



**COLD SPRING PLANNING & ZONING
AGENDA
November 13, 2024
6:30 PM**

1. PLEDGE TO THE FLAG, ROLL CALL, AND EXIT INSTRUCTIONS
2. APPROVAL OF MINUTES
 - September 11, 2024 P&Z Meeting
3. SUBDIVISION ITEMS
4. PUBLIC FACILITIES
5. PUBLIC HEARING ON SCHEDULED ITEMS
 - PZ-24-043
 - Applicant: McBride Dale Clarion as Zoning Consultant for Kroger Limited Partnership I & Vision ESP LLC
 - Location: Martha Layne Collins Boulevard and Salmon Pass
 - Request: Zone Map Amendment for approximately 20 acres from Neighborhood Shopping Center (NSC) & Residential Three (R-3) to Mixed Use Planned Development (MUPD)
 - PZ-24-044
 - Applicant: Applicant: McBride Dale Clarion as Zoning Consultant for Kroger Limited Partnership I & Vision ESP LLC
 - Location: Martha Layne Collins Boulevard and Salmon Pass
 - Stage I and Stage II site development plan for a new Kroger Marketplace store with a wine and spirit store and a fuel center
6. UNFINISHED BUSINESS
7. CORRESPONDENCE
8. PLANNING AND STAFF ITEMS
9. COMMISSION ITEMS
10. COMMENTS / REQUESTS TO THE COMMISSION
11. ADJOURN



Planning & Zoning Minutes

September 11, 2024

The meeting of the Cold Spring Planning & Zoning Commission was called to order by Chairman Foulks at 6:30pm followed by a moment of silence in remembrance of September 11, 2001 then the Pledge of Allegiance.

Roll Call:

- Present: Sam Conner, Mike Forge, Mike Foulks, Greg Hizer, Mark King, Jerry Schmidt, Marg Trunick, City Clerk Robin Morency, City Attorney Brandon Voelker and Cindy Minter with Campbell County Planning & Zoning.

Minute Approval:

- The August 14, 2024 meeting minutes were reviewed by all. Mike Forge made a motion to approve, second by Greg Hizer. All were in favor. **Motion passed**

Subdivision Items: None

Public Facilities: None

Public Hearing:

- PZ-23-037 – Applicant: City of Cold Spring, KY – Request: Text Amendment for Mixed Use Planned Development (MUPD) Zone. This hearing was continued from the August 14th public hearing and notice was published in the Link Reader on August 28, 2024. Cindy Minter reviewed the PowerPoint with proposed changes (see attached).
 - Mark Stoeber (resident) expressed his gratitude to the P&Z Commission for their time and provided a brief history of the city. He explained the concept of overlay zones and the intended purpose of the MUPD zone. Mr. Stoeber voiced key concerns, particularly regarding the 20% green space requirement. He also addressed topics such as density and the potential for abutting parcels to change zoning if they meet the one-acre minimum. Mike Forge agreed, noting that the issue of abutting one-acre parcels is a significant concern.
 - Ken Perry highlighted the significant changes along US 27 and in the city's overall character over the past 40 years. He expressed his support for progressive zoning, noting that it provides opportunity. According to Mr. Perry, the MUPD encourages creativity and flexibility, driven by market demands and tailored to unique sites. He also raised concerns about unit size restrictions, urging the commission to exempt senior housing from these limits. Mr. Perry suggested that the city conduct a study to assess the need for different unit sizes within city limits, emphasizing that many factors lead individuals to choose apartments over single-family homes.
 - Donna Pickett (resident) read a letter on behalf of Dallas Bray, Earl Woeste, and Alan Woeste, which will be submitted for the record. The letter expresses concerns that proposed changes to the MUPD zone will adversely impact their plans for properties they own within the city. They are requesting that the following options be considered: maintaining multi-family housing as a permitted use, grandfathering their property, or changing their zoning designation to R-3
 - Dallas Bray says his property value will be destroyed if they make multi-family housing a conditional use.
 - Mike Forge sought to address points raised in Mark Stoeber's comments from the last meeting regarding edits to the MUPD zone. One key issue was the use of "shall" versus "may" in the text; he believes that "shall" should be retained. Additionally, he noted that the term "duly authorized representative" is too vague, as it is not clearly defined.

The commission reviewed the MUPD zone text section by section. There was a discussion regarding traffic study approvals, during which Brandon Voelker informed the group that a text amendment is forthcoming to require traffic study approval. The commission expressed strong interest in making the submission of a traffic study a mandatory part of the Stage 1 plan. Other topics discussed included duplicated language within the zoning ordinance, residential uses, the requirement for 20% green space to be included and submitted with plans, the number of units allowed per acre, open-air display areas, dining facilities, outdoor dining, pedestrian walkways, as well as amendments and expirations of plans. Ms. Minter expressed that she has received helpful guidance



Planning & Zoning Minutes

September 11, 2024

from the commission. She plans to revise the document and will present both a marked-up version and a clean version for further review. There was a discussion regarding when the document would be ready for review, as well as the upcoming hearings for the commission. Greg Hizer Made a motion to close this public hearing at 9:40pm, second by Marg Trunick. All in favor. **Motion passed.** The commission discussed the potential need for a special meeting.

Unfinished Business: None

Correspondence: None

Planning & Staff Items: None.

Commission Items: None.

Comments/Requests to the Commission: None

Adjournment:

- Mike Forge made a motion to adjourn the meeting at 9:44pm, second by Sam Conner. All were in favor. **Motion passed.**

Approved:

Chairman:

City Clerk:

To view the meeting agenda, visit: <https://coldspringky.gov/departments/planning-and-zoning/planning-and-zoning-agendas/>

To view the meeting video, visit: <https://coldspringky.gov/planning-and-zoning-meeting-videos/>

November 1, 2024

Mr. Mike Foulks, Chair
Cold Spring Planning & Zoning Commission
5694 East Alexandria Pike
Cold Spring, KY 41076

Mr. Foulks,

The Campbell County staff respectfully submits the attached recommendation for review. A public hearing is scheduled before the Cold Spring Planning and Zoning Commission on November 13, 2024 at 6:30 PM at 5694 East Alexandria Pike, Cold Spring, KY 41076.

