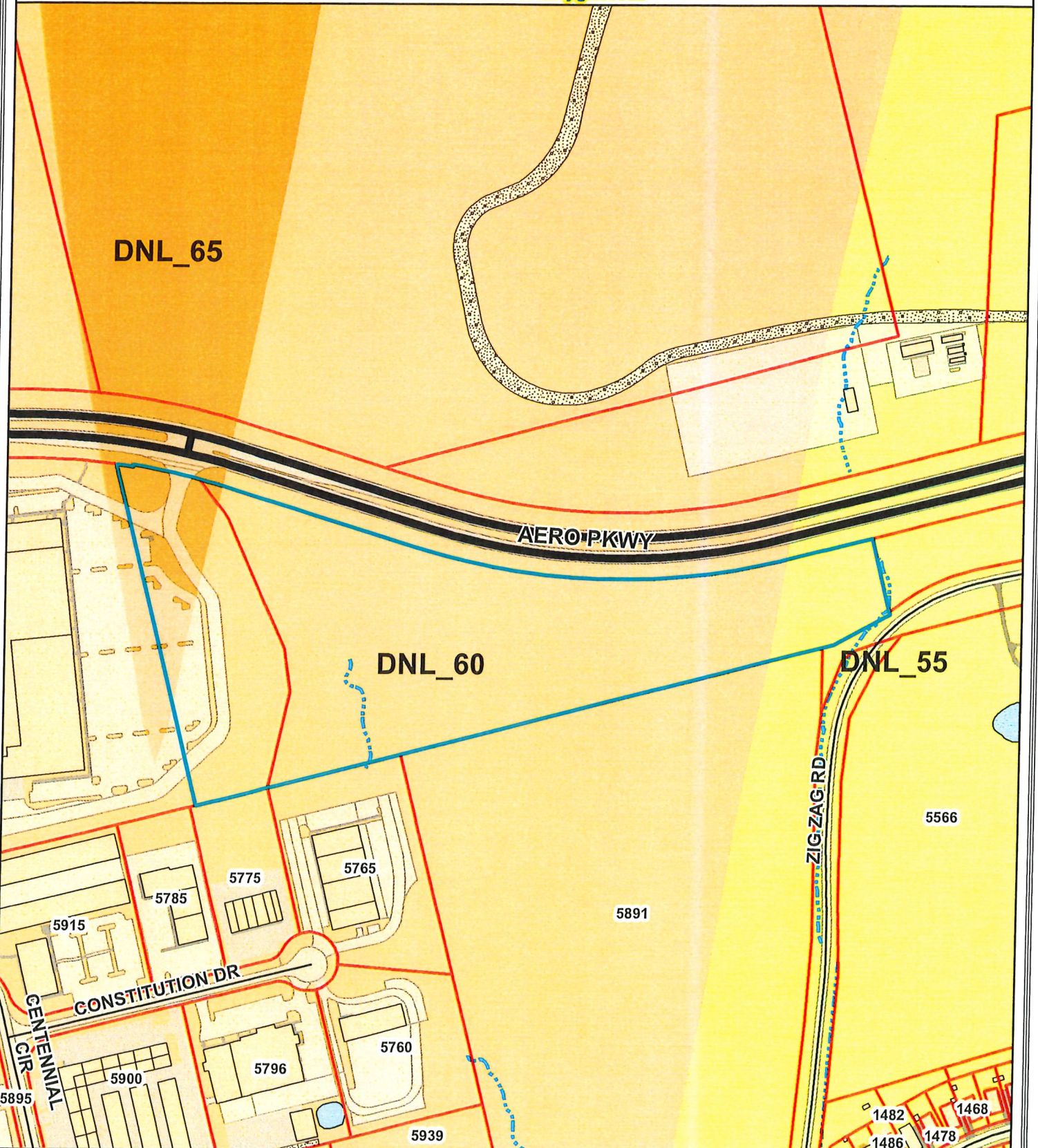


Boone County GIS - Putting Northern Kentucky on the Map

Boone County GIS
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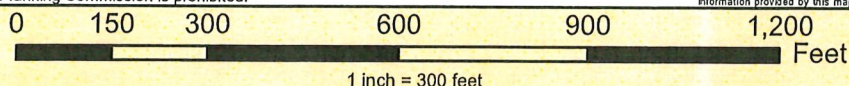
Noise Contour Map

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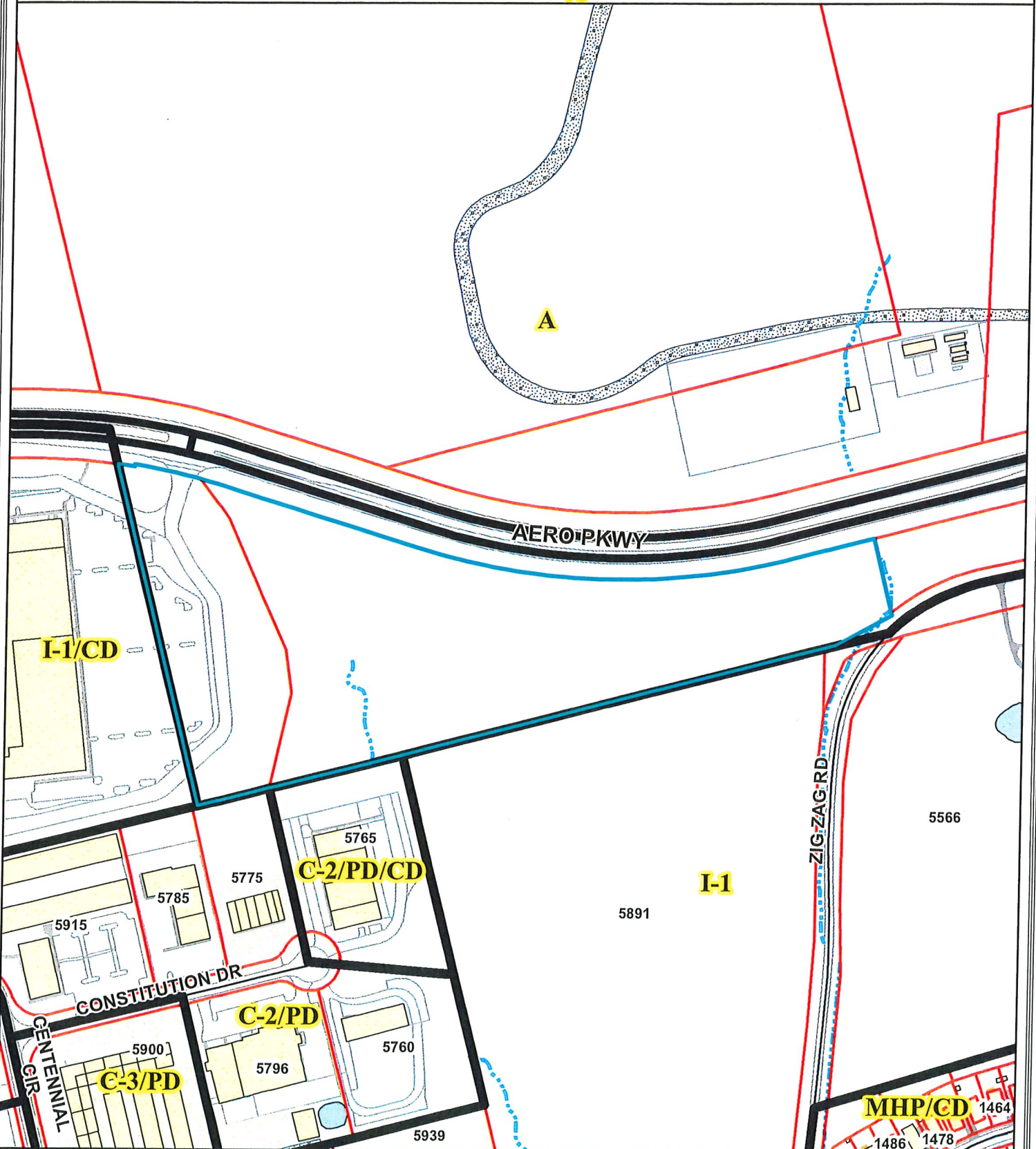


Boone County GIS - Putting Northern Kentucky on the Map

Boone County GIS
ArcMap Document: *.mxd

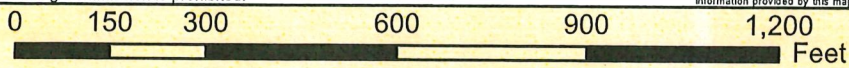
Zoning Map

www.boonecountygis.com



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Boone County GIS - Putting Northern Kentucky on the Map



Boone County GIS
ArcMap Document: *.mxd

2040 Future Land Use Map

www.boonecountygis.com

T
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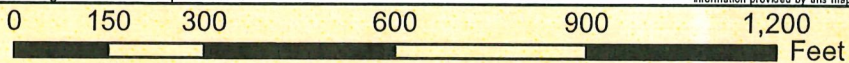
C
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HSD
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DENSITY RESIDENTIAL

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Boone County GIS - Putting Northern Kentucky on the Map



ArcMap Document: *.mxd

**ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION**

Seven (7) copies of submitted drawings are required

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

SECTION A: (To be completed by applicant)

1. Name of Project: Aero Parkway Parking Lot
2. Location of Project: Aero Parkway, Unincorporated Boone County
3. Total Acreage of Project: 11.169 + 3.992 = 15.161 acres
4. Current Zoning of Property: Airport (A)
5. Proposed Zoning of Property (classification being requested): Industrial One (I-1)
6. Proposed Use(s) (specify each use):
Automotive parking for employees to support adjacent existing industrial warehouse.
7. Proposed Building Intensities (specify for each building):
No buildings are proposed other than possible security guard shacks.
8. Are you applying for any of the following (check all that apply):
 Conditional Use Permit Variance

Current Owner for 3.992 acre parcel:
 AERO AN USICIV LLC
 501 Crawford St., Ste 500 Houston, TX 77002
 832-474-9368, garrett.thompson@craneww.com
9. Current Owner: County of Boone, Kentucky
 Address: 2950 Washington Street

<u>Burlington</u>	<u>KY</u>	<u>41005</u>
City	State	Zip Code

 Phone Number: 859-334-3509 Fax Number: 859-334-3105
 Email: mwebster@boonecountyky.org
10. Applicant: Crane Worldwide Logistics
 Address: 1500 Rankin Road

<u>Houston</u>	<u>TX</u>	<u>77073</u>
City	State	Zip Code

 Phone Number: 832-474-9368 Fax Number: N/A
 Email: garrett.thompson@craneww.com
11. Are there any existing buildings on the site: Yes No
 If yes, indicate how many: None

Zoning Map Amendment
Page 2

For 3.992 acre parcel 1133 770 2026
12. 988 513 2026
 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 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 type="checkbox"/> Duke Energy | <input type="checkbox"/> USDA NRCS/Boone County Conservation District |
| <input type="checkbox"/> Florence Public Services Department | <input checked="" type="checkbox"/> Other: <u>Boone County Fiscal Court</u> |
| <input type="checkbox"/> Kentucky Division of Water | |
| <input checked="" type="checkbox"/> Kentucky Transportation Cabinet | |

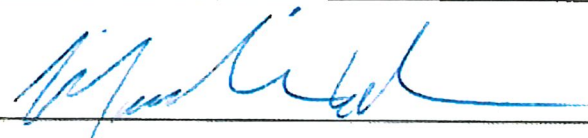
16. Concept Development Plan Jurisdiction/Location (check all that apply):
 Unincorporated Boone Florence Walton Union

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 _____

Property Owner's Signature:

For 11.169 acre parcel




Applicant's Signature:


BOONE COUNTY PLANNING COMMISSION
200 E. 10th Street, Boone, KY 40309
Phone: 606-335-1234
Fax: 606-335-1235
www.boonecountypa.com

Property Owner's Signature.

For 3.992 acre parcel



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

1. Date Received: _____ Fee Received: _____ Receipt #: _____
2. Number of Copies Received: _____
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: _____
6. Committee Chairperson: _____
7. Scheduled Public Hearing Date: _____
8. Boone County Planning Commission Action: _____ Date of Action: _____
 - _____ Approved
 - _____ Approved with Conditions
 - _____ Denial
 - _____ Other
9. Resolution Number: _____

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

**Narrative for Zoning Map Amendment Submittal
Aero Parkway Parking Lot
December 2025**

The enclosed Zoning Map Amendment submittal, presented on behalf of Crane Worldwide Logistics, is for the site located just south of Aero Parkway and west of Zig Zag Road, in unincorporated Boone County. The subject area includes 11.169 acres of a larger 28.446 acre parcel of surplus property being sold by Boone County. It also includes a 3.992 acre area from the adjacent industrial building lot that was not previously rezoned. It is a previously undeveloped site that had been used for agricultural purposes in the past. The subject area is currently zoned Airport (A). The requested zoning classification is Industrial One (I-1).

The 11.169 acre parcel is being purchased from Boone County. The Boone County Fiscal Court awarded the purchase of the property to Crane in July of this year. This parcel will be developed with an approximately 700 to 800 space automotive parking lot to support the adjacent industrial building to the west. This facility is a significant employer within the region operating two 12-hour shifts daily with approximately 800 employees each shift. There is currently a deficit of employee parking onsite. This parking lot is being proposed to alleviate the parking shortage, reduce backups on Aero Parkway at shift changes, and increase the safety of employees as they arrive and depart.

The site is currently zoned Airport (A) and is contiguous to the main zoning district for the airport property which is just across Aero Parkway to the north. It is at the far southern end of the Airport zoning district. It is bounded to the west and southeast by Industrial One (I-1) zoning districts and to the southwest by Commercial Two (C-2). Amending the zoning of this site to I-1 will connect two separate I-1 zones. The proposed site will support an existing industrial use. An industrial use for this site conforms to the 2040 Future Land Use Map as shown in the Our Boone County Plan 2040 comprehensive plan.

Landscaping and buffering will be provided in accordance with requirements of the current edition of the Boone County Zoning Ordinance, Article 36. Pedestrian facilities will be provided within the parking lot. The current multi-use trail along Aero Parkway will be maintained where possible and replaced in affected areas. Stormwater detention will be provided onsite in accordance with the Sanitation District No. 1 Rules & Regulations and the Boone County Subdivision Regulations.

A Traffic Impact Study is being completed for the adjacent section of Aero Parkway. This will analyze existing and future traffic conditions and provide recommendations for access points to the proposed parking lot as well as for improving traffic flow into and out of the existing facility at shift changes. The study will be submitted to the Kentucky Transportation Cabinet (KYTC) and to Boone County. All requirements from the KYTC approved study will be complied with.

Steve Lilly

From: Bridget Striker
Sent: Wednesday, December 3, 2025 9:23 AM
To: Steve Lilly
Subject: Re: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

Hi, Steve.

I don't have any comments regarding the Aero Parkway Parking Lot Zoning Map Amendment.

Thank you,

Bridget

From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Wednesday, December 3, 2025 9:07 AM
To: Robert Franxman <rfranxman@boonecountyky.org>; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Bridget Striker <bstriker@boonecountyky.org>; Jenna LeCount <jlecount@boonecountyky.org>; Andy Aman <aaman@sd1.org>; jison@sd1.org <jison@sd1.org>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; Bandy, John D (KYTC-D06) <john.bandy@ky.gov>; Mike Rouse <miker@boonewater.com>; ceha@burlingtonkyfire.org <ceha@burlingtonkyfire.org>; Paul Stephenson <Pstephenson@boonecountyky.org>; Jason Noel <jnoel@boonecountyky.org>; Paul Hegedus <phegedus@cvgairport.com>
Subject: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

Good day,

We've received a Zoning Map Amendment application for the subject site.

Please review and let me know if you have any revision comments by **December 29, 2025**.

If you have no comments, please let me know as well.

Thanks,

Steven Lilly, PLS
Planner, Zoning Services



BOONE COUNTY
PLANNING COMMISSION

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

Steve Lilly

From: Daniel Menetrey
Sent: Wednesday, December 3, 2025 10:19 AM
To: Steve Lilly
Subject: RE: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

The access point into Zig Zag Road would require an encroachment permit from Boone County Public Works. Be sure that proper sight distance is achieved with the Zig Zag entrance.

Right in and right out would be a problem on Aero Parkway with no proper right turn lanes for deceleration. Also the County maintains a Multi-Use path along Aero Parkway that would need to be addressed with a new entrance point onto Aero Parkway. This would also need to be approved by KYTC encroachment permit.

Thanks.

Daniel Menetrey, PE
Boone County Public Works
Capital Projects Manager
(859) 334-3580

From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Wednesday, December 03, 2025 9:08 AM
To: Robert Franxman <rfranxman@boonecountyky.org>; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Bridget Striker <bstriker@boonecountyky.org>; Jenna LeCount <jlecount@boonecountyky.org>; Andy Aman <aaman@sd1.org>; jison@sd1.org; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; Bandy, John D (KYTC-D06) <john.bandy@ky.gov>; Mike Rouse <miker@boonewater.com>; ceha@burlingtonkyfire.org; Paul Stephenson <Pstephenson@boonecountyky.org>; Jason Noel <jnoel@boonecountyky.org>; Paul Hegedus <phegedus@cvgairport.com>
Subject: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

Good day,

We've received a Zoning Map Amendment application for the subject site.