FILE NUMBER: PZ-24-043
APPLICANT: MCBRIDE DALE CLARION as Zoning Consultant for KROGER LIMITED PARTNERSHIP I & VISION ESP LLC
LOCATION: MARTHA LAYNE COLLINS BOULEVARD and SALMON PASS, COLD SPRING
REQUESTS: ZONE MAP AMENDMENT for approximately 20 ACRES from NSC & RESIDENTIAL THREE (R-3) to MUPD

FILE NUMBER: PZ-24-044
APPLICANT: MCBRIDE DALE CLARION as Zoning Consultant for KROGER LIMITED PARTNERSHIP I & VISION ESP LLC
LOCATION: MARTHA LAYNE COLLINS BOULEVARD and SALMON PASS, COLD SPRING
REQUESTS: STAGE I and STAGE II SITE DEVELOPMENT PLAN for a new KROGER MARKETPLACE STORE with a wine and spirit store and a conditional use permit for a fuel center

Legal notice was published in the online edition of the NKY Link Reader. Notices were mailed to adjoining and neighboring properties. A sign advertising the Planning and Zoning case was placed at the site.

**NEW KROGER MARKETPLACE STORE, WINE
AND SPIRIT STORE, FUEL CENTER
FUTURE OUTLOT**

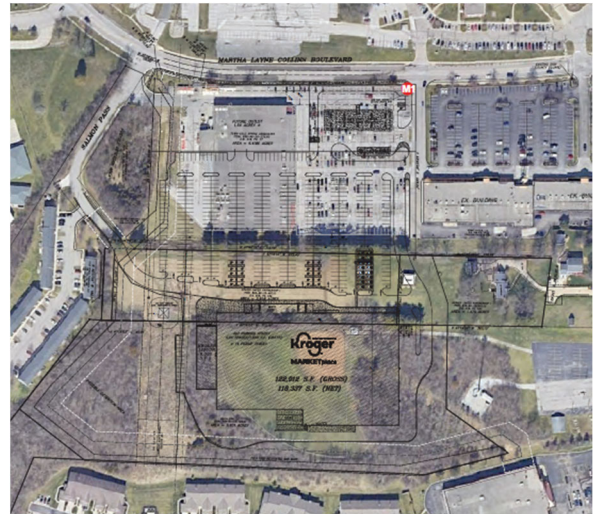


Kroger would like to develop a new Kroger Marketplace Store with a Wine & Spirits shop, and a fuel center in Cold Spring. The new Kroger, which will also include an outlot for future development, will be on the 19.7 acres that includes the current store location (70 Martha Lane Collins Boulevard) and additional acreages to the southeast. To allow the development to move forward, we are requesting a Zone Map Amendment from "R-3" and "NSC" to MUPD for 19.7 acres. Stage One and Stage Two Development Plan Review for the development is also

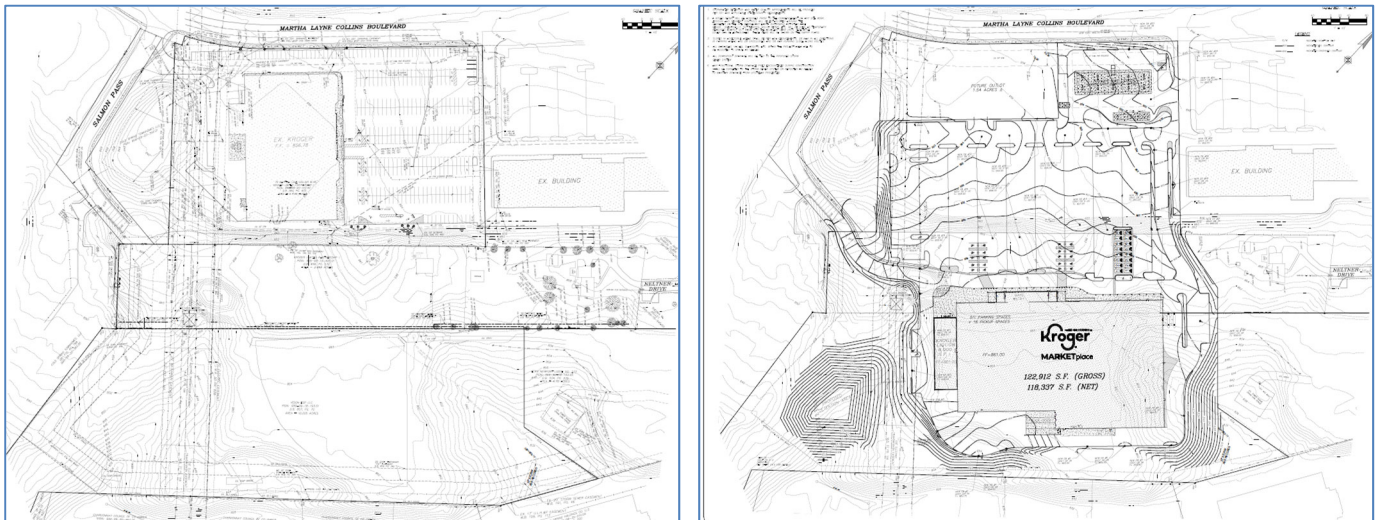
requested.

PROJECT DESCRIPTION BY APPLICANT:

Kroger has purchased or has a purchase option to buy 19.7 acres of property which includes parcels 999-99-20-372.00, 999-99-19-495.01, 999-99-18-193.01 and a portion of 999-99-19-495.00 in the City of Cold Spring. The parcels are currently zoned a mixture of "NSC" and "R-3" and have been developed with the existing Kroger store and ballfields formerly utilized by the Elks. Kroger is making a request to allow for the development of a 122,912 square foot Kroger Marketplace store, an 8,000 square foot wine and spirit store, a fuel center and an outlot for future development. The new development would feature 527 parking spaces, a pharmacy drive-through window, and 16 online shopping pickup spaces. Access to the development would be from Martha Layne Collins Boulevard and from Salmon Pass to the west.



To allow for the development to move forward, a zone map amendment is being requested from "R-3" and "NSC" to "MUPD" along with Stage One and Stage Two Development Plan approval.



The existing 60,662 square-foot Kroger store was constructed in 1988 and does not offer the variety of goods and services that Kroger customers have come to expect. A fuel center is not part of the existing development nor is there a pharmacy drive-through window. Currently, prescriptions can be obtained by a kiosk in the parking lot or a walk-up window. The online shopping has customers leaving their vehicles and obtaining orders from lockers adjacent to the store. The availability of merchandise is limited due to the limited size of the store.

The new store will offer services such as a two-lane drive thru pharmacy window, and 16 online shopping pick up spaces which allow Kroger associates to bring online orders to the customer's vehicle. Additionally, nine pump dispensers will be available at the Kroger fuel center allowing Kroger customers to utilize fuel points with their shopping trip. The new store will also offer expansions of all departments, the creation of a Murray's Cheese section, apparel area, home good section, expanded pharmacy, the addition of fresh sushi and the inclusion of seasonal merchandise. With two pharmacy drive-through lanes and 16 online pick-up spaces, Kroger customers will be able to retrieve orders without ever leaving their vehicles. The inclusion of a Kroger fuel center at the north end of the city will be a convenience not just for Cold Spring residents, but those residing in Highland Heights or attending Northern Kentucky University. Recognizing that NKU students are an important part of the store's customer base, Kroger is proposing to continue a 5-foot-wide sidewalk on Salmon Pass into the development for students walking to the store. For those riding bikes, a total of 10 bicycle spaces will be located along the front of the building.

The proposed landscape plan meets the landscape requirements of the city, and care has been taken to create a landscape buffered to the south property line. A 109-foot setback is provided to the store, and a 44-foot setback provided to the edge of pavement. Additionally, it should be noted that there is a 15 to 20-foot grade change from the development to the adjacent townhomes. A tree inventory has been completed with all of the required replanting being indicated on the landscape plan.

Kroger is excited to bring this 35-million-dollar investment to the City of Cold Spring and anticipates that 100 full-time and part-time associates will be added. With the Kroger development, the proposed Marketplace store will bring new services and grocery options to the northern portion of Cold Spring and Highland Heights and to the students and faculty of NKU. Favorable consideration is requested for approving the application for the Zone Map Amendment, Stage 1 and Stage 2 Development Plans as proposed.

Considerations of Zone Map Amendment:

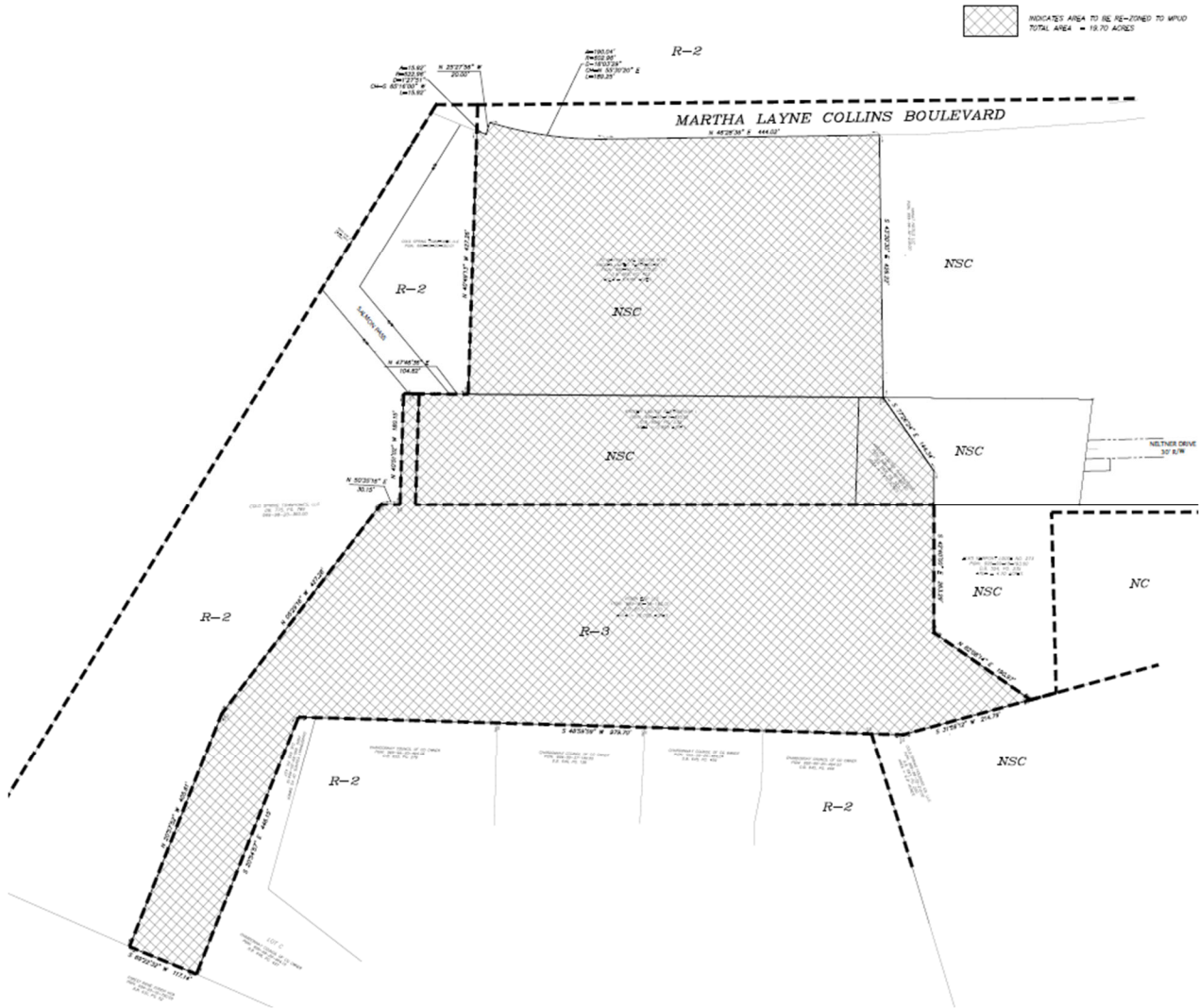
The northern position of the site is zoned Neighborhood Shopping Center (NSC). Parcels 999-99-19-495.00 and 999-99-19-495.01 were previously granted a Conditional Use Permit (CUP) for storage units. This property has changed hands to Kroger. The approval of this site plan will void this CUP.