Please review and let me know if you have any revision comments by **December 29, 2025**.

If you have no comments, please let me know as well.

Thanks,

Steven Lilly, PLS
Planner, Zoning Services

Steve Lilly

From: Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>
Sent: Wednesday, December 3, 2025 12:32 PM
To: Steve Lilly
Subject: RE: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

External sender <linzy.brefeld@ky.gov>

Make sure you trust this sender before taking any actions.

Awaiting TIS from consultant for this development.

From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Wednesday, December 3, 2025 9:08 AM
To: Robert Franxman <rfranxman@boonecountyky.org>; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Bridget Striker <bstriker@boonecountyky.org>; Jenna LeCount <jlecount@boonecountyky.org>; Andy Aman <aaman@sd1.org>; jison@sd1.org; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; Bandy, John D (KYTC-D06) <John.Bandy@ky.gov>; Mike Rouse <miker@boonewater.com>; ceha@burlingtonkyfire.org; Paul Stephenson <Pstephenson@boonecountyky.org>; Jason Noel <jnoel@boonecountyky.org>; Paul Hegedus <phegedus@cvgairport.com>
Subject: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

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

Good day,

We've received a Zoning Map Amendment application for the subject site.

Please review and let me know if you have any revision comments by **December 29, 2025**.

If you have no comments, please let me know as well.

Thanks,

Steven Lilly, PLS
Planner, Zoning Services



BOONE COUNTY
PLANNING COMMISSION

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

Steve Lilly

From: Mike Rouse <miker@boonewater.com>
Sent: Monday, December 8, 2025 1:20 PM
To: Steve Lilly
Subject: Re: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

Warning: Unusual link

This message contains an unusual link, which may lead to a malicious site. Confirm the message is safe before clicking any links.

Steve,

An easement would need to be granted for the existing water main. The existing fire hydrants would need to be relocated with proper length anchor coupling.

Thanks,
Mike

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

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

From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Wednesday, December 3, 2025 9:07 AM
To: Robert Franxman <rfranxman@boonecountyky.org>; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Bridget Striker <bstriker@boonecountyky.org>; Jenna LeCount <jlecount@boonecountyky.org>; Andy Aman <aaman@sd1.org>; jison@sd1.org <jison@sd1.org>; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; Bandy, John D (KYTC-D06) <john.bandy@ky.gov>; Mike Rouse <miker@boonewater.com>; ceha@burlingtonkyfire.org <ceha@burlingtonkyfire.org>; Paul Stephenson <Pstephenson@boonecountyky.org>; Jason Noel <jnoel@boonecountyky.org>; Paul Hegedus <phegedus@cvgairport.com>
Subject: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

Good day,

We've received a Zoning Map Amendment application for the subject site.

Steve Lilly

From: Robert Franxman
Sent: Monday, December 29, 2025 11:24 AM
To: Steve Lilly
Subject: RE: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

Hi Steve,

Couple comments.

Thanks,
Rob

- The county would prefer no access to Zig-Zag and will require more than typical justification for this connection.
- County coordination / approval of the MUP location will be required.

From: Steve Lilly <steve.lilly@boonecountyky.org>

Sent: Wednesday, December 3, 2025 9:08 AM

To: Robert Franxman <rfranxman@boonecountyky.org>; Tom Logan <tlogan@boonecountyky.org>; Daniel Menetrey <dmenetrey@boonecountyky.org>; Bridget Striker <bstriker@boonecountyky.org>; Jenna LeCount <jlecount@boonecountyky.org>; Andy Aman <aaman@sd1.org>; jison@sd1.org; Brefeld, Linzy M (KYTC-D06) <Linzy.Brefeld@ky.gov>; Bandy, John D (KYTC-D06) <john.bandy@ky.gov>; Mike Rouse <miker@boonewater.com>; ceha@burlingtonkyfire.org; Paul Stephenson <Pstephenson@boonecountyky.org>; Jason Noel <jnoel@boonecountyky.org>; Paul Hegedus <phegedus@cvgairport.com>

Subject: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

Good day,

We've received a Zoning Map Amendment application for the subject site.

Please review and let me know if you have any revision comments by **December 29, 2025**.

If you have no comments, please let me know as well.

Thanks,

Steven Lilly, PLS
Planner, Zoning Services



BOONE COUNTY
PLANNING COMMISSION

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

Steve Lilly

From: Debbie Conrad <DConrad@cvgairport.com>
Sent: Monday, December 29, 2025 11:38 AM
To: Steve Lilly; Robert Franxman; Jason Noel; ceha@burlingtonkyfire.org
Cc: Rich Elwell
Subject: Re: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

Warning: Unusual sender <dconrad@cvgairport.com>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Hello Steve,

Thanks for the reminder and the opportunity to provide comments. CVG has two comments regarding the proposed parking lot development since it is located approximately one mile south of Runway 18C/36C.

1. Please ensure that the detention pond drains within 48 hours after a storm event. If the pond is designed to hold water, please use measures like bird balls to deter birds.
2. If lights are being installed in the lot, please ensure that they are pointing downward or install deflectors to protect pilots from light glare on approach to the runway.

If you have any questions or need additional information, please let me know.



Debbie Conrad, C.M.
DConrad@cvgairport.com
859-814-4406

From: Steve Lilly <steve.lilly@boonecountyky.org>
Sent: Monday, December 22, 2025 1:59 PM
To: Debbie Conrad <DConrad@cvgairport.com>; Robert Franxman <rfranxman@boonecountyky.org>; Jason Noel <jnoel@boonecountyky.org>; ceha@burlingtonkyfire.org <ceha@burlingtonkyfire.org>
Subject: Zoning Map Amendment - Aero Parkway Parking Lot (Pt of 059.00-00-070.38 and 049.00-00-036.13)

You don't often get email from steve.lilly@boonecountyky.org. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Please use discretion before clicking any links or attachments.

I'm sending this as a reminder that comments are coming due.

Steven Lilly, PLS
Planner, Zoning Services

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mrs. Kathy Clark
Mrs. Pamela Goetting
Ms. Corrin Gulick, Vice Chairwoman
Mr. Steve Harper, Temporary Presiding Officer
Mr. David Hincks
Mr. Thomas Judd
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Eric Richardson
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele, Secretary/Treasurer
Mr. Tom Szurlinski

COMMISSION MEMBERS NOT PRESENT:

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson
Mr. Steve Lilly, PLS, GISP, Planner
Ms. Lauren Elliott, Planner

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director

Chairman Rolfsen introduced the third item on the Agenda at 8:33 p.m.:

ZONING MAP AMENDMENT, Steve Lilly, Staff

3. Request of **Crane Worldwide Logistics, per Garrett Thompson (applicant) for Aero AN USICIV LLC and County of Boone (owners)** for a Zoning Map Amendment from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of a parking lot. **(Jurisdiction: Boone County)**

Staff member, Steve Lilly, referred to his PowerPoint presentation (see Staff Report). The request involves a 15 acre site located on the south side of Aero Parkway. The property is currently owned by Boone County. The history of the property is noted in the Staff Report and the Planning Commission recently approved a Conveyance Plat application for the subject property, thus creating a 11.6 acre parcel. It will be added to another 4.0 acres to form a larger parcel. The request is to change the zoning from Airport (A) to Industrial One (I-1) to allow for a new employee parking lot to serve the existing industrial business next door. Mr. Lilly described the site as partially developed with an entrance and some parking. There is a large ravine on the site and it slopes up to the east and then back down. The majority of the site is within a 60 DNL. A small portion is located in the 65 DNL. Mr. Lilly described the surrounding land uses and zoning – industrial and commercial. The applicable regulations to the request can be found on Pages 2-4 of the Staff Report. The 2040 Future Land Use Map designates the site for industrial uses. Aero Parkway is a State maintained street. Zig Zag Road is a County maintained road. Pages 4-7 of the Staff Report include references to the Comprehensive Plan. Mr. Lilly showed photographs of the site.

In regard to the Concept Development Plan, the applicant is proposing a new 770 space employee parking lot. An access drive is being planned to connect to the existing drive and parking lot to the west. A new right turn in and out from Aero Parkway is planned as well as a potential access point to Zig Zag Road. The site includes shuttle services with stops and shelters as well as a proposed sidewalk system within the parking lot. There is a planned relocation of the existing multi-use path. A detention pond is planned in the southwest corner of the property. The applicant has provided a project narrative. The purpose of the expansion is to provide shift parking for 800 employees. A Traffic Impact Study (TIS) is in the process of being completed for review by the State and the County Engineer. Most of the Staff comments can be found on Page 8 of the Staff Report. A lot of the comments can be handled at the Site Plan level. Mr. Lilly expressed a concern for the connection to Zig Zag Road. It is located on a horizontal curve. Is there adequate sight distance? In addition, can the existing condition of Zig Zag Road accommodate additional traffic? The Kentucky Transportation Cabinet submitted a comment that they were waiting for the TIS to be submitted. Daniel Menetrey, Boone County Public Works, stated that the proposed right in and out may be a problem on Aero Parkway because there are not sufficient deceleration lanes. The County Engineer prefers that there be no access to Zig Zag Road and would require more than a typical justification to do so.

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

Mr. Tanner Alley, Bayer Becker Engineers, stated that the Staff Report was a good summary of the issues. The property is considered surplus property owned by Boone County. Crane was awarded the winning bid for the property last July. The Fiscal Court did review the plan for parking. They conditioned Crane for access onto Zig Zag Road. The owner would have to make a significant case to have it and the County Engineer would decide. The applicant is proposing 3 traffic signals – two on Aero Parkway (existing curb cut and the proposed new curb cut) and one at Zig Zag Road. The applicant has received feedback from the County Engineer but not the State in regard to the TIS. The zone change was needed to match the existing zoning and the existing industrial building because it serves it. The parking lot has to be in the same zone.

Chairman Rolfsen asked if anyone in the audience would like to speak in favor or against the request or had any questions?

Seeing no further comments, Chairman Rolfsen asked if the Commissioners had any questions or comments?

Mr. Bessler stated that he doesn't think the County will let the applicant tie into Zig Zag Road. He is very familiar with the road and the residents using the road. He suggested a one lane road that runs parallel connecting the parking lot to the Zig Zag Connector (not to Aero Parkway or the actual Zig Zag Road) where there is a stop sign or traffic sign.

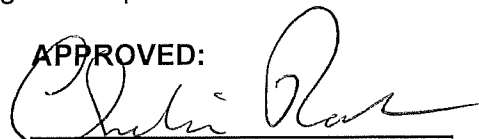
Mr. Costello asked if the business was fully staffed yet? Mr. Matt Cowen, Pepper Construction, stated they have 800 employees with 2 shifts a day. The employees currently park on the site. They have shared space in the building. Chairman Rolfsen stated that the employees who drive to the facility need help navigating parking and driving on the property. He questioned whether the State would allow two more traffic signals? Ms. Gulick asked to see the results of the TIS. She really wants to know the impact on the existing roads. Mr. Cowen replied that he will provide the full report to the Planning Commission. Mr. Costello expressed a concern about using Zig Zag Road in both directions. The road is inadequate going south to KY 18. Mr. Cowen corrected himself in stating there will only be one traffic signal installed at the existing curb cut. Mr. Costello inquired about having different shift start times? Mr. Cowen replied that they currently operate on staggered shifts. The issue still remains.

Mr. Szurlinski explained that there are a lot of people who live in the mobile home subdivisions. They use Zig Zag Road to get to both Aero Parkway and KY 18.

Ms. Gulick inquired about the spacing between the 2 traffic signals? Ms. Katie Dillenburger, Bayer Becker, responded that it is about 2,200 feet. It is partial control access corridor. The proposed right in and out is a specified control break.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on January 21, 2026 at 5:00 P.M. This item will be on the Agenda for the Business Meeting on February 4, 2026 at 7:00 p.m. in the Fiscal Courtroom. Chairman Rolfsen closed the Public Hearing at 8:58 p.m.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY FISCAL COURTROOM
BURLINGTON, KENTUCKY
BUSINESS MEETING
FEBRUARY 4, 2026
7:00 P.M.**

Chairman Rolfsen opened the Business Meeting at 7:00 p.m. and welcomed the audience to the Planning Commission's February 4, 2026 Business Meeting. Chairman Rolfsen then invited everyone to join him in reciting the Pledge of Allegiance.

COMMISSION MEMBERS PRESENT:

Mrs. Kathy Clark
Mrs. Pamela Goetting
Ms. Corrin Gulick, Vice Chairwoman
Mr. Steve Harper, Temporary Presiding Officer
Mr. David Hincks
Mr. Thomas Judd
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Joshua Nathan
Mr. Eric Richardson
Mr. Charlie Rolfsen, Chairman
Mrs. Jackie Steele, Secretary/Treasurer
Mr. Tom Szurlinski

COMMISSION MEMBERS NOT PRESENT:

Mr. Randy Bessler
Mr. Bob Schwenke

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Michael Schwartz, Director, Zoning Services
Mr. Steve Lilly, PLS, GISP, Planner
Ms. Lauren Elliott, Planner

APPROVAL OF THE MINUTES:

Chairman Rolfsen stated that the Commissioners received copies of the Minutes from the January 21, 2026 Business Meeting and Public Hearing. He asked if there were any comments or corrections?

Mr. Szurlinski moved to approve the Minutes as presented. Mrs. Goetting seconded the motion and it carried unanimously.

BILLS:

Mr. Kevin P. Costello, AICP, Executive Director, advised the Commissioners of the **Bills to be Paid**, which included a list of **Expenses** and **Salaries and Benefits** for a time period between January 8, 2026 and February 4, 2026.

EXPENSES:

Accounting Fees	1,185.96
Attorney Fees	5,000.00
Auto Expense	53.39
Filing Fees (CLURS)	600.00
Legal Ads/Recruitment	355.52
Miscellaneous Expense	417.95
Office & Board Meeting Supplies	601.43
Office Equipment / Expense	2.70
Postage Expense	502.25
Professional Development	<u>25.00</u>
TOTAL:	\$ 8,744.20

SALARIES AND BENEFITS:

FICA-BCPC Portion	\$ 7,235.88
Health/Dental/Life/LTD	18,381.83
Retirement – BCPC Portion	22,921.20
Salaries – Staff Expenses	99,546.84
Salaries – BCPC & BOA	<u>1,770.00</u>
TOTAL:	\$ 149,855.75
GRAND TOTAL:	\$ 158,599.95

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

ACTION ON PLAN REVIEWS:

ZONING MAP AMENDMENT, Rick Lunnemann, Chairman, Lauren Elliott, Staff

1. Request of **Erpenbeck Consulting Engineers, Inc. (applicant)** for **S. L. Weaver Investments (owner)** for a Zoning Map Amendment from Urban Residential Two (UR-2) to Suburban Residential Two/Planned Development (SR-2/PD) for an approximate 4.2 acre area located along the south side of Weaver Road, between Interstate 71/75 (I-71/75) and Somerset Boulevard, approximately 1,300 feet east of Somerset Boulevard, and having a Parcel Identification Number (PIDN) of 062.00-00-079.07, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of 33 detached single-family residential dwellings. (**Jurisdiction: Boone County**)

THIS APPLICATION HAS BEEN WITHDRAWN BY THE APPLICANT

ZONING MAP AMENDMENT, Corrin Gulick, Chairwoman, Steve Lilly, Staff

2. Request of **Grand Communities, LLC (applicant)** for **Daniel Riegler (owner)** for a Zoning Map Amendment from Agriculture (A-1) to Suburban Residential One/Planned Development (SR-1/PD) for an approximate 78 acre area located at 2581 Longbranch Road, including the property having a Parcel Identification Number (PIDN) of 040.00-00-009.02, Boone County, Kentucky. The request is for a zone change to allow the development of 882 dwelling units. (**Jurisdiction: Boone County**)

THIS APPLICATION HAS BEEN WITHDRAWN BY THE APPLICANT

ZONING TEXT AMENDMENTS, Rick Lunnemann, Chairman, Michael Schwartz, Staff

3. Request of the **Boone County Planning Commission Technical/Design Review Committee** to consider a series of amendments to the **Boone County Zoning Regulations** pertaining to qualified manufactured housing. (**Jurisdiction: Boone County, Florence, Union, Walton**)

Staff Member, Michael Schwartz, read the Committee Report, which recommended approval of the Zoning Text Amendments based upon the Committee Report and Findings of Facts. The Committee voted unanimously in favor of the request. The recommendation will be forwarded to the four legislative units.

Chairman Rolfsen asked if there were any comments or questions from the Board members?