In 2023, the property to the south was rezoned Residential 3 for a multifamily complex. Stage II plans have not been submitted. The approval of this zone map amendment voids the proposed multi-family development. The area to be rezoned is approximately 10 acres.



The site is proposed to be zoned Mixed Use Planned Development (MUPD). A new conditional use permit is required for the fuels center.



The proposed site of 19.7 acres is comprised of a 1.54-acre outlot, 7.2 acres of open space, approximately 2 acres of utility easements, with the balance serving as the building site with parking and driving aisles for the KROGER MARKETPLACE STORE with a wine and spirit store and a fuel center.

The MUPD zone permits the following uses: *(Uses desired are highlighted)*

1. Residential Uses: Only attached single-family and multi-family residential uses
2. Office and Related Uses: Professional Office, Research Training and other related uses:
 - a. Care centers for children and/or adults
 - b. Corporate headquarters, regional and administrative offices
 - c. Professional, medical, and dental offices
 - d. Regional and metropolitan offices
 - e. Sales and marketing offices

- f. Data and communication centers, including information processing facilities
- g. Sales and service offices related to electronic equipment, computers, and similar office equipment
- h. Research and development facilities
- i. Hotels and meeting facilities
- j. Training, educational and conference facilities
- k. Printing and publishing facilities
- l. Athletic and recreational facilities
- m. Financial institutions and services
- n. Retail and retail services in conjunction with and located within an office building, hotel, conference center, or athletic facility
- o. Colleges, technical, and business schools
- p. Libraries and museums

3. Commercial Uses:

- a. Antique stores
- b. Apparel stores
- c. Art supplies
- d. Art gallery and framing services
- e. Bakery and bakery goods store, provided the products are sold exclusively on the premises
- f. Barber and beauty shops
- g. Bicycle shop
- h. Book, stationery, or gift store
- i. Butcher shops
- j. Camera and photographic supplies
- k. Candy store, soda fountain, ice cream or yogurt store, excluding those with drive-in or drive-through facilities
- l. Card and gift shop
- m. Carpet and flooring store
- n. Collectables store
- o. Communications and postal service center
- p. Computer store
- q. Dance studio
- r. Delicatessen and coffee shops
- s. Drug store
- t. Dry cleaning store
- u. Eating and drinking places, excluding those with drive-in or drive-through facilities
- v. Fabric store
- w. Florist shop
- x. Travel agency
- y. Glass or pottery shop
- z. Grocery or food stores
- aa. Health and fitness facility
- bb. Hobby and craft store
- cc. Home furniture store
- dd. Home improvement and garden stores, including sales and service
- ee. Interior decorator services
- ff. Jewelry store
- gg. Leather goods and luggage store
- hh. Locksmith shop
- ii. Music store, including sale of instruments and recorded material
- jj. Office supply store
- kk. Opticians and optical goods
- ll. Paint and wallpaper store
- mm. Party supply and paper goods store
- nn. Pet store and grooming, excluding boarding of animals
- oo. Photocopy establishment
- pp. Radio, television and similar or related electronics and appliance sales and service
- qq. Shoe store and shoe repair
- rr. Sporting goods store
- ss. Tailor shop
- tt. Tanning salon
- uu. Toy store
- vv. Video tape and audio products sales and rental
- ww. Wine liquor store

G. CONDITIONAL USES:

1. Fuel dispensing facilities when incidental to and operated as a part of and located within 1,000 feet of a grocery store containing at least 40,000 gross square feet and when such facilities are not directly adjacent to or fronting on US 27/Alexandria Pike.

The Goals and Objectives of the Cold Spring Comprehensive Plan highlight two relevant items that emphasize a strong tax base and a balanced approach to development:

Land Use and Development - The city's business areas will include a diverse, high-quality mix of retail, service, professional (e.g., medical, general office, government, etc.), and industrial uses (e.g., manufacturing, research and development, etc.) that provide a job base and tax revenue for the community with a focus on encouraging the development of small-scale uses that meet the community's daily needs.

- Residents of Cold Spring see the city as a community of great housing and neighborhoods and would like to retain that small city character with emphasis on establishing and supporting businesses that meet the local's needs.
- While there is pride in being a bedroom community, there is still a desire to attract non-retail businesses to the area including offices and clean, indoor industrial companies that fit within the scale of Cold Spring.
- New developments, of any use, should be subject to clear and predictable design standards that meets the vision of the community and helps ensure the long-term viability of buildings.

Economic Development - The city will have an expanded and diverse tax base by working with existing businesses to help them grow while simultaneously looking to attract new businesses to the area.

- While residents appreciate that Cold Spring has a larger residential population where most residents work outside of the city, they also want access to services, shops, and restaurants. The vision of new businesses in Cold Spring is for small-scale businesses, farmers' markets, and local shopping and dining that fit within the character of the city.
- New developments should be designed in a manner that contributes to enhancing the quality and value of development in Cold Spring.

A zone map amendment that allows for the reinvestment and expansion of a Kroger Marketplace Store is consistent with these goals. The acquisition of adjacent land to expand this use will cater to both the residents of Cold Spring as well as the larger region. This area will integrate well with the existing shopping and services uses available to the community.

This site is planned with a focus on retail and supporting neighborhood commercial in the initial phase. The tenants will cater to primarily auto oriented users; however, the development plan proposed includes opportunities to tie in pedestrian access between buildings and surrounding developments.