Seeing no further comment, **Mr. Lunnemann moved, by Resolution to the Boone County Fiscal Court, City of Florence, City of Union and City of Walton to recommend approval of the Zoning Text Amendments based on the Committee Report and Findings of Fact. Mr. Hincks seconded the motion and it passed unanimously.**

CHANGE IN AN APPROVED CONCEPT DEVELOPMENT PLAN, Corrin Gulick, Chairwoman, Lauren Elliott, Staff

4. Request of **Quik Trip, per Gwen Keen (applicant) for National Retail Properties LP (owner)** for a Change in an Approved Concept Development Plan in a Commercial Services (C-3) district for an approximate 2 acre area located at 6808 Burlington Pike, Florence, Kentucky, including the property having the following Parcel Identification Number (PIDN): 072.00-00-011.02. The request is for a Change in an Approved Concept Development Plan to allow the demolition of the existing building and the construction of a convenience store and retail filling station with seven (7) gas dispensing islands. **(Jurisdiction: Florence)**

Staff Member, Lauren Elliott, read the Committee Report, which recommended approval of the Change of Concept Development Plan based upon Findings of Facts and Conditions. The Condition Letter has been signed by the property owner and submitted to the Planning Commission agreeing to the Conditions. The Committee voted 5-0 in favor of the request.

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

Mr. Jonathan Woche, representing Gwen Keen (applicant), stated that he doesn't have any objections to the Conditions. The project will be a positive redevelopment of the site. Mr. Woche replied that construction will start in 2026 and completion will be in 2027. Mr. Szurlinski mentioned that traffic was a concern, especially on Sundays. In addition, the Traffic Study did not take into consideration the traffic from the new cannabis store. Were those items addressed by the Committee? Ms. Gulick responded that they talked about traffic and the right-turn lane. No information was available about the cannabis business since it wasn't open yet.

Dr. Clark emphasized the amount of traffic from the church on Wednesdays and Sundays. She expressed a concern because she travels through that area all the time.

Mr. Woche responded that his client has received some comments from KTC. None of the comments to date have changed their access or improvements. Mr. Costello also stated that at the Committee Meeting, the KY 18 curb cut was modified in terms of design and the proposed development will capture drive by traffic from the interstate and local area. The site is limited due to the traffic island along Turfway Road. Chairman Rolfsen stated that Florence Police direct the church traffic due to volume.

Mr. Szurlinski stated he doesn't have any problem with the project. It is a great project. A 7 Brew store is going in next to the site. The medical cannabis store is across the street. It is not open yet. He expressed a concern about the big picture of traffic. It can be addressed individually but

it should be as a whole.

Seeing no further comment, **Mrs. Gulick moved, by Resolution to the City of Florence to recommend approval of the Change in Concept Development Plan based on the Committee Report the Findings of Fact and Conditions. Mr. Lunnemann seconded the motion. Chairman Rolfsen asked for a roll call vote. It found Mrs. Goetting, Ms. Gulick, Mr. Harper, Mr. Hincks, Mr. Judd, Mrs. Kegley, Mr. Lunnemann, Mr. Richardson, Chairman Rolfsen, and Mrs. Steele in favor and Mrs. Clark and Mr. Szurlinski voting against the request. Mr. Nathan passed his vote. Passing a vote is counted with the majority vote. The motion is approved by a vote of 11 in favor and 2 against.**

At this time, Ms. Gulick left the meeting room.

ZONING MAP AMENDMENT, Rick Lunnemann, Chairman, Steve Lilly, Staff

5. Request of **Crane Worldwide Logistics, per Garrett Thompson (applicant) for Aero AN USICIV LLC and County of Boone (owners)** for a Zoning Map Amendment from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of a parking lot. **(Jurisdiction: Boone County)**

Staff Member, Steve Lilly, read the Committee Report, which recommended approval of the Zoning Map Amendment, based upon Findings of Facts and Conditions. Mr. Lilly gave an update of the project as the applicant committed to a right-in and out curb cut, the installation of a new traffic light, as well as the construction of a deceleration lane. The Condition Letter has been signed by the property owner and submitted to the Planning Commission. The Committee voted 4-0 in favor of the request.

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

Mr. Tanner Alley, Bayer Becker Engineers, stated that they are in agreement with the Conditions.

Chairman Rolfsen asked if the applicant has received any feedback from the State about the new traffic signal? Mr. Alley replied no. The Central Office is reviewing the request. Chairman Rolfsen noted that currently 5 Sheriff Deputies direct traffic at the site twice a day. He asked for a post development Traffic Study be performed to make sure everything is working okay and according to plan. It needs to be safe for everyone. He suggested another Condition be added. Mr. Schwartz explained that the Planning Commission has no authority to tell another agency like the Sheriff's office to do a Traffic Study. Mr. Schwartz suggested that once all improvements have been constructed, the property owner or tenant shall conduct a Traffic Study to determine whether those improvements are functioning appropriately. Mr. Alley noted that they are also proposing some signal timing changes at the current traffic signal.

Mr. Adam Ray, Pepper Construction, representing Crane, agreed with the additional Condition.

Mr. Costello asked the Staff to prepare the additional Condition and require the appropriate parties to sign the document agreeing to the Condition. **Mr. Lunnemann moved to approve the request by Resolution to the Boone County Fiscal Court subject to Findings of Fact and Conditions as presented by Staff.**

Mr. Hincks asked what happens if the proposed improvements don't work? Mr. Costello replied that the business may have to change their operations to resolve the problem. Maybe an expanded bus service? Chairman Rolfsen stated that they big unknown is the unsignaled light. Mr. Alley noted that the applicant will look at all options to make it work.

Based on the original motion made by Committee Chairman Lunnemann, Mrs. Kegley seconded the motion. Chairman Rolfsen asked for a vote to approve the request and it passed unanimously.

At this time, Ms. Gulick returned to the meeting room.

TECHNICAL/DESIGN REVIEW, Rick Lunnemann, Chairman, Lauren Elliott, Staff

6. Floor & Décor – 87 Spiral Boulevard

TECHNICAL/DESIGN REVIEW, Rick Lunnemann, Chairman, Lauren Elliott, Staff

7. Crunch Fitness – 77 Spiral Boulevard

Mr. Lunnemann moved to defer Items #6 and #7 until the February 18, 2026 Business Meeting. Dr. Clark seconded the motion and it passed unanimously.

NEW BUSINESS (for March 4, 2026 Public Hearings):

CHANGE OF CONCEPT DEVELOPMENT PLAN, Michael Schwartz, Staff

8. Request of **Steve Berling (applicant) for Bluegrass Backyard Receptions LLC on behalf of Marshall Land Management LLC (owner)** for a Change of Concept Development Plan in a Commercial Two/Planned Development/Parkway Corridor Study Overlay (C-2/PD/PO) zone for an approximate 2.53 acre area located at 7544 Burlington Pike, Florence, Kentucky. The request is for a Change of Concept Development Plan to allow the display and sale of outdoor furniture, sheds, playsets, and other items. **(Jurisdiction: Florence)**

ZONING MAP AMENDMENT, Michael Schwartz, Staff

9. Request of **Flash Properties LLC (applicant) for 441 LLC (owner)** for a Zoning Map Amendment from Rural Suburban (RS) to Industrial One (I-1) for an approximate 2.1 acre located along the east side of Old Lexington Pike, across from Chambers Road, having a Parcel Identification Number (PIDN) of 076.00-00-050.04, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of an 8,000 square foot contractor's office. **(Jurisdiction: Boone County)**

ZONING MAP AMENDMENT/CHANGE OF CONCEPT DEVELOPMENT PLAN, Michael Schwartz, Staff

10. Request of **Grand Communities LLC (applicant)** for **KCJA LLC** and **Hebron Pointe Venture LLC (owners)** for: (1) a Zoning Map Amendment from Graves Road Residential (GR-R) and Graves Road Commercial/Planned Development (GR-C/PD) to Urban Residential Two (UR-2) for Area A: An approximate 19.7 acre area located at the west terminus of Sapling Way, including the properties having the following Parcel Identification Numbers (PIDN's) of 035.00-00-054.00, 035.00-22-000.02, and 035.00-22-000.05; and (2) a Zoning Map Amendment from Suburban Residential One (SR-1), Graves Road Residential (GR-R), and Graves Road Commercial/Planned Development (GR-C/PD) to Urban Residential Two (UR-2) for Area B: an approximate 4.2 acre area located at the terminus of Treetop Lane, including the property at 2446 Treetop Lane and the property having the PIDN of 035.00-22-000.03; and (3) a Change of Concept Development Plan for the southern portion of the parcel having a PIDN of 035.00-22-000.03, which is currently zoned GR-C/PD, Boone County, Kentucky. The request is for: (1) a Zoning Map Amendment to allow the development of 365 dwelling units; and (2) a Change of Concept Development Plan removing an area from a previously approved Concept Development Plan. (**Jurisdiction: Boone County**)

NEW BUSINESS (for March 18, 2026 Public Hearings):

CHANGE OF CONCEPT DEVELOPMENT PLAN, Steve Lilly, Staff

11. Request of **Drury Florence LLC (applicant/owner)** for a Change of Concept Development Plan in a Commercial Services/Planned Development/Parkway Corridor Study (C-3/PD/PO) district for an approximate 7.5 acre area located at 7911 and 7915 US 42, including the property having a Parcel Identification Number (PIDN) of 073.00-00-002.20, Florence, Kentucky. The request is for a Change of Concept Development Plan to increase the intensity bonus for a previously approved hotel and provide for two outlots for future development. (**Jurisdiction: Florence**)

ZONING MAP AMENDMENT, Lauren Elliott, Staff

12. Request of **Drees Company (applicant)** for **Beach Bottle Investments LLC** and **Gary W Neltner (owners)** for a Zoning Map Amendment from Agricultural Estate (A-2) to Suburban Residential One/Planned Development (SR-1/PD) for an approximate 185 acre area located along the west side of US 42, between Rice Pike and Bleu Yacht Lane, approximately seven hundred (700) feet south of Rice Pike, including the properties located at 10917-10925 and 11063 US 42 and the properties having the following Parcel Identification Numbers (PIDN's) of 053.00-00-027.01 and 053.00-00-027.00, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of 377 dwelling units. (**Jurisdiction: Boone County**)

Mrs. Steele moved to schedule the Public Hearings for Items #8, #9, and #10 on March 4, 2026 at 7:30 p.m. and for Items #11 and #12 on March 18, 2026 at 7:30 p.m. (later changed to 7:00 p.m.) in the Boone County Fiscal Courtroom. Mrs. Goetting seconded the motion and it passed unanimously.

EXECUTIVE DIRECTOR'S REPORT

Mr. Kevin P. Costello, AICP, officially welcomed the Planning Commission's newest Board Member, Josh Nathan, representing the City of Walton. He will be sending out a revised Committee List because he is adding Mr. Nathan.

COMMITTEE REPORTS:

- Airport (Randy Bessler)
No Report
- Administrative/Personnel (Tom Szurlinski)
No Report
- Enforcement (Tom Szurlinski)
No Report
- Long-Range Planning/Comprehensive Plan (Bob Schwenke)
No Report
- Technical/Design Review (Rick Lunnemann)
No Report
- Executive (Charlie Rolfsen)
No Report

CHAIRMAN'S REPORT: (Charlie Rolfsen)

Mr. Charlie Rolfsen introduced 5 top Ignite High School students. He also mentioned the change in Continuing Education/Training hours. There is a housing requirement now. He asked Mr. Costello to organize a session on local housing focused on Boone County.

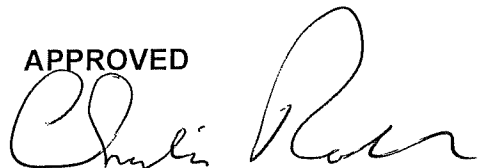
OKI REPORT: (Randy Bessler)

No Report

ADJOURNMENT:

There being no further business to come before the Planning Commission, **Mr. Judd moved to adjourn the meeting. Mrs. Clark seconded the motion and it passed unanimously. The meeting was adjourned at 7:41 p.m.**

APPROVED



Charlie Rolfsen

Attest:



Kevin P. Costello, AICP
Executive Director

EXHIBIT

“B”

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Rick Lunnemann, Chair

DATE: February 4, 2026

RE: Request of **Crane Worldwide Logistics, per Garrett Thompson (applicant)** for **Aero AN USICIV LLC** and **County of Boone (owners)** for a Zoning Map Amendment from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of a parking lot. (**Jurisdiction: Boone County**)

REMARKS:

1. We, the Committee Members, were present at the Committee Meeting and voted on the above request or else were absent from voting. Further, based upon the vote, the Committee directs the Staff to draft the findings of fact and conditions, if deemed necessary, to complete the Committee Report.
2. We, the Committee, recommend approval of the above-referenced Zoning Map Amendment based on the following findings of fact:

ZONING MAP FINDINGS OF FACT

1. The Committee concluded that the proposed I-1 zoning district is consistent with the Our Boone County Plan 2040 Future Land Use Plan Map which identifies the site for Industrial uses which is described as "manufacturing, wholesale, warehousing, distribution, assembly, mining, and terminal uses."

The proposed I-1 zoning district will allow for an employee parking lot to be constructed to support the existing industrial facility.

2. The Committee concluded that the proposed I-1 zoning district is consistent with several passages of Our Boone County Plan 2040, which relate to the request:
 - The construction of Aero Parkway opened up over 1,000 acres for potential industrial, office, and commercial development. Amazon will begin constructing its Prime Air hub on the north side of Aero Parkway in 2019 with plans to open in 2021. A coordinated planning approach to developing this corridor will assure quality development, proper expansion of infrastructure, and new employment growth. This includes detailed analysis of the proposed effects on the transportation network in and around the Aero Parkway area as it develops into a heavy logistics corridor. (Subarea 8 – Airport, Pg. 113)

The project narrative states that the existing industrial facility is a significant regional employer, operating two 12-hour shifts daily with approximately 800 employees per shift. The Concept Development Plan shows site improvements that will alleviate the

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

Aero Parkway – Parking lot

January 21, 2026

Page 2

parking shortage, reduce backups on Aero Parkway, and increase the safety of employees as they arrive and depart. In addition, the Traffic Impact Study identified potential site improvements that will greatly improve the operation and safety for the existing industrial business.

- Developments in Boone County must include landscaping to accompany the proposed project. 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 (Land Use, Future Land Use Development Guidelines, Buffering, pages 95-96).

The Concept Development Plan indicates that the multi-use trail may need to be relocated but will remain along the site frontage to allow further public use. The plan indicates that landscaping will follow the requirements of the Boone County Zoning Regulations which will provide adequate buffering and an opportunity to enhance the multi-use trail.

CONDITIONS:

The Committee concluded that the attached conditions are necessary to achieve consistency with the Our Boone County Plan 2040. The Committee also concluded that the attached conditions are necessary to mitigate any foreseeable community impacts that may be created by the development. The property owner has signed a letter demonstrating agreement with the conditions:

1. The proposed parking lot shall be for passenger vehicle parking only. Parking shall be prohibited for Commercial vehicles, Truck Tractors, and semitrailers.
2. That the detention pond design shall allow it to drain out within 48 hours after a storm event or if designed to hold water, measures shall be utilized to deter birds.
3. That the detention pond is maintained including mowing, weeding, and trash removed.
4. That proposed light poles be no higher than 28 feet and lighting be downward projecting.
5. That easements are granted to the Boone County Water District to allow for the relocated water line.
6. That the additional access point to Zig Zag Road is prohibited.
7. Proposed improvements to Aero Parkway and proposed access points shall be per the plan shown at the Zone Change Committee meeting or as approved by KYTC.

A copy of the Public Hearing minutes accompanies the findings and recommendation serving as a summary of the evidence and testimony presented by the proponents and opponents of this request. Attached is the signature page for the Zone Change/Concept Development Plan Committee Vote.

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: *Rick Lunnewar*
~~Corrin Gulick~~, Chairwoman

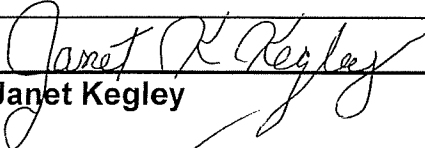
DATE: January 21, 2026

REMARKS:

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

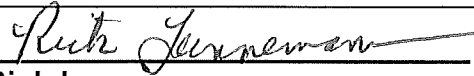
ZONING MAP AMENDMENT, Corrin Gulick, Chairwoman, Steve Lilly, Staff

3. Request of **Crane Worldwide Logistics, per Garrett Thompson (applicant) for Aero AN USICIV LLC and County of Boone (owners)** for a Zoning Map Amendment from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of a parking lot. (**Jurisdiction: Boone County**)




Janet Kegley
For Project Absent _____
Against Project _____
Abstain _____ Deferred _____

Corrin Gulick (Chairwoman)
For Project _____ Absent _____
Against Project _____
Abstain _____ Deferred _____



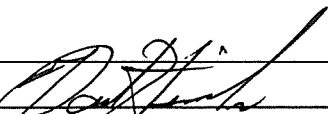
Rick Lunnemann
For Project Absent _____
Against Project _____
Abstain _____ Deferred _____

Kathy Clark (Alternate)
For Project _____ Absent _____
Against Project _____
Abstain _____ Deferred _____



Steve Harper
For Project Absent _____
Against Project _____
Abstain _____ Deferred _____

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



David Hincks
For Project Absent _____
Against Project _____
Abstain _____ Deferred _____

Jackie Steele (Alternate)
For Project _____ Absent _____
Against Project _____
Abstain _____

TOTAL: _____ DEFERRED 40 FOR PROJECT _____ ABSENT
_____ AGAINST PROJECT _____ ABSTAIN

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mrs. Kathy Clark
Mrs. Pamela Goetting
Ms. Corrin Gulick, Vice Chairwoman
Mr. Steve Harper, Temporary Presiding Officer
Mr. David Hincks
Mr. Thomas Judd
Mrs. Janet Kegley
Mr. Rick Lunnemann
Mr. Eric Richardson
Mr. Charlie Rolfsen, Chairman
Mr. Bob Schwenke
Mrs. Jackie Steele, Secretary/Treasurer
Mr. Tom Szurlinski

COMMISSION MEMBERS NOT PRESENT:

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson
Mr. Steve Lilly, PLS, GISP, Planner
Ms. Lauren Elliott, Planner

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director

Chairman Rolfsen introduced the third item on the Agenda at 8:33 p.m.:

ZONING MAP AMENDMENT, Steve Lilly, Staff

3. Request of **Crane Worldwide Logistics, per Garrett Thompson (applicant) for Aero AN USICIV LLC and County of Boone (owners)** for a Zoning Map Amendment from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of a parking lot. (**Jurisdiction: Boone County**)

Staff member, Steve Lilly, referred to his PowerPoint presentation (see Staff Report). The request involves a 15 acre site located on the south side of Aero Parkway. The property is currently owned by Boone County. The history of the property is noted in the Staff Report and the Planning Commission recently approved a Conveyance Plat application for the subject property, thus creating a 11.6 acre parcel. It will be added to another 4.0 acres to form a larger parcel. The request is to change the zoning from Airport (A) to Industrial One (I-1) to allow for a new employee parking lot to serve the existing industrial business next door. Mr. Lilly described the site as partially developed with an entrance and some parking. There is a large ravine on the site and it slopes up to the east and then back down. The majority of the site is within a 60 DNL. A small portion is located in the 65 DNL. Mr. Lilly described the surrounding land uses and zoning – industrial and commercial. The applicable regulations to the request can be found on Pages 2-4 of the Staff Report. The 2040 Future Land Use Map designates the site for industrial uses. Aero Parkway is a State maintained street. Zig Zag Road is a County maintained road. Pages 4-7 of the Staff Report include references to the Comprehensive Plan. Mr. Lilly showed photographs of the site.

In regard to the Concept Development Plan, the applicant is proposing a new 770 space employee parking lot. An access drive is being planned to connect to the existing drive and parking lot to the west. A new right turn in and out from Aero Parkway is planned as well as a potential access point to Zig Zag Road. The site includes shuttle services with stops and shelters as well as a proposed sidewalk system within the parking lot. There is a planned relocation of the existing multi-use path. A detention pond is planned in the southwest corner of the property. The applicant has provided a project narrative. The purpose of the expansion is to provide shift parking for 800 employees. A Traffic Impact Study (TIS) is in the process of being completed for review by the State and the County Engineer. Most of the Staff comments can be found on Page 8 of the Staff Report. A lot of the comments can be handled at the Site Plan level. Mr. Lilly expressed a concern for the connection to Zig Zag Road. It is located on a horizontal curve. Is there adequate sight distance? In addition, can the existing condition of Zig Zag Road accommodate additional traffic? The Kentucky Transportation Cabinet submitted a comment that they were waiting for the TIS to be submitted. Daniel Menetrey, Boone County Public Works, stated that the proposed right in and out may be a problem on Aero Parkway because there are not sufficient deceleration lanes. The County Engineer prefers that there be no access to Zig Zag Road and would require more than a typical justification to do so.

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

Mr. Tanner Alley, Bayer Becker Engineers, stated that the Staff Report was a good summary of the issues. The property is considered surplus property owned by Boone County. Crane was awarded the winning bid for the property last July. The Fiscal Court did review the plan for parking. They conditioned Crane for access onto Zig Zag Road. The owner would have to make a significant case to have it and the County Engineer would decide. The applicant is proposing 3 traffic signals – two on Aero Parkway (existing curb cut and the proposed new curb cut) and one at Zig Zag Road. The applicant has received feedback from the County Engineer but not the State in regard to the TIS. The zone change was needed to match the existing zoning and the existing industrial building because it serves it. The parking lot has to be in the same zone.

Chairman Rolfsen asked if anyone in the audience would like to speak in favor or against the request or had any questions?

Seeing no further comments, Chairman Rolfsen asked if the Commissioners had any questions or comments?

Mr. Bessler stated that he doesn't think the County will let the applicant tie into Zig Zag Road. He is very familiar with the road and the residents using the road. He suggested a one lane road that runs parallel connecting the parking lot to the Zig Zag Connector (not to Aero Parkway or the actual Zig Zag Road) where there is a stop sign or traffic sign.

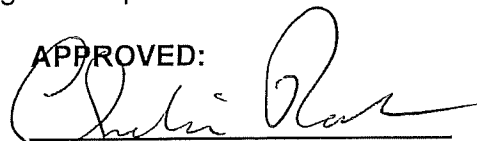
Mr. Costello asked if the business was fully staffed yet? Mr. Matt Cowen, Pepper Construction, stated they have 800 employees with 2 shifts a day. The employees currently park on the site. They have shared space in the building. Chairman Rolfsen stated that the employees who drive to the facility need help navigating parking and driving on the property. He questioned whether the State would allow two more traffic signals? Ms. Gulick asked to see the results of the TIS. She really wants to know the impact on the existing roads. Mr. Cowen replied that he will provide the full report to the Planning Commission. Mr. Costello expressed a concern about using Zig Zag Road in both directions. The road is inadequate going south to KY 18. Mr. Cowen corrected himself in stating there will only be one traffic signal installed at the existing curb cut. Mr. Costello inquired about having different shift start times? Mr. Cowen replied that they currently operate on staggered shifts. The issue still remains.

Mr. Szurlinski explained that there are a lot of people who live in the mobile home subdivisions. They use Zig Zag Road to get to both Aero Parkway and KY 18.

Ms. Gulick inquired about the spacing between the 2 traffic signals? Ms. Katie Dillenburger, Bayer Becker, responded that it is about 2,200 feet. It is partial control access corridor. The proposed right in and out is a specified control break.

Seeing no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on January 21, 2026 at 5:00 P.M. This item will be on the Agenda for the Business Meeting on February 4, 2026 at 7:00 p.m. in the Fiscal Courtroom. Chairman Rolfsen closed the Public Hearing at 8:58 p.m.

APPROVED:



Charlie Rolfsen
Chairman

Attest:



Kevin P. Costello, AICP
Executive Director

SUPPORTING INFORMATION



BOONE COUNTY PLANNING COMMISSION

www.bcpcky.org
www.boonecountygis.com

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

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

January 22, 2026

Garrett Thompson
Crane Worldwide Logistics
1500 Rankin Road
Houston, TX 77073

RE: Request of Crane Worldwide Logistics, per Garrett Thompson (applicant) for Aero AN USICIV LLC and County of Boone (owners) for a Zoning Map Amendment from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky. The request is for a Zoning Map Amendment to allow the development of a parking lot. (Jurisdiction: Boone County)

Dear Mr. Thompson:

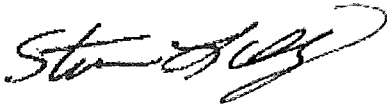
The following represents the recommended conditions of approval for the above referenced application as discussed by the Planning Commission at their January 21, 2026 meeting. As you verbally agreed to these conditions at that meeting, please so indicate by signing in the space provided at the end of this letter and return the original letter to the Planning Commission's office no later than Monday, February 2, 2026.

CONDITIONS

1. The proposed parking lot shall be for passenger vehicle parking only. Parking shall be prohibited for Commercial vehicles, Truck Tractors, and semitrailers.
2. That the detention pond design shall allow it to drain out within 48 hours after a storm event or if designed to hold water, measures shall be utilized to deter birds.
3. That the detention pond is maintained including mowing, weeding, and trash removed.
4. That proposed light poles be no higher than 28 feet and lighting be downward projecting.
5. That easements are granted to the Boone County Water District to allow for the relocated water line.
6. That the additional access point to Zig Zag Road is prohibited.
7. Proposed improvements to Aero Parkway and proposed access points shall be per the plan shown at the Zone Change Committee meeting or as approved by KYTC.

8. That a post-construction traffic safety study be performed to evaluate the effectiveness of the proposed improvements.

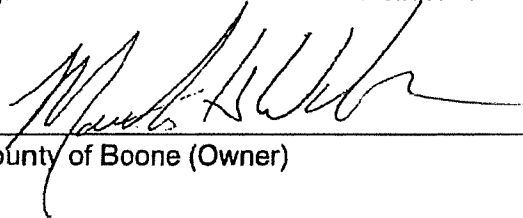
Sincerely,



Steven C. Lilly, PLS
Planner, Zoning Services

AGREEMENT


We, the property owners and applicant of the areas described above, Boone County, Kentucky, agree to the conditions listed herein for the above referenced Zoning Map Amendment.



County of Boone (Owner)

2/13/26


Date



Aero AN USICIV LLC (Owner)

2/16/26

Date



Crane Worldwide Logistics (Applicant)

2/13/26

Date

DESCRIPTION: Aero Parkway – 11.17 Acres to be Rezoned
LOCATION: Aero Parkway, Boone County, KY
Group 2026
DATE: November 24, 2026

Situated in the County of Boone, Commonwealth of Kentucky, located on the South side of Aero Parkway (KY Hwy 1017) and Northwest side of Zig Zag Road approximately 690 feet West of Zig Zag Connector Road, and being part of a 28.446 acre tract conveyed to County of Boone, Kentucky in Deed Book 988, Page 513 of the Boone County Clerk's Records at Burlington and more particularly described as follows:

Begin at the intersection of the existing South controlled access right-of-way line of Aero Parkway (150' R/W) with the existing West controlled access right-of-way line of Zig Zag Connector Road (150' R/W), thence departing said Zig Zag Connector Road and with the existing South controlled access right-of-way line of Aero Parkway, South $75^{\circ} 56' 53''$ West, 689.44 feet to the Northwest corner of a 2.135 acre tract conveyed to Duane C. Dringenburg in Deed Book 1080, Page 923 and the TRUE POINT OF BEGINNING:

thence, from the TRUE POINT OF BEGINNING, departing said existing South controlled access right-of-way line of Aero Parkway and with the West line of said 2.135 acre tract, South $14^{\circ} 03' 07''$ East, 170.41 feet to the existing Northwest right-of-way line of Zig Zag Road (R/W varies);

thence, departing said 2.135 acre tract and Zig Zag Road and through said 28.446 acre tract, South $61^{\circ} 24' 15''$ West, 172.30 feet to a corner of a 99 acre tract conveyed to Kenton County Airport Board, Inc. in Deed Book 169, Page 211;

thence, South $76^{\circ} 22' 53''$ West, 55.41 feet to the Northwest corner of a 27.18 acre tract conveyed to Katherine M. and Michael D. Rouse in Deed Book 781, Page 475;

thence, with the North line of said 27.18 acre tract, South $76^{\circ} 02' 28''$ West, 925.70 feet to the Northeast corner of Lot 6 of Centennial Plaza, Section No. 5 as recorded in Plat Cabinet 3, Page 593A;

thence, departing said 27.18 acre tract and with the North line of said Lot 6, South $75^{\circ} 55' 24''$ West, 316.43 feet to a point on the North line of Lot 10 of Centennial Plaza, Section 9 as recorded in Plat Cabinet 5, Page 37 and the Southeast corner of a 59.078 acre tract conveyed to AERO AN USICIV, LLC in Deed Book 1133, Page 770;

thence, with the East line of said 59.078 acre tract the following four courses: North $12^{\circ} 17' 15''$ East, 219.12 feet;

thence, North $08^{\circ} 22' 23''$ West, 98.54 feet;

thence, North $24^{\circ} 33' 39''$ West, 323.12 feet;

thence, North $36^{\circ} 49' 20''$ West, 106.58 feet to the existing South controlled access right-of-way line of Aero Parkway;

thence, with said existing South controlled access right-of-way line the following four courses: along a curve to the right, having a central angle of $02^{\circ} 13' 38''$, a radius of 1425.00 feet, an arc length of 55.40 feet, and a chord bearing South $73^{\circ} 48' 48''$ East, 55.39 feet;

thence, South $72^{\circ} 41' 59''$ East, 462.52 feet;

thence, along a curve to the left, having a central angle of $31^{\circ} 21' 08''$, a radius of 1575.00 feet, an arc length of 861.84 feet, and a chord bearing South $88^{\circ} 22' 33''$ East, 851.13 feet;

thence, North $75^{\circ} 56' 53''$ East, 195.22 feet to the TRUE POINT OF BEGINNING.

Containing 11.17 acres of land, more or less, and subject to all easements and rights-of-way of record. The reference meridian is NAD83(2011) Kentucky State Plane Coordinates, North Zone (1601).

The above description was prepared for rezoning purposes under the direction of Chris R. Gephart, Licensed Professional Land Surveyor #3292 in the Commonwealth of Kentucky.

Prior Instrument References: Deed Book 988, Page 513

This description does not represent a boundary survey per 201 KAR 18:150 and is not intended for land transfer.

DESCRIPTION: Aero Parkway – 3.99 Acres to be Rezoned
LOCATION: Aero Parkway, Boone County, KY
Group 2026
DATE: November 26, 2025

Situated in the County of Boone, Commonwealth of Kentucky, located on the South side of Aero Parkway (KY Hwy 1017) and Northwest side of Zig Zag Road approximately 2,265 feet West of Zig Zag Connector Road, and being part of a 59.078 acre tract conveyed to AERO AN USICIV, LLC in Deed Book 1133, Page 770 of the Boone County Clerk's Records and more particularly described as follows:

Begin at the intersection of the existing South controlled access right-of-way line of Aero Parkway (150' R/W) with the existing West controlled access right-of-way line of Zig Zag Connector Road (150' R/W), thence departing said Zig Zag Connector Road and with the existing South controlled access right-of-way line of Aero Parkway, South 75° 56' 53" West, 884.66 feet; thence along a curve to the right, having a central angle of 31° 21' 08", a radius of 1575.00 feet, an arc length of 861.84 feet, and a chord bearing North 88° 22' 33" West, 851.13 feet; thence, North 72° 41' 59" West, 462.52 feet; thence, along a curve to the left, having a central angle of 02° 13' 38", a radius of 1425.00 feet, an arc length of 55.40 feet, and a chord bearing North 73° 48' 48" West, 55.39 feet to the Northeast corner of said 59.078 acre tract and the TRUE POINT OF BEGINNING:

thence, from the TRUE POINT OF BEGINNING, departing said existing South controlled access right-of-way line of Aero Parkway and with the East line of said 59.078 acre tract the following four courses: South 36° 49' 20" East, 106.58 feet;

thence, South 24° 33' 39" East, 323.12 feet;

thence, South 08° 22' 23" East, 98.54 feet;

thence, South 12° 17' 15" West, 219.12 feet to the Southeast corner of said 59.078 acre tract and on the North line of Lot 10 of Centennial Plaza, Section No. 9 as recorded in Plat Cabinet 5, Page 37;

thence, with the North line of said Lot 10, South 76° 01' 09" West, 167.05 feet;

thence, departing said Lot 10 and with the West line of a 3.992 acre tract described in Deed Book 1128, Page 471 and through the 59.078 acre tract, North 14° 14' 32" West, 788.87 feet to the existing South controlled access right-of-way line of Aero Parkway;

thence, with said existing South controlled access right-of-way line the following three courses: along a curve to the right, having a central angle of 01° 42' 21", a radius of 1420.00 feet, an arc length of 42.29 feet, and a chord bearing South 81° 50' 32" East, 42.29 feet;

thence, North 9° 00' 39" East, 5.00 feet;

thence, along a curve to the right, having a central angle of 06° 03' 46", a radius of 1425.00 feet, an arc length of 150.77 feet, and a chord bearing South 77° 57' 30" East, 150.70 feet to the TRUE POINT OF BEGINNING.

Containing 3.99 acres of land, more or less, and subject to all easements and rights-of-way of record. The reference meridian is NAD83(2011) Kentucky State Plane Coordinates, North Zone (1601).

The above description was prepared for rezoning purposes under the direction of Chris R. Gephart, Licensed Professional Land Surveyor #3292 in the Commonwealth of Kentucky.

Prior Instrument References: Deed Book 1133, Page 770

This description does not represent a boundary survey per 201 KAR 18:150 and is not intended for land transfer.