Staff recommends that the zoning designation be changed from Residential-3 (R-3) and Neighborhood Shopping Center (NSC) to a Mixed-Use Plan Development (MUPD) for approximately 19.7 acres plus adjacent rights of way, noting that the previous approved incomplete developments (storage units and apartments) will be void.

There is no residential development proposed as part of this plan.

Considerations of Site Development Plan

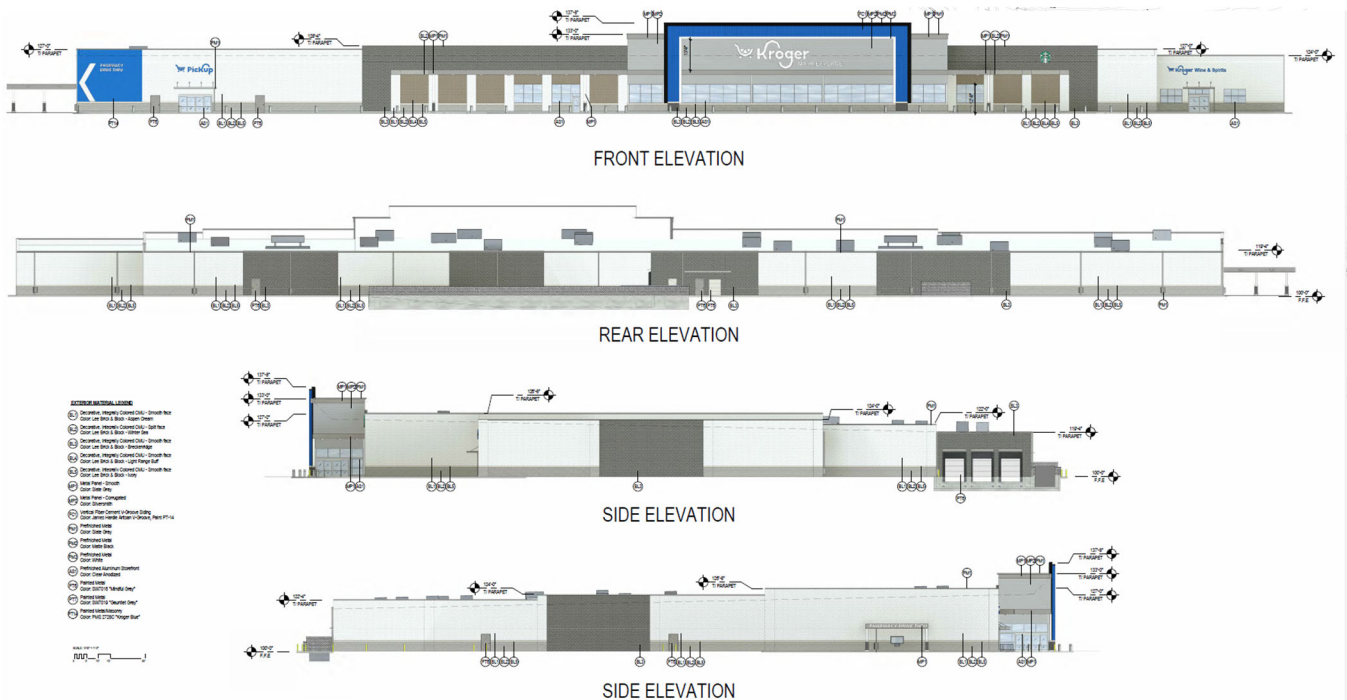
The Applicant is submitting a combined Stage I and Stage II Development Plan within the Mixed Use Planned Development (MUPD). The MUPD zone is established to provide for the development of a variety of office, commercial, residential and related uses which are planned and designed as a total and comprehensive development to create a quality, successfully planned environment. [No residential uses are proposed at this site].



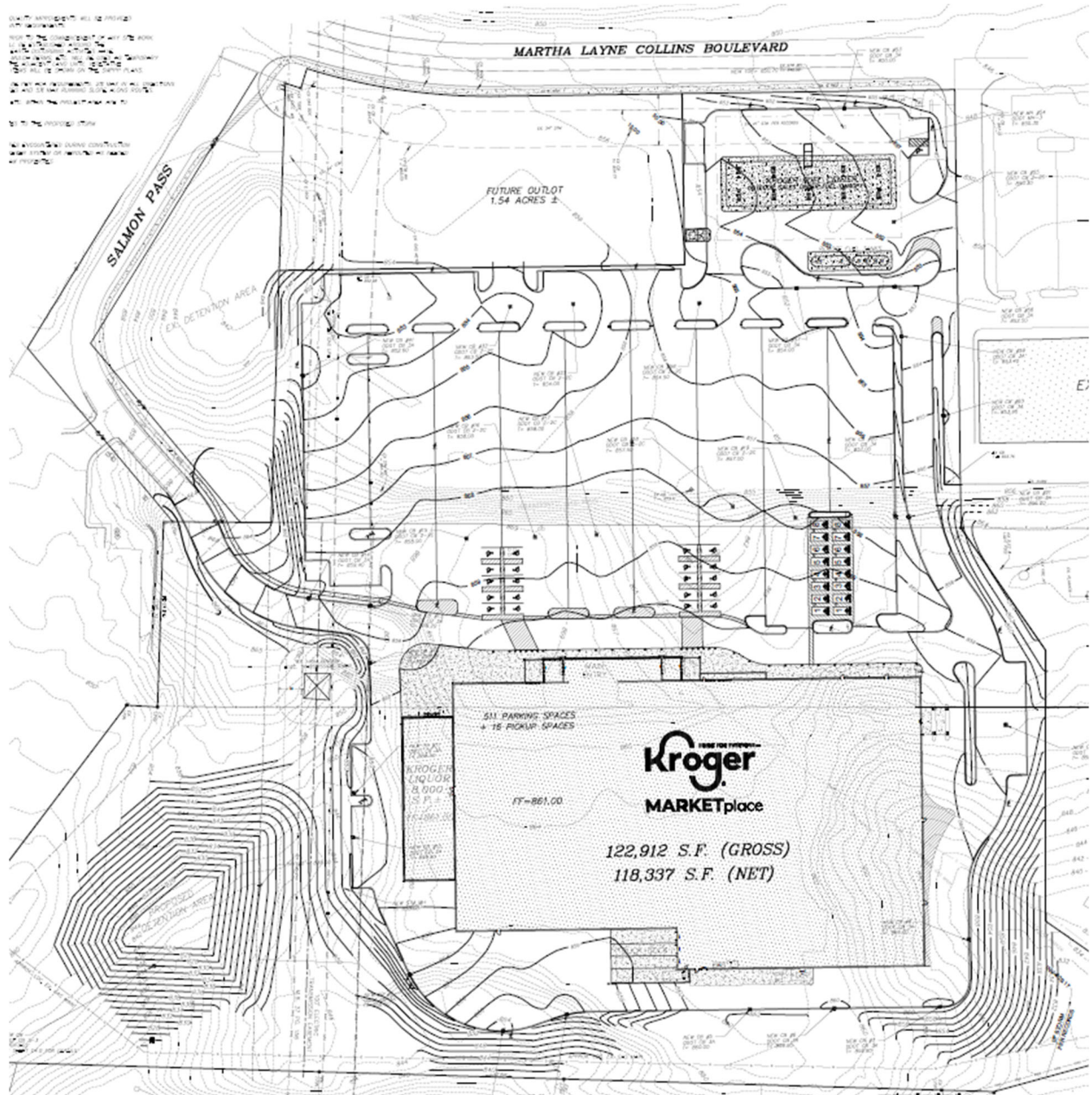
Guided by an overall master plan, the mixed-use development should include integrated design elements including building materials and design, landscaping, open space, signage, lighting and circulation. These design elements should unify the various uses within the development into a single community. Where appropriate, uses shall take advantage of high-tech telecommunication infrastructure.