Memorandum

Date: December 11, 2025

To: Linzy Brefeld, Kentucky Transportation Cabinet, District 6
James Minckley, Kentucky Transportation Cabinet, District 6
Rob Franxman, Boone County Public Works

From: Katie Dillenburger, Bayer Becker

cc: Caleb Thomas, Pepper Construction
Matt Cowan, Pepper Construction
Garrett Thompson, Crane Worldwide Logistics
Rob Keller, Bayer Becker
Tanner Alley, Bayer Becker

Subject: Aero Parkway (KY 1017) Site – Parking Lot Expansion Project – Boone County, Kentucky
Traffic Impact Study

Bayer Becker has prepared the following Traffic Impact Study (TIS) for the proposed parking lot expansion project associated with the property located at 4805 Aero Parkway, along the south side of Aero Parkway (KY 1017), in unincorporated Boone County, Kentucky.

The TIS scope of work was defined within a Memorandum of Understanding (MOU) dated September 19, 2025 and revised October 16, 2025, which was subsequently approved by the Kentucky Transportation Cabinet (KYTC) and Boone County Public Works (BCPW). A copy of the MOU is provided in Attachment A.

Proposed Development

The proposed additional surface parking lot is to consist of approximately 700 spaces, which are needed to improve current site conditions (i.e., supplemental to the existing 800 parking spaces) and to also accommodate a future expansion of site operations.

Access is to be provided via the existing site drive at Aero Parkway (KY 1017), the full movement stop-controlled tee intersection that is located near the northeast corner of the building.

Secondary access is possible with a connection to Zig Zag Road and / or at a new right-in / right-out site drive along Aero Parkway (KY 1017). As part of this TIS, a review of potential additional site access is to be investigated.

It is noted that additional access for the overall property is available opposite Day One Drive, at an existing driveway; however, facility operations prohibit site traffic from the existing east parking lot and the proposed additional parking lot from utilizing this access drive (i.e., truck traffic only, enforced by guard houses and gates). Similarly, the opposite condition exists with the existing west parking lot not able to access the easternmost driveway.

A concept plan is attached.

Area Conditions

The study area of the TIS includes the following key intersections:

- Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive
- Aero Parkway (KY 1017) and Existing Site Drive #2
- Aero Parkway (KY 1017) and Proposed Site Drive #3 (right-in / right-out only movements)
- Zig Zag Connector Road and Aero Parkway (KY 1017)
- Zig Zag Road and Proposed Site Drive #4
- Zig Zag Road and Burlington Pike (KY 18)

Aero Parkway (KY 1017) is an east-west, four-lane, divided highway with a posted speed limit of 45 miles per hour (mph). According to the KYTC Functional Classification Map, Aero Parkway (KY 1017) is an urban, minor arterial.

Day One Drive is a north-south, four-lane roadway with a 25 mph posted speed limit. It is classified as local and it provides site access for the Amazon Air property and the CVG stormwater treatment plant. Zig Zag Road is a north-south, two-lane roadway connecting Aero Parkway (KY 1017) and Burlington Pike (KY 18). It has a posted speed limit of 30 mph and it is also classified as local.

Burlington Pike (KY 18) is an east-west, four-lane, divided highway with a posted speed limit of 55 mph. According to the KYTC Functional Classification Map, Burlington Pike (KY 18) is an urban, principal arterial.

A vicinity map / aerial photograph is provided below.



Existing intersection geometrics consist of the following:

- Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive. Signalized. Various dedicated turn lanes provided on each approach including mainline Aero Parkway (KY 1017) eastbound and westbound left turn lanes and right turn lanes, a separate northbound left turn lane and a shared through / right turn lane, and a southbound left turn lane, shared left turn / through lane, and a separate right turn lane.
- Aero Parkway (KY 1017) and Existing Site Drive #2. Two-way stop-controlled with Aero Parkway (KY 1017) continuous and Existing Site Drive #2 stopped. Dedicated eastbound right turn lane and westbound left turn lane provided on Aero Parkway (KY 1017).
- Zig Zag Connector Road and Aero Parkway (KY 1017). Two-way stop-controlled with Aero Parkway (KY 1017) continuous and Zig Zag Connector Road stopped. Dedicated eastbound right turn lane and westbound left turn lane provided on Aero Parkway (KY 1017) and separate northbound left and right turn lanes on Zig Zag Connector Road.
- Zig Zag Road and Burlington Pike (KY 18). Signalized. Dedicated eastbound left turn lane and westbound right turn lane provided on Burlington Pike (KY 18).

Plans to modify the intersection of Zig Zag Road and Burlington Pike (KY 18) are proposed as part of the KY 18 Super Street project (FD04 008 018 011-015) with the final intersection configuration to permit right-in / right-out / left-in movements from Zig Zag Road to Burlington Pike (KY 18) through the construction of barrier medians and with southbound to eastbound left turn movements accommodated via a u-turn movement / dedicated u-turn lane and loon turnaround to be provided approximately 1150 feet west of the intersection.

Similarly, according to the South Airfield Connector construction plans, the intersection of Zig Zag Connector Road and Aero Parkway (KY 1017) is to be striped such that additional turn lanes are provided along Aero Parkway (KY 1017) including a dedicated eastbound left turn lane and westbound right turn lane, the northbound right turn lane

on Zig Zag Connector Road is to be modified as a shared through / right turn lane, and the southbound site driveway that is opposite Zig Zag Connector Road is to consist of a dedicated left turn lane and a shared through / right turn lane.

Existing Traffic

To determine the weekday AM and PM peak hour traffic volumes at each study area intersection, Bayer Becker performed 24-hour turning movement traffic counts at each existing key intersection on Thursday, October 16, 2025.

Based on the data collected, the weekday peak hours vary including 7:15 AM to 8:15 AM, 7:30 AM to 8:30 AM, and 4:30 PM to 5:30 PM, 4:45 PM to 5:45 PM, 5:00 PM to 6:00 PM.

Complete count data is provided in Attachment B.

Figure 1 presents the 2025 existing traffic volumes, weekday AM and PM peak hours of adjacent street traffic.

Site Traffic

Current site operations, as reported by the user / property owner, consist of two 12-hour shifts, which occur daily, 365 days per year, with approximately 800 employees per shift.

Data collected at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive and at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #2 was reviewed to determine the existing site trips, which are summarized in the following tables.

Existing Site Traffic at Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive

AM	Enter	Exit	Total	PM	Enter	Exit	Total
07:15 – 08:15	43	92	135	04:45 – 05:45	180	269	449

Existing Site Traffic at Aero Parkway (KY 1017) and Existing Site Drive #2

AM	Enter	Exit	Total	PM	Enter	Exit	Total
07:15 – 08:15	69	65	134	04:45 – 05:45	213	198	411

As previously indicated, approximately 800 parking spaces are currently provided onsite. The parking lot located on the west side of the property, accessed via Existing Site Drive #1, consists of approximately 415 spaces. Existing Site Drive #2 serves the east parking lot, which is currently being modified to house various building mechanics / equipment and will ultimately include approximately 385 parking spaces.

To improve current site conditions and to accommodate a future expansion of site operations, a proposed additional surface parking lot is to be constructed adjacent to the east of the east parking lot, is to consist of approximately 700 spaces, and is to be accessed via Existing Site Drive #2. Secondary access is possible with a connection to Zig Zag Road and / or at a new right-in / right-out site drive along Aero Parkway (KY 1017).

The proposed expansion of site operations involves adding 300 employees per shift, for a total of 600 new employees. It is anticipated that the new employees will utilize the east parking lot and Existing Site Drive #2.

Additional site traffic associated with the proposed expansion project, during the weekday AM and PM peak hours of adjacent street traffic, was estimated by applying a factor of 0.375 to the existing site trips counted (i.e., 300 new employees divided by 800 existing employees using Existing Site Drive #2).

Additional / New Site Traffic at Aero Parkway (KY 1017) and Existing Site Drive #2

AM	Enter	Exit	Total	PM	Enter	Exit	Total
07:15 – 08:15	26	24	50	04:45 – 05:45	80	74	154

New site traffic was assigned to the adjacent roadway network and at study area key intersections based on existing and expected traffic patterns.

In particular, existing site traffic volumes along Aero Parkway (KY 1017), entering / exiting at Existing Site Drive #2 during the peak hours of adjacent street traffic, were utilized, which results in the following estimated distribution:

- 60% from / to the west and 40% from / to the east during the AM peak hour
- 40% from / to the west and 60% from / to the east during the PM peak hour

Site trip distribution for each specific intersection, beginning with the above estimates, is presented in Figure 2.

Figure 3 presents the new site traffic volumes for the weekday AM and PM peak hours of adjacent street traffic (i.e., proposed additional site trips, as associated with the expansion of operations).

No Build Traffic

To assess future impacts of site traffic on the adjacent roadway network, the 2026 opening year and the 2036 horizon year were evaluated.

Based on traffic data published by KYTC, for Aero Parkway (KY 1017) and Burlington Pike (KY 18), in the vicinity of the project site, using the KYTC forecast spreadsheet, a growth rate of 0.58% was calculated. Per KYTC direction, a rounded growth rate of 1% was to be used and as such, was applied to the 2025 existing traffic volumes to estimate future 2026 and 2036 no build traffic volumes.

More specifically, the growth rate yields the following growth factors:

- 1.01 – 2026 no build traffic volumes
- 1.11 – 2036 no build traffic volumes

KYTC data and the KYTC spreadsheet are provided in Attachment C.

It is noted that the growth rate / factors were applied to through volumes only, which include through traffic movements along Aero Parkway (KY 1017) at Existing Site Drive #1 / Day One Drive, Existing Site Drive #2, and Zig Zag Road, through movements along Burlington Pike (KY 18) at Zig Zag Road, and Zig Zag Road turning volumes to / from Aero Parkway (KY 1017) and Burlington Pike (KY 18). Volumes associated with no outlet roadways were excluded. Should future / further development occur along these various roadways / drives, it is expected that additional study will be completed at that time.

As previously identified, the intersection of Zig Zag Road and Burlington Pike (KY 18) is to be modified as part of the KY 18 Super Street project (FD04 008 018 011-015) such that right-in / right-out / left-in movements from Zig Zag Road to Burlington Pike (KY 18) are permitted with southbound to eastbound left turn movements accommodated via a u-turn movement to the west of the intersection. According to the KYTC Active Highway Plan Map, construction of the KY 18 Super Street project is estimated in 2027. Therefore, 2036 no build traffic volumes at the Zig Zag Road and Burlington Pike (KY 18) intersection incorporate the proposed intersection modifications / restricted movements.

The 2026 and 2036 no build traffic volumes for the weekday AM and PM peak hours of adjacent street traffic are presented in Figures 4 and 5, respectively.

Build Traffic

The 2026 build traffic volumes were obtained by adding the 2026 no build traffic volumes from Figure 4 to the new site trips in Figure 3. Similarly, the 2036 build traffic volumes were calculated by adding the 2036 no build traffic volumes from Figure 5 and the Figure 3 new site trips.

Figure 6 shows the 2026 build traffic volumes for the weekday AM and PM peak hours, and Figure 7, the 2036 build traffic volumes.

Intersection Level of Service Analysis

Level of service (LOS), as defined in the *Highway Capacity Manual, 7th Edition (HCM 2022)*, is a function of average delay encountered by a motorist. It is the national standard used to evaluate traffic flow and delay on a segment of roadway. LOS considers factors such as speed, traffic volumes, and geometric features.

The criteria used by HCM 2022 are provided as follows.

Level of Service Criteria for Signalized Intersections

LOS	Delay Range (sec./veh.)	Expected Delay
A	≤ 10	Extremely Favorable Progression
B	> 10 and ≤ 20	Good Progression
C	> 20 and ≤ 35	Fair Progression
D	> 35 and ≤ 55	Unfavorable Progression
E	> 55 and ≤ 80	Poor Progression
F	> 80	Excessive Traffic Delay

Level of Service Criteria for Unsignalized Intersections

LOS	Delay Range (sec./veh.)	Expected Delay
A	≤ 10	Little or No Delay
B	> 10 and ≤ 15	Short Traffic Delay
C	> 15 and ≤ 25	Average Traffic Delay
D	> 25 and ≤ 35	Long Traffic Delay
E	> 35 and ≤ 50	Very Long Traffic Delay
F	> 50	Excessive Traffic Delay

According to KYTC *Traffic Impact Study Requirements*, the following provisions shall be used to define thresholds for acceptable operational performances for build conditions within the study area:

- The average intersection delay shall not exceed 80 seconds and shall not increase more than 30 percent over the no build condition. Delay for individual turning movements and lane groups at the intersection shall not exceed 80 seconds.

Highway Capacity Software (HCS 2025) is the computer program that was used to analyze the operations of traffic at the study area key intersections, for 2025 existing traffic volumes and for 2026 and 2036 no build and build traffic volumes.

Traffic signal timing was obtained from KYTC for the signalized intersections of Aero Parkway (KY 1017) and Day One Drive and Zig Zag Road and Burlington Pike (KY 18), which is provided in Attachment D.

A summary of the LOS and delay (in seconds) results is provided in the following tables. The complete LOS reports are provided in Attachment E.

Levels of Service and Delay (Seconds)

	AM Peak Hour					PM Peak Hour					
	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	
Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive											
EB	L	D (54.3)	D (54.3)	D (54.3)	D (54.3)	D (54.3)	D (52.8)	D (52.8)	D (52.8)	D (52.8)	D (52.8)
	T	B (16.9)	B (16.9)	B (17.1)	B (17.5)	B (17.6)	C (30.3)	C (30.4)	C (30.9)	C (31.3)	C (31.9)
	R	B (13.2)	B (13.2)	B (13.2)	B (13.2)	B (13.2)	C (25.1)	C (25.1)	C (25.1)	C (25.1)	C (25.1)
	App	B (18.3)	B (18.3)	B (18.4)	B (18.7)	B (18.8)	C (30.2)	C (30.3)	C (30.8)	C (31.1)	C (31.7)
WB	L	B (10.9)	B (10.9)	B (11.0)	B (11.2)	B (11.3)	B (16.1)	B (16.1)	B (16.4)	B (16.6)	B (16.9)
	T	B (14.3)	B (14.3)	B (14.4)	B (14.5)	B (14.6)	C (22.5)	C (22.5)	C (22.7)	C (23.1)	C (23.3)
	R	B (13.5)	B (13.5)	B (13.5)	B (13.5)	B (13.5)	B (18.3)	B (18.3)	B (18.3)	B (18.3)	B (18.3)
	App	B (14.0)	B (14.1)	B (14.1)	B (14.2)	B (14.3)	C (21.5)	C (21.6)	C (21.8)	C (22.2)	C (22.5)
NB	L	D (48.4)	D (48.4)	D (48.4)	D (48.4)	D (48.4)	D (41.3)	D (41.3)	D (41.3)	D (41.3)	D (41.3)
	TR	D (50.9)	D (50.9)	D (50.9)	D (50.9)	D (50.9)	D (49.1)	D (49.1)	D (49.1)	D (49.1)	D (49.1)
	App	D (50.1)	D (50.1)	D (50.1)	D (50.1)	D (50.1)	D (46.6)	D (46.6)	D (46.6)	D (46.6)	D (46.6)
SB	L	E (70.1)	E (70.1)	E (70.1)	E (70.1)	E (70.1)	E (60.9)	E (60.9)	E (60.9)	E (60.9)	E (60.9)
	LT	D (52.5)	D (52.5)	D (52.5)	D (52.5)	D (52.5)	D (52.4)	D (52.4)	D (52.4)	D (52.4)	D (52.4)
	R	E (56.3)	E (56.3)	E (56.3)	E (56.3)	E (56.3)	E (61.4)	E (61.4)	E (61.4)	E (61.4)	E (61.4)
	App	E (64.2)	E (64.2)	E (64.2)	E (64.2)	E (64.2)	E (60.6)	E (60.6)	E (60.6)	E (60.6)	E (60.6)
Overall Int	C (23.3)	C (23.3)	C (23.2)	C (23.1)	C (23.0)	C (30.2)	C (30.3)	C (30.4)	C (30.5)	C (30.7)	

At the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive, the overall intersection and individual movements and approaches will operate at acceptable levels, LOS A to LOS E, with less than 80 seconds of delay, through 2036 build conditions, during AM and PM peak hours.

Levels of Service and Delay (Seconds)

	AM Peak Hour					PM Peak Hour					
	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	
Aero Parkway (KY 1017) and Existing Site Drive #2											
EB	T	-	-	-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-	-
	App	-	-	-	-	-	-	-	-	-	-
WB	L	A (9.8)	A (9.9)	B (10.1)	B (10.2)	B (10.5)	B (11.7)	B (11.7)	B (12.9)	B (12.5)	B (13.9)
	T	-	-	-	-	-	-	-	-	-	-
	App	A (0.5)	A (0.5)	A (0.8)	A (0.5)	A (0.7)	A (1.4)	A (1.4)	A (2.0)	A (1.3)	A (1.9)
NB	LR	C (15.6)	C (15.7)	C (16.9)	C (16.9)	C (18.4)	C (18.1)	C (18.3)	E (47.0)	C (20.3)	F (63.9)
	App	C (15.6)	C (15.7)	C (16.9)	C (16.9)	C (18.4)	C (18.1)	C (18.3)	E (47.0)	C (20.3)	F (63.9)
Overall Int	-	-	-	-	-	-	-	-	-	-	-

Individual movements and approaches at the Aero Parkway (KY 1017) and Existing Site Drive #2 intersection will operate at acceptable levels, with less than 80 seconds of delay, through 2036 build conditions.

Levels of Service and Delay (Seconds)

	AM Peak Hour					PM Peak Hour					
	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	
Zig Zag Road and Aero Parkway (KY 1017)											
EB	L	B (10.2)	B (10.2)	B (10.3)	B (10.6)	B (10.7)	C (18.2)	C (18.4)	C (19.7)	C (21.0)	C (22.5)
	T	-	-	-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-	-
	App	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.3)	A (0.3)	A (0.3)	A (0.3)	A (0.4)
WB	L	A (9.9)	A (10.0)	B (10.0)	B (10.4)	B (10.5)	B (11.6)	B (11.9)	B (0.7)	B (12.9)	B (13.4)
	T	-	-	-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-	-
	App	A (0.4)	A (0.4)	A (0.3)	A (0.4)	A (0.4)	A (0.7)	A (0.7)	A (0.7)	A (0.8)	A (0.7)
NB	L	C (20.5)	C (20.8)	C (21.0)	C (23.1)	C (23.5)	E (39.6)	E (40.4)	E (44.7)	F (50.7)	F (56.7)
	TR	B (12.2)	B (12.2)	B (12.3)	B (12.9)	B (13.0)	B (14.9)	C (15.0)	C (15.6)	C (16.7)	C (17.3)
	App	B (13.5)	B (13.6)	B (13.7)	B (14.5)	B (14.6)	C (19.3)	C (19.6)	C (21.0)	C (22.7)	C (24.5)
SB	L	C (17.3)	C (17.5)	C (17.7)	C (19.0)	C (19.2)	E (40.8)	E (41.8)	E (45.4)	F (51.8)	F (56.7)
	TR	-	-	-	-	-	B (12.7)	B (12.8)	B (13.1)	B (13.5)	B (13.8)
	App	-	-	-	-	-	B (12.7)	B (12.8)	B (13.1)	B (13.5)	B (13.8)
Overall Int	-	-	-	-	-	-	-	-	-	-	

At the intersection of Zig Zag Road and Aero Parkway (KY 1017), individual movements and approaches will operate at acceptable levels, with less than 80 seconds of delay, through 2036 build conditions.

Levels of Service and Delay (Seconds)

	AM Peak Hour					PM Peak Hour					
	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	
Zig Zag Road and Burlington Pike (KY 18)											
EB	L	B (17.5)	B (17.6)	B (17.6)	B (19.8)	B (19.8)	C (30.0)	C (30.8)	C (30.8)	D (39.8)	D (39.8)
	T	B (12.2)	B (12.2)	B (12.2)	B (13.3)	B (13.3)	B (12.7)	B (12.8)	B (12.8)	B (14.1)	B (14.1)
	App	B (12.2)	B (12.3)	B (13.4)	B (13.4)	B (13.4)	B (13.4)	B (13.5)	B (13.5)	B (15.1)	B (15.1)
WB	T	B (14.5)	B (12.2)	B (13.1)	B (13.1)	B (13.1)	B (14.5)	B (14.6)	B (14.6)	B (16.2)	B (16.2)
	R	A (7.7)	A (7.7)	A (7.7)	A (7.7)	A (7.7)	A (7.9)	A (7.9)	A (7.9)	A (7.9)	A (8.0)
	App	B (12.1)	B (12.1)	B (12.1)	B (12.9)	B (12.9)	B (14.2)	B (14.4)	B (14.4)	B (15.9)	B (15.9)
SB	LR	C (34.8)	C (34.8)	C (34.8)	C (35.0)	C (35.0)	C (35.0)	C (35.0)	C (35.0)	D (35.2)	D (35.3)
	App	C (34.8)	C (34.8)	C (34.8)	C (35.0)	C (35.0)	C (35.0)	C (35.0)	C (35.0)	D (35.2)	D (35.3)
Overall Int	B (12.5)	B (12.6)	B (12.6)	B (13.6)	B (13.6)	B (14.2)	B (14.3)	B (14.4)	B (15.9)	B (15.9)	

At the intersection of Zig Zag Road and Burlington Pike (KY 18), the overall intersection and individual movements and approaches will operate at acceptable levels, LOS A to LOS D, with less than 80 seconds of delay, through 2036 build conditions, during AM and PM peak hours.

As previously noted, the 2036 no build and build conditions / scenarios for the Zig Zag Road and Burlington Pike (KY 18) intersection incorporate the proposed intersection modifications / restricted movements, which consist of right-in / right-out / left-in movements from Zig Zag Road to Burlington Pike (KY 18).

Queue Analysis

As part of the LOS analysis, a 95th percentile back of queue, or 95% queue length, is reported for each stopped movement at an intersection. As such, queue analysis was also performed for the study area key intersections, for 2025 existing traffic volumes and for 2026 and 2036 no build and build traffic volumes.

Queue results are provided within the LOS reports, Attachment E, which are also summarized in the following tables.

Queue Lengths (Feet / Lane)

		AM Peak Hour					PM Peak Hour				
		2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic	2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic
Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive											
EB	L (250)	41	41	41	41	41	12	12	12	12	12
	T (600)	242	244	250	269	275	285	288	305	317	334
	R (230)	10	10	10	10	10	46	46	46	46	46
WB	L (220)	14	14	14	14	14	88	88	88	88	88
	T (2090)	89	90	94	100	104	238	241	249	264	273
	R (700)	30	30	30	30	30	11	11	11	11	11
NB	L (140)	41	41	41	41	41	113	113	113	113	113
	TR (330)	97	97	97	97	97	255	255	255	255	255
SB	L (190)	143	143	143	143	143	109	109	109	109	109
	LT (1480)	14	14	14	14	14	12	12	12	12	12
	R (1480)	69	69	69	69	69	97	97	97	97	97

For the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive, no queueing issues are identified, through 2036 build conditions, during AM and PM peak hours.

Queue Lengths (Feet / Lane)

		AM Peak Hour					PM Peak Hour				
		2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic	2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic
Aero Parkway (KY 1017) and Existing Site Drive #2											
EB	T (2050)	-	-	-	-	-	-	-	-	-	-
	R (215)	-	-	-	-	-	-	-	-	-	-
WB	L (225)	2.6	2.6	5.1	2.6	5.1	23.0	23.0	35.8	25.6	38.4
	T (2225)	-	-	-	-	-	-	-	-	-	-
NB	LR (110)	15.4	15.4	23.0	19.7	25.6	61.4	64.0	197.1	71.7	238.1

No queueing issues are expected at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #2, through 2036 build conditions.

Queue Lengths (Feet / Lane)

		AM Peak Hour					PM Peak Hour				
		2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic	2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic
Zig Zag Road and Aero Parkway (KY 1017)											
EB	L (240)	0	0	0	0	0	5.1	5.1	5.1	7.7	7.7
	T (2255)	-	-	-	-	-	-	-	-	-	-
	R (215)	-	-	-	-	-	-	-	-	-	-
WB	L (245)	2.6	2.6	2.6	2.6	2.6	10.2	10.2	10.2	12.8	12.8
	T (3120)	-	-	-	-	-	-	-	-	-	-
	R (200)	-	-	-	-	-	-	-	-	-	-
NB	L (150)	2.6	2.6	2.6	5.1	5.1	17.9	17.9	20.5	25.6	28.2
	TR (150)	7.7	10.2	10.2	10.2	10.2	23.0	25.6	25.6	30.7	33.3
SB	L (150)	2.6	2.6	2.6	2.6	2.6	0	0	0	0	0
	TR (150)	-	-	-	-	-	0	0	0	0	0

For the intersection of Zig Zag Road and Aero Parkway (KY 1017), no queueing issues are identified, through 2036 build conditions, during AM and PM peak hours.

Queue Lengths (Feet / Lane)

		AM Peak Hour					PM Peak Hour				
		2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic	2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic
Zig Zag Road and Burlington Pike (KY 18)											
EB	L (280)	5	5	5	7	7	57	59	59	77	77
	T (1450)	297	300	300	353	353	322	326	326	387	388
WB	T (580)	297	300	300	340	340	404	411	411	475	475
	R (180)	10	10	10	12	12	22	22	23	24	25
SB	LR (1835)	47	47	47	53	53	56	56	58	64	65

No queueing issues are expected at the intersection of Zig Zag Road and Burlington Pike (KY 18), through 2036 build conditions.

Based on the queue analysis completed and summarized in the tables above, storage lengths for each existing turn lane are adequate through 2036 build conditions.

Signal Warrant Analysis

In general, the need for a traffic signal at a particular location is based on whether or not a signal is warranted. Signals are considered to be the most restrictive traffic control device and are considered only when all other, less restrictive devices cannot provide adequate control and / or safety.

Nine warrants for signalization are identified in the Manual on Uniform Traffic Control Devices, 2009 Edition, dated May 2012 (MUTCD), including:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume

- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Both the intersection of Aero Parkway (KY 1017) and Existing Site Drive #2 and the intersection of Zig Zag Connector Road and Aero Parkway (KY 1017) were evaluated with regards to Warrant 1, Eight-Hour Vehicular Volume, for 2025 existing traffic volumes and for 2026 and 2036 no build traffic volumes, using a spreadsheet based on the KYTC Traffic Signal Warrant Analysis spreadsheet and for 2036 build traffic volumes, using the KYTC Traffic Signal Justification spreadsheet based upon ADT Volumes.

Based on the signal warrant analysis provided in Attachment F,

- 2025 existing and 2026 and 2036 no build and build traffic volumes at the Aero Parkway (KY 1017) and Existing Site Drive #2 intersection satisfy Warrant 1, Condition B, Eight-Hour Vehicular Volume.
- 2025 existing and 2026 and 2036 no build and build traffic volumes at the Zig Zag Connector Road and Aero Parkway (KY 1017) intersection satisfy Warrant 1, Condition B, Eight-Hour Vehicular Volume.

To install a new traffic signal at an intersection, KYTC typically requires that volumes meet Warrant 1, Condition A, (minimum vehicular volume versus Condition B, interruption of continuous traffic). As presented within the signal warrant analysis for the intersection of Aero Parkway (KY 1017) and Existing Site Drive #2 and the intersection of Zig Zag Connector Road and Aero Parkway (KY 1017), volumes do not meet Warrant 1, Condition A.

However, additional signal review was completed including the evaluation of Warrant 2, Four-Hour Vehicular Volumes, and Warrant 3, Peak Hour. Results include:

- 2026 and 2036 build traffic volumes at the Aero Parkway (KY 1017) and Existing Site Drive #2 intersection satisfy Warrant 2, Four-Hour Vehicular Volume, per Figure 4C-1 in the MUTCD.
- 2026 and 2036 build traffic volumes at the Aero Parkway (KY 1017) and Existing Site Drive #2 intersection satisfy Warrant 3, Peak Hour, per Figure 4C-3 in the MUTCD.
- 2026 and 2036 build traffic volumes at the Zig Zag Connector Road and Aero Parkway (KY 1017) intersection do not satisfy Warrant 2, Four-Hour Vehicular Volume, per Figure 4C-1 in the MUTCD.
- 2026 and 2036 build traffic volumes at the Zig Zag Connector Road and Aero Parkway (KY 1017) intersection satisfy Warrant 3, Peak Hour, per Figure 4C-3 in the MUTCD.

Based on the signal warrant analysis completed and summarized above, installation of a traffic signal at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #2 is recommended for 2026 build conditions and for 2036 build conditions.

Additional Analysis

The intersection of Aero Parkway (KY 1017) and Existing Site Drive #2 was reevaluated (i.e., LOS, delay, and queues) with a traffic signal incorporated, for 2026 and 2036 build traffic volumes.

Similar signal timing was used, as is currently provided at the Aero Parkway (KY 1017) and Day One Drive / Existing Site Drive #1 intersection. Additionally, on Existing Site Drive #2, separate northbound left and right turn lanes are incorporated.

LOS and delay results plus queue lengths are provided in the following tables. For comparison purposes, results for 2025 existing and 2026 and 2036 no build volumes are included, unchanged from the prior analysis.

Levels of Service and Delay (Seconds)

	AM Peak Hour					PM Peak Hour					
	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	
Aero Parkway (KY 1017) and Existing Site Drive #2											
EB	T	-	-	A (3.9)	-	A (4.0)	-	-	A (7.6)	-	A (7.9)
	R	-	-	A (3.0)	-	A (3.0)	-	-	A (6.1)	-	A (6.1)
	App	-	-	A (3.8)	-	A (4.0)	-	-	A (7.4)	-	A (7.6)
WB	L	A (9.8)	A (9.9)	A (5.2)	B (10.2)	A (5.6)	B (11.7)	B (11.7)	B (18.5)	B (12.5)	C (21.5)
	T	-	-	A (3.3)	-	A (3.4)	-	-	A (8.7)	-	A (9.3)
	App	A (0.5)	A (0.5)	A (3.5)	A (0.5)	A (3.5)	A (1.4)	A (1.4)	B (10.2)	A (1.3)	B (11.0)
NB	LR	C (15.6)	C (15.7)	D (49.1)	C (16.9)	D (49.1)	C (18.1)	C (18.3)	D (39.9)	C (20.3)	D (39.9)
	R	-	-	D (49.1)	-	D (49.1)	-	-	E (69.7)	-	E (69.7)
	App	C (15.6)	C (15.7)	D (49.1)	C (16.9)	D (49.1)	C (18.1)	C (18.3)	E (65.4)	C (20.3)	E (65.4)
Overall Int	-	-	A (6.5)	-	A (6.4)	-	-	B (15.6)	-	B (15.7)	

At the Aero Parkway (KY 1017) and Existing Site Drive #2 intersection, individual movements and approaches plus the overall intersection will operate at acceptable levels, with less than 80 seconds of delay, for 2026 and 2036 build conditions, AM and PM peak hours, under signalization.

Queue Lengths (Feet / Lane)

	AM Peak Hour					PM Peak Hour					
	2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic	2025 Existing Traffic	2026 No Build	2026 Build Traffic	2036 No Build	2036 Build Traffic	
Aero Parkway (KY 1017) and Existing Site Drive #2											
EB	T (2050)	-	-	94	-	106	-	-	182	-	205
	R (215)	-	-	12	-	12	-	-	48	-	48
WB	L (225)	2.6	2.6	12	2.6	13	23.0	23.0	166	25.6	185
	T (2225)	-	-	46	-	52	-	-	256	-	288
NB	LR (110)	15.4	15.4	63	19.7	63	61.4	64.0	54	71.7	54
	R (110)	-	-	55	-	55	-	-	382	-	382

No queueing issues are expected at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #2, through 2036 build conditions, along Aero Parkway (KY 1017).

It is acknowledged that northbound queues on Existing Site Drive #2 are estimated to exceed the available storage. However, the maximum storage is provided when considering the adjacent intersection internal to the site. As such, no improvements / modifications associated with Existing Site Drive #2, except for the previously identified separate turn lanes, are recommended.

Complete / additional LOS reports are provided in Attachment G.

Safety Review

Crash information / collision data was initially obtained from the Kentucky State Police Department website for the prior 3-year period, July 1, 2022 through November 3, 2025, for the following key intersections:

- Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive
- Aero Parkway (KY 1017) and Existing Site Drive #2
- Zig Zag Connector Road and Aero Parkway (KY 1017)

According to the published information, 26 crashes were reported including 14 incidents at Existing Site Drive #1 / Day One Drive and 8 crashes at Zig Zag Connector Road.

Considering the number of accidents, detailed crash reports were requested and subsequently provided by Boone County, which are summarized as follows and included within Attachment H.

Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive

- Crash types included 6 rear end, 7 opposing left turn, 1 backing.
- Injuries were reported in 5 of the incidents (4 opposing left turn, 1 rear end).
- Dry conditions were reported during 10 of the incidents with 4 occurring under wet conditions.
- Crashes that occurred during daylight hours / dawn included 10 versus 4 during dark hours.

Aero Parkway (KY 1017) and Zig Zag Connector Road

- Crash types included 1 rear end, 3 opposing left turn, 3 sideswipe (same direction), 1 single vehicle.
- Injuries were reported in 3 of the incidents (opposing left turn).
- Dry conditions were reported during 6 of the incidents with 2 occurring under wet conditions.
- Crashes that occurred during daylight hours / dawn included 6 versus 2 during dark hours.

Crash Diagrams for each intersection are presented in Figure 8 and Figure 9.