In conformance with Section 9.17 DEVELOPMENT PLAN REQUIREMENTS, Section 9.18 DEVELOPMENT PLAN REQUIREMENTS - STAGE I, II AND RECORD PLAT, and Section 10.15 MUPD - MIXED USE PLANNED DEVELOPMENT ZONE, the submitted Site Development Plan identifies and provides the following information:

- A. Plans were submitted electronically to allow for readability.
- B. Exterior Elevations were provided.

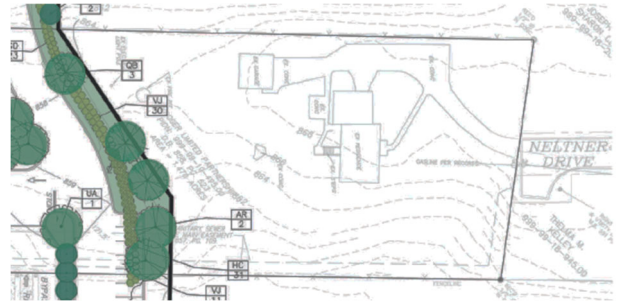


- C. The total area of the project is indicated.
- D. The present zoning is indicated.
- E. Topography is included on Sheet C0.0 at and C2.0 at two-foot intervals.

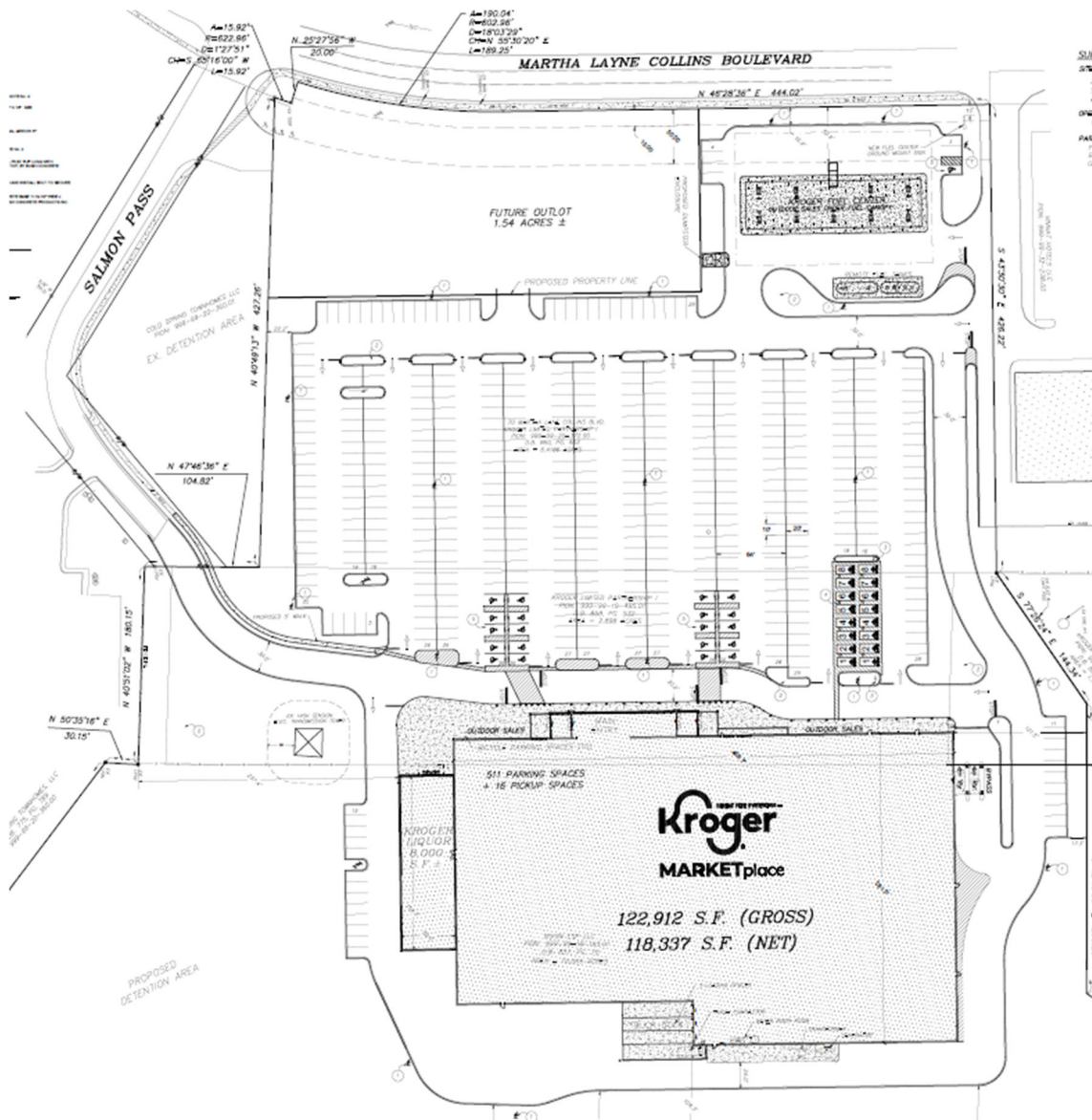


F. There are no housing units proposed.

The plans did indicate increased landscaping to the south east. This serves as a buffer between the store complex and existing homes located on Neltner Drive. There is no access planned from Neltner Drive to the shopping center.



G. The location, height, arrangement, and identification of the commercial structure are indicated on Sheet C1.0



H. Open space on this parcel is indicated. There are no recreational facilities proposed.

SITE AREA

ZONE CHANGE AREA - 10.0 ACRES (R-3 TO NSC)
 SITE AREA - 19.70 ACRES (INCLUDING FUTURE OUTLOT)
 FUTURE OUTLOT - 1.54 ACRES

1" =

OPEN SPACE

PUD OPEN SPACE = 7.2 ACRES (40% OF SITE) (EXCLUDING OUTLOT)