It is noted that 2 accidents were reported in the vicinity of the Aero Parkway (KY 1017) and Existing Site Drive #2 intersection per the Kentucky State Police Department website. Detailed reports were not provided; however, based on summary information, both incidents were single vehicle, property damage only crashes with one being an animal collision.

Because of the number of opposing left turn / injury crashes at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive, countermeasures to improve safety were considered.

As defined by the Federal Highway Administration (FHWA), a potential countermeasure specific to left turn conflicts includes the adjustment of the yellow change interval. The FHWA reports that red light running is a leading cause of severe crashes at signalized intersections and appropriate yellow change interval timing can reduce this occurrence and improve overall intersection safety. As such, review of the existing yellow change interval for the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive was completed as part of this traffic impact study / safety review.

Existing signal timing provided by KYTC calls for the following yellow and red times at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive:

Existing Signal Timing

	Signal Phase	Yellow Time	Red Time	Total Clearance Time
Aero Parkway (KY 1017)	Left Turn	3.5 seconds	3.4 seconds	6.9 seconds
	Through Movements	4.3 seconds	1.1 seconds	5.4 seconds
Existing Site Drive #1	All Movements	3.5 seconds	2.9 seconds	6.4 seconds
Day One Drive	All Movements	3.5 seconds	3.1 seconds	6.6 seconds

Per the KYTC Traffic Operations Guidance Manual, yellow and red times for the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive were calculated as:

Calculated Signal Timing

	Signal Phase	Yellow Time	Red Time	Total Clearance Time
Aero Parkway (KY 1017)	Left Turn	3.5 seconds	3.4 seconds	6.9 seconds
	Through Movements	3.6 seconds	1.6 seconds	5.2 seconds
Existing Site Drive #1	All Movements	2.8 seconds	3.4 seconds	6.2 seconds
Day One Drive	All Movements	2.8 seconds	3.4 seconds	6.2 seconds

Based on a review of existing versus calculated yellow and red times and total clearance time, while some variation occurs, it is apparent that adequate and appropriate total clearance time is generally provided at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive.

An additional consideration / safety countermeasure specific to left turn movements and with regards to signal timing includes protected versus permitted signal phasing operations. Currently, eastbound left turns from Aero Parkway (KY 1017) to northbound Day One Drive are protected only while Aero Parkway (KY 1017) westbound left turns to southbound Existing Site Drive #1 are protected and permitted. Adjusting the signal phasing so that westbound left turns are protected only may result in improved safety conditions at the intersection.

Furthermore, a review of intersection sight distance (ISD) for the westbound left turn movement was also completed using GIS (geographic information system) data. According to the American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Street, an ISD of 365 feet is required for left turns from the major road with a speed limit of 45 mph. Based on this review / analysis, while adequate ISD is apparent for westbound left turns at the stop bar, as a vehicle moves to the west along Aero Parkway (KY 1017), a potential vehicle within the opposing left turn lane may create an obstruction and impede the available ISD.

Intersection sight distance analysis is presented in Figure 10.

Based on the safety review, including the ISD analysis completed for the intersection of Aero Parkway (KY 1017) and Existing Site Drive #1 / Day One Drive, restriction of the westbound left turn movements on Aero Parkway (KY 1017) at the Existing Site Drive #1 is recommended such that the movements are protected only. To accommodate this recommendation, signal modifications are necessary.

At a minimum, should signal operations remain unchanged, adding overhead signage indicating that left turns must yield on flashing yellow arrow may help with safety improvement.

Alternative Site Access

As presented in the above summary and figures, site access for the 4805 Aero Parkway property and for the proposed parking lot expansion project is assumed along Aero Parkway (KY 1017) only, via Existing Site Drive #1 (opposite Day One Drive) and Existing Site Drive #2. However, as previously noted, secondary access is possible with a connection to Zig Zag Road and / or at a new right-in / right-out site drive along Aero Parkway (KY 1017).

Each site access scenario / alternative is defined as follows:

- Alternative A – Proposed Site Drive #3, a new right-in / right-out site drive along Aero Parkway (KY 1017)
- Alternative B – Proposed Site Drive #4, a connection to Zig Zag Road

Figure 11 shows new site traffic volumes incorporating Alternative A site access with Figures 12 and 13 presenting 2026 and 2036 build traffic volumes, weekday AM and PM peak hours, with site access Alternative A.

Figure 14 presents new site traffic volumes incorporating Alternative B site access and 2026 and 2036 build traffic volumes, with site access Alternative B, shown in Figures 15 and 16.

The need for turn lanes on Aero Parkway (KY 1017) at Proposed Site Drive #3 (right-in / right-out only movements) and on Zig Zag Road at Proposed Site Drive #4 was determined using the KYTC Turn Lane Warrant spreadsheet.

Based on the results of the analysis, no turn lanes are warranted at the intersection of Aero Parkway (KY 1017) and Proposed Site Drive #3 nor at the intersection of Zig Zag Road and Proposed Site Drive #4.

The complete turn lane warrant analysis is provided in Attachment I.

Intersection level of service (LOS) analysis was completed for Alternative A, the intersection of Aero Parkway (KY 1017) and Proposed Site Drive #3, and for Alternative B, the Zig Zag Road and Proposed Site Drive #4 intersection, for 2026 and 2036 build traffic volumes.

A summary of the LOS and delay (in seconds) results is provided in the following tables. The complete alternate LOS reports are provided in Attachment J.

Levels of Service and Delay (Seconds)

		AM Peak Hour					PM Peak Hour				
		2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic
Aero Parkway (KY 1017) and Proposed Site Drive #3 (right-in / right-out only)											
NB	R	-	-	B (11.4)	-	B (11.9)	-	-	B (13.7)	-	B (14.5)
	App	-	-	B (11.4)	-	B (11.9)	-	-	B (13.7)	-	B (14.5)

The stop-controlled individual movement and approach at the Aero Parkway (KY 1017) and Proposed Site Drive #3 (right-in / right-out only) intersection will operate at acceptable levels, LOS B, with less than 80 seconds of delay, through 2036 build conditions, during AM and PM peak hours.

Levels of Service and Delay (Seconds)

		AM Peak Hour					PM Peak Hour				
		2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic	2025 Existing Traffic	2026 No Build Traffic	2026 Build Traffic	2036 No Build Traffic	2036 Build Traffic
Zig Zag Road and Proposed Site Drive #4											
EB	LR	-	-	A (9.1)	-	A (9.1)	-	-	B (10.3)	-	B (10.5)
	App	-	-	A (9.1)	-	A (9.1)	-	-	B (10.3)	-	B (10.5)
NB	L	-	-	A (7.3)	-	A (7.3)	-	-	A (7.5)	-	A (7.5)
	App	-	-	A (0.0)	-	A (0.0)	-	-	A (0.1)	-	A (0.1)

The stop-controlled / yield individual movements and associated approaches at the intersection of Zig Zag Road and Proposed Site Drive #4 will operate at acceptable levels, LOS A and B, with less than 80 seconds of delay, through 2036 build conditions.

Considering the review and analysis of secondary access options, Alternative A, Proposed Site Drive #3 at Aero Parkway (KY 1017), and Alternative B, Proposed Site Drive #4 at Zig Zag Road, Alternative A is identified as the scenario preferred by the user / property owner.

Furthermore, it is understood that limiting site access for the 4805 Aero Parkway property to the Aero Parkway (KY 1017) corridor is desired by Boone County, which reinforces the Alternative A preference.

And finally, Alternative A, Proposed Site Drive #3 at Aero Parkway (KY 1017), is expected to be permitted by KYTC based on the Aero Parkway (KY 1017) construction drawings, dated January 5, 2011 (i.e., the South Airfield Connector from KY 18 to Turfway Road Grade, Drain, and Surfacing Plans, KYTC Item No. 06+193.00, HPP-STP 3002 (225)), and with the revised Aero Parkway Access Management Plan, dated September 4, 2019, which define

a break within the controlled access right of way along the south side of Aero Parkway (KY 1017), along the frontage of the site / subject property, from Sta. 82+35 to Sta. 82+85. The location of this right of way break / Proposed Site Drive #3 is 1,200 feet west of Zig Zag Connector Road and 1,150 feet east of Existing Site Drive #2 / 3,340 feet east of Day One Drive / Existing Site Drive #1 (measured center-to-center).

Recommendations and Conclusions

Based on the analysis completed as part of this TIS, as contained within this report, the following improvements are recommended to accommodate 2026 build conditions and 2036 build conditions, considering the property located at 4805 Aero Parkway and the proposed parking lot expansion project:

- Modify the existing traffic signal at the intersection of Aero Parkway (KY 1017) at Day One Drive / Existing Site Drive #1 to restrict the westbound left turn movements on Aero Parkway (KY 1017) at the Existing Site Drive #1 such that they are protected only.
- Install a traffic signal at the intersection of Aero Parkway (KY 1017) and Existing Site Drive #2.
- Modify the Existing Site Drive #2 at Aero Parkway (KY 1017) such that two exit lanes are provided including a dedicated northbound left turn lane and a separate northbound right turn lane.

Secondary access is proposed / recommended as a new right-in / right-out site drive, Proposed Site Drive #3, along Aero Parkway (KY 1017), at Sta. 82+60, which is 1200 feet west of Zig Zag Connector Road and 1150 feet east of Existing Site Drive #2 / 3340 feet east of Day One Drive / Existing Site Drive #1 (measured center-to-center).

While a turn lane at the intersection of Aero Parkway (KY 1017) and Proposed Site Drive #3 (right-in / right-out only movements) is not warranted per KYTC requirements, considering the overall Aero Parkway (KY 1017) corridor properties, the following turn lane is recommended:

- Construct an eastbound right turn lane on Aero Parkway (KY 1017) at Proposed Site Drive #3 with a storage length of 215 feet plus a bay taper of 100 feet.

Based upon engineering judgement and the analysis contained within this TIS report, the proposed parking lot expansion project associated with the 4805 Aero Parkway property will not significantly impact operations on the adjacent roadway network. Furthermore, with the above improvements incorporated, improved conditions are estimated.

Attachments

25-0163 Aero Parkway (KY 1017) Site - Parking Lot Expansion Project - TIS - Abbreviated Report - 251211.docx

ORDINANCE 2026-03

AN ORDINANCE OF THE BOONE COUNTY FISCAL COURT, KENTUCKY APPROVING A REQUEST WITH CONDITIONS OF CRANE WORLDWIDE LOGISTICS, PER GARRETT THOMPSON (APPLICANT) FOR AERO AN USICIV LLC AND COUNTY OF BOONE (OWNERS) FOR A ZONING MAP AMENDMENT FROM AIRPORT (A) TO INDUSTRIAL ONE (I-1) FOR AN APPROXIMATE 15 ACRE AREA BEING THE EASTERN PORTION OF THE PROPERTY LOCATED AT 4805 AERO PARKWAY AND THE WESTERN PORTION OF THE PROPERTY HAVING A PARCEL IDENTIFICATION NUMBER (PIDN) OF 059.00-00-070.38, BOONE COUNTY, KENTUCKY.

WHEREAS, the Boone County Planning Commission received a request for a Zoning Map Amendment from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky, which is more particularly described below; and

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

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

Section One

That the request for a Zoning Map Amendment for the real estate which is more particularly described below shall be and is hereby approved, with conditions, this Zoning Map Amendment being a zone change from Airport (A) to Industrial One (I-1) for an approximate 15 acre area being the eastern portion of the property located at 4805 Aero Parkway and the western portion of the property having a Parcel Identification Number (PIDN) of 059.00-00-070.38, Boone County, Kentucky. The real estate which is the subject of this request for a Zoning Map Amendment in an Airport (A) zone is more particularly described in DEED BOOK: 988, PAGE NO: 513 (as supplied by the applicant) as recorded in the Boone County Clerk's office.

Section Two

That as a basis for approval, with conditions, for a Zoning Map Amendment request are the Findings of Fact and Conditions of the Boone County Planning Commission as set forth in its minutes and official records for this request shall be and are hereby incorporated by reference as if fully set out in this Ordinance and marked as "Exhibit 1."


Section Three

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

First Reading the 10th day of March 2026.

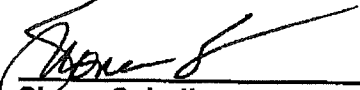
Second Reading the 24th day of March 2026.

Adopted this 24th day of March 2026. Yes 4 No 0



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

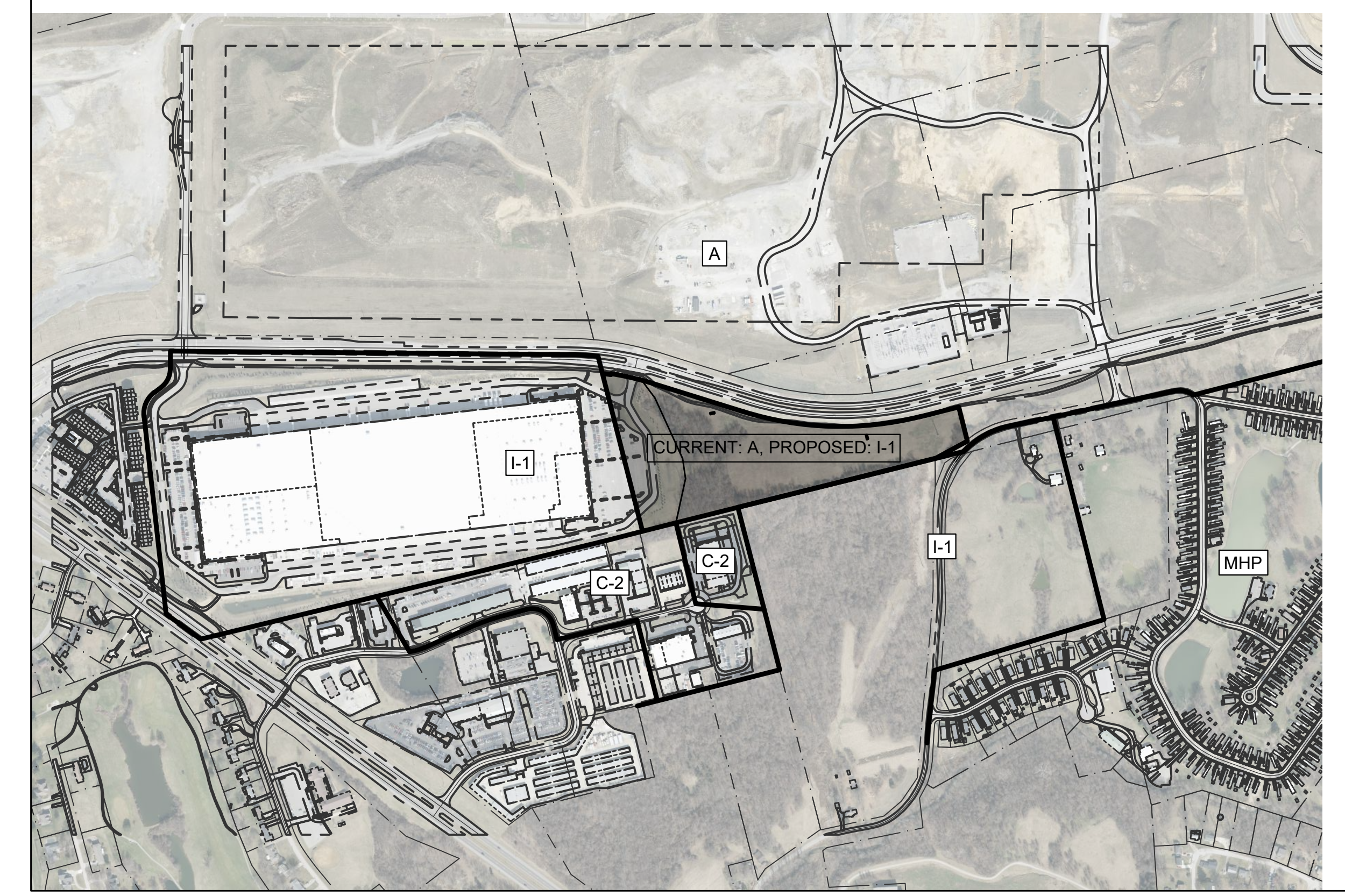
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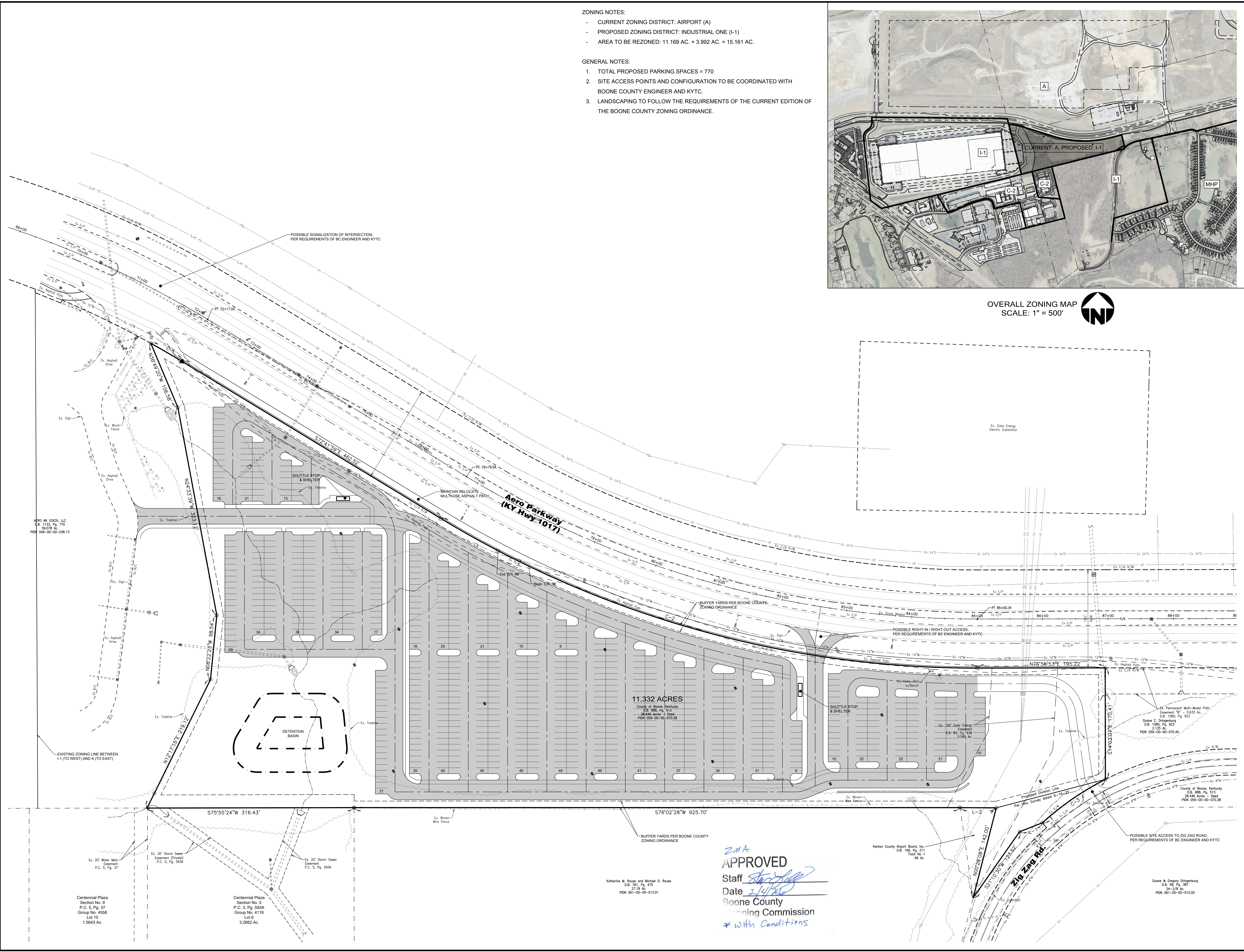
Shona Schulkers,
Fiscal Court Clerk