I. Landscaping features are indicated and found to be in compliance with Section 9.15 LANDSCAPE REGULATIONS. (see Sheets LS2, LS3, and LS4)

An existing tree survey was completed (see sheet LS1).

The opportunity for additional landscaping to the south and west of the parcel is hampered by major utilities such as overhead transmission lines and underground gas lines.

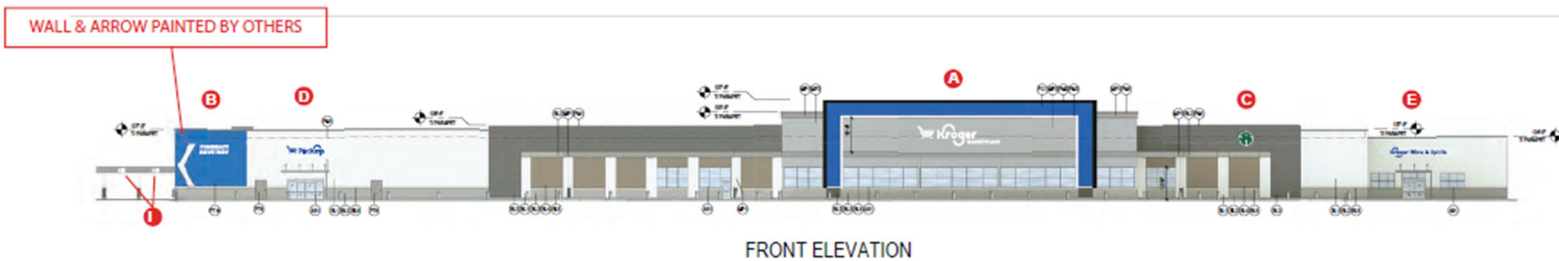


Section 10.15 (P) 5. Signage

- a. Signage should be designed to protect and enhance the visual amenities of the site.
- b. A sign package should be developed for the entire development that forms an integral part of the total design of the site.
- c. All signs should be of a complimentary scale and proportion in design and in visual relationship to the site and buildings.
- d. Extent to which signs define and enhance the architectural elements of a building or site.
- e. Extent to which signage is consolidated and coordinated with the overall site design.

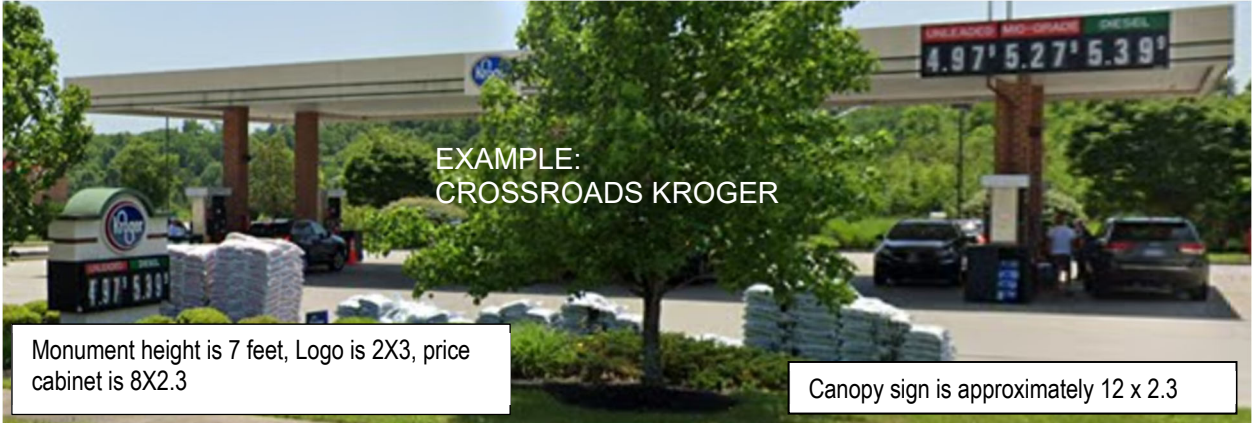
J. The location of signs indicating their orientation, size, and height are provided including:

- Kroger Marketplace Store and Wine & Spirits Store – Requesting 485 square feet of sign area to be spread amongst multiple signs along the same linear frontage.

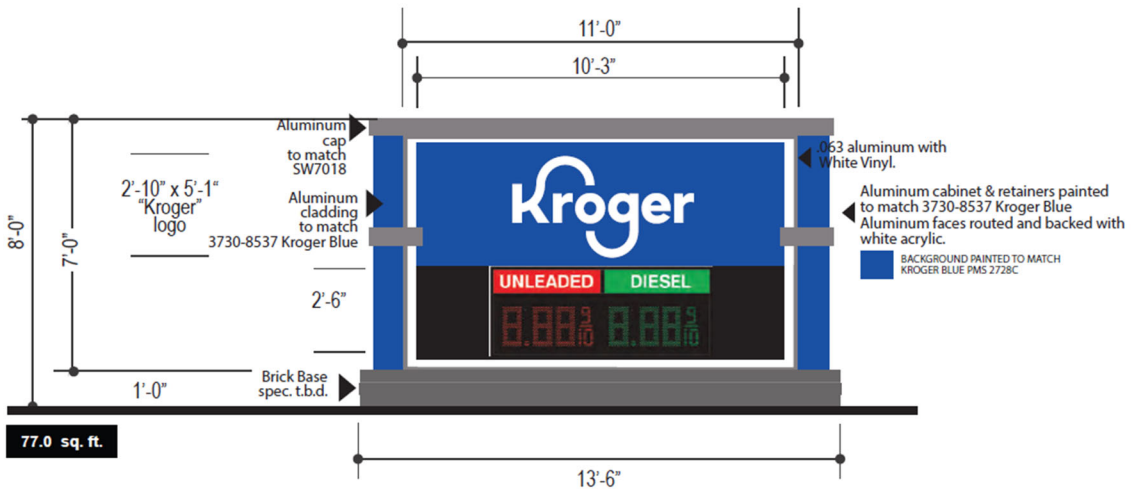
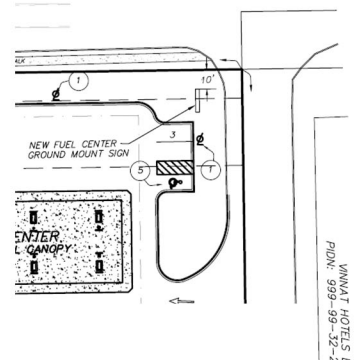


Staff recommends that the applicant be permitted multiple signs provided that the total does not exceed an allowance of one square foot for each linear foot on the primary façade. This is consistent with the adjacent NSC Zone.

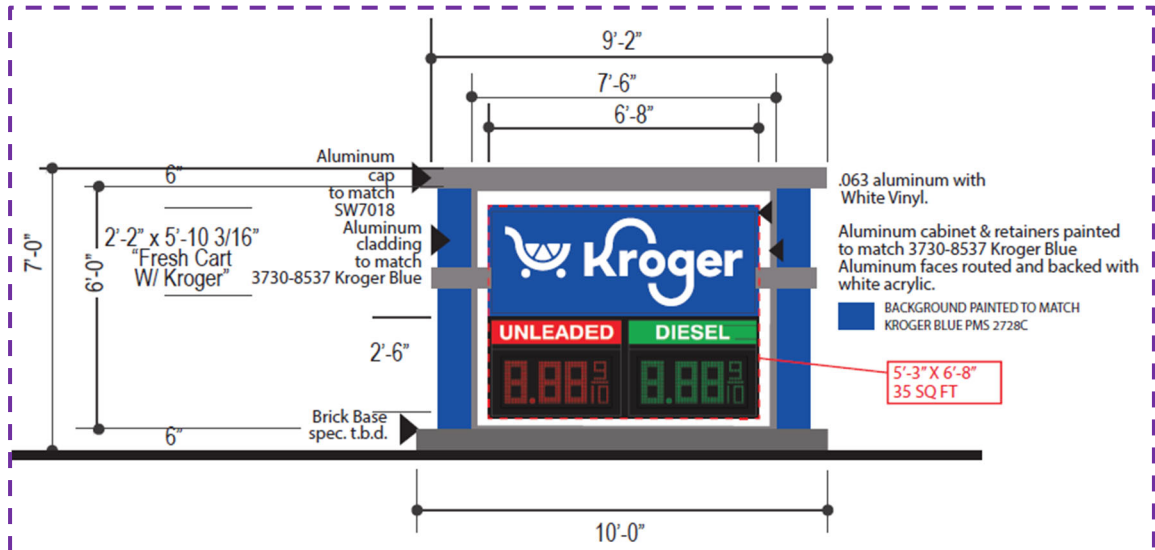




- Fuel Center Monument Sign – The applicant is proposing a combined identification sign with the LED identification of fuel prices along Martha Lane Collins Boulevard. Kroger has requested a 77 square foot monument sign not to exceed 8 feet in height.



Throughout the development of the case, a concept of a 35 square foot sign with a height limit of 7 feet was visualized. This 35 square foot sign better aligns with the adjacent NSC Zone. Staff notes that within the adjacent NSC Zone a 25 square foot monument sign would be permitted on each road frontage. However, Kroger is only requesting one monument sign within this MUPD zone.



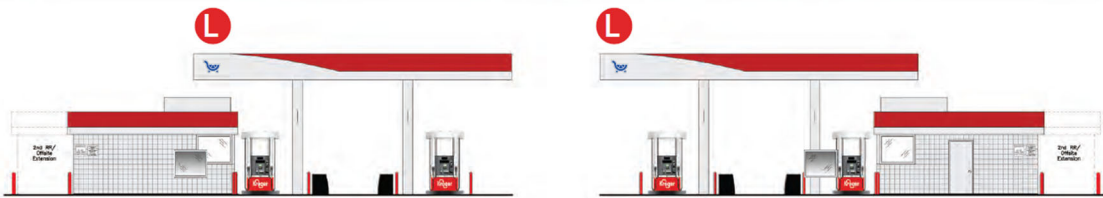