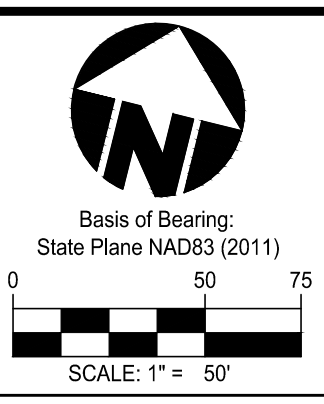
- ZONING NOTES:
- CURRENT ZONING DISTRICT: AIRPORT (A)
 - PROPOSED ZONING DISTRICT: INDUSTRIAL ONE (I-1)
 - AREA TO BE REZONED: 11.169 AC. + 3.992 AC. = 15.161 AC.

- GENERAL NOTES:
1. TOTAL PROPOSED PARKING SPACES = 770
 2. SITE ACCESS POINTS AND CONFIGURATION TO BE COORDINATED WITH BOONE COUNTY ENGINEER AND KYTC.
 3. LANDSCAPING TO FOLLOW THE REQUIREMENTS OF THE CURRENT EDITION OF THE BOONE COUNTY ZONING ORDINANCE.



OVERALL ZONING MAP
SCALE: 1" = 500'





Base of Bearing:
State Plane NAD83 (2011)
0 50 75
SCALE: 1" = 500'

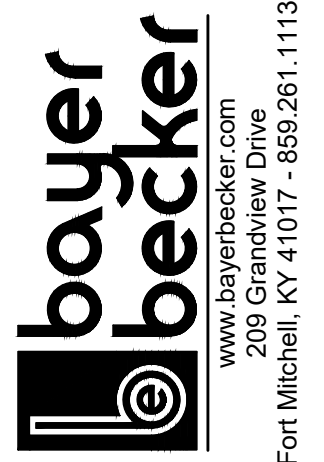
Item	Revision Description	Date	Drawn	Checked

PRELIMINARY

**AERO PARKWAY
AUTO PARKING LOT**

AERO PARKWAY
UNINCORPORATED BOONE COUNTY
KENTUCKY

ZONING MAP AMENDMENT CONCEPT PLAN



County of Boone, Kentucky
D.B. 980, Pg. 513
28.446 Acres ± Deed
PDN 059-00-00-070.38

County of Boone, Kentucky
D.B. 980, Pg. 513
24-3/8 Ac.
PDN 061-00-00-010.00

County of Boone, Kentucky
D.B. 980, Pg. 513
28.446 Acres ± Deed
PDN 059-00-00-070.38

County of Boone, Kentucky
D.B. 980, Pg. 513
24-3/8 Ac.
PDN 061-00-00-010.00

ZMA APPROVED

Staff *[Signature]*

Date *2/14/20*

Boone County
Zoning Commission

** With Conditions*

Katherine M. Rouse and Michael D. Rouse
D.B. 791, Pg. 475
27.18 Ac.
PDN 061-00-00-010.01

Kenton County Airport Board, Inc.
D.B. 169, Pg. 211
Tract No. 1
99 Ac.

Duane & Gregory Ditzgenburg
D.B. 980, Pg. 367
24-3/8 Ac.
PDN 061-00-00-010.00

Centennial Plaza
Section No. 9
P.C. 5, Pg. 37
Group No. 4558
Lot 10
1.5643 Ac.

Centennial Plaza
Section No. 5
P.C. 3, Pg. 593A
Group No. 4116
Lot B
3.2662 Ac.

420 AN USCH, LLC
D.B. 1133, Pg. 770
59.078 Ac.
PDN 049-00-00-036.13

Ex. 100' Duke Energy Easement
E.A. 83, Pg. 636
0.585 Ac.

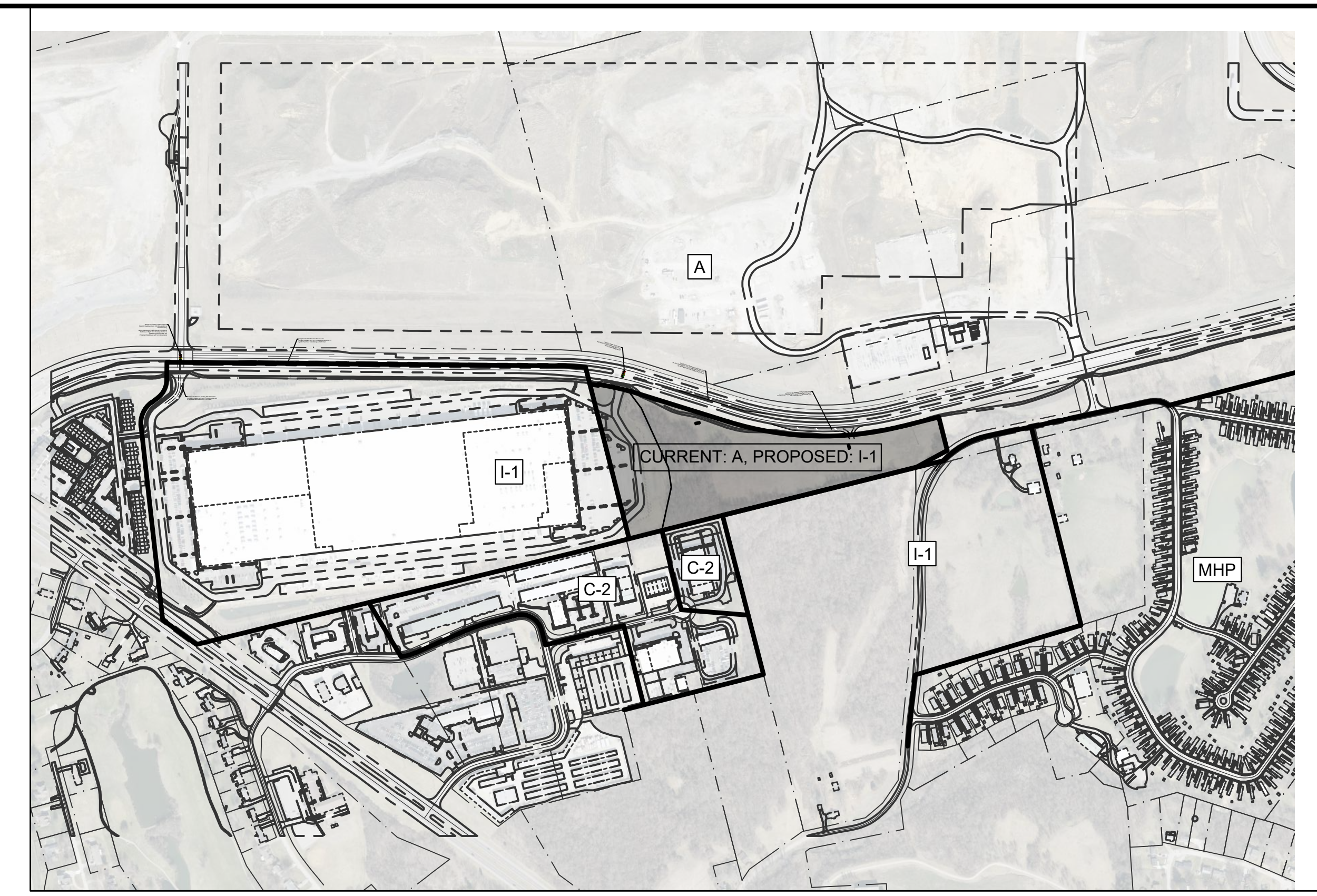
Ex. Permanent Multi-Model Path Easement
E.A. 17, Pg. 923
D.B. 1080, Pg. 923
2.332 Ac.
PDN 059-00-00-070.45

Drawing: 25-0163.PLT
Drawn by: TRA
Checked By: XXX
Issue Date: 12-02-25
Sheet: 1 of 1

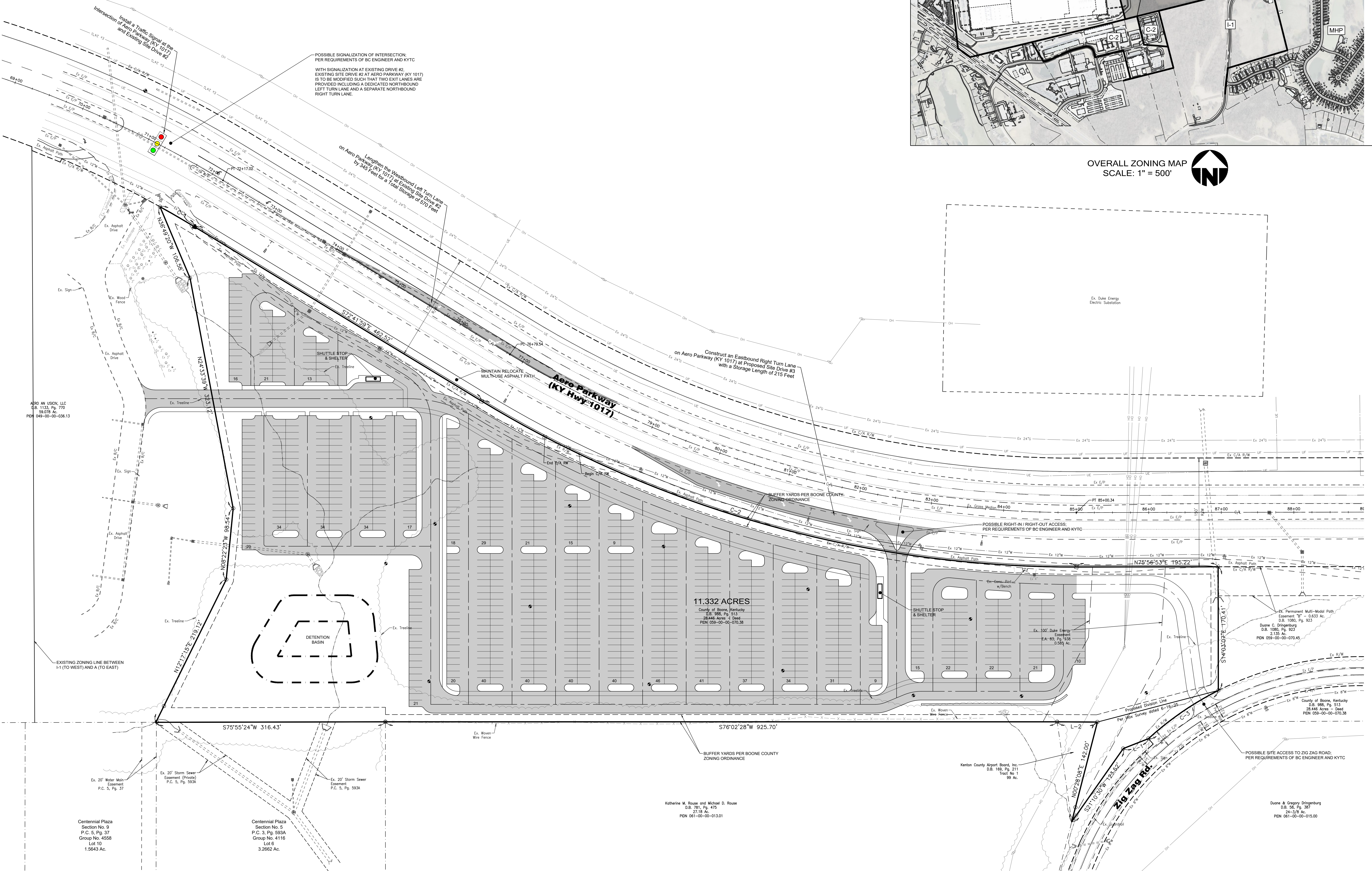
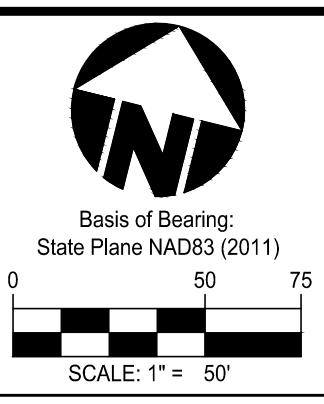
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ZONING NOTES:
 - CURRENT ZONING DISTRICT: AIRPORT (A)
 - PROPOSED ZONING DISTRICT: INDUSTRIAL ONE (I-1)
 - AREA TO BE REZONED: 11.169 AC. + 3.992 AC. = 15.161 AC.

GENERAL NOTES:
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OVERALL ZONING MAP
 SCALE: 1" = 500'



PRELIMINARY

**AERO PARKWAY
 AUTO PARKING LOT**
 AERO PARKWAY
 UNINCORPORATED BOONE COUNTY
 KENTUCKY
 ZONING MAP AMENDMENT CONCEPT PLAN



Drawing: 25-0163 PLZ
 Drawn by: TRA
 Checked by: XXX
 Issue Date: 12-02-25
 Sheet:

1 of 1

Plot Date: Jan 21, 2025 - 1:22pm
 Drawing Name: J:\2025\25-0163 PLZ.dwg - Layout Tab: Zoning Concept

Centennial Plaza
 Section No. 9
 P.C. 5, Pg. 37
 Group No. 4558
 Lot 10
 1.5643 Ac.

Centennial Plaza
 Section No. 5
 P.C. 3, Pg. 593A
 Group No. 4116
 Lot 6
 3.2662 Ac.

Katherine M. Rouse and Michael D. Rouse
 D.B. 791, Pg. 475
 2718 Ac.
 PDN 061-00-00-01301

Duane & Gregory Ditzgenburg
 D.B. 980, Pg. 307
 24-3/8 Ac.
 PDN 061-00-00-01500

Duane C. Ditzgenburg
 D.B. 1080, Pg. 923
 2.332 Ac.
 PDN 059-00-00-07045

Kanton County Airport Board, Inc.
 D.B. 169, Pg. 211
 Tract No. 1
 99 Ac.

AERO AN USCH, LLC
 D.B. 1133, Pg. 770
 59278 Ac.
 PDN 049-00-00-03613

11.332 ACRES
 County of Boone, Kentucky
 D.B. 988, Pg. 513
 29446 Acres ± Desc.
 PDN 059-00-00-07038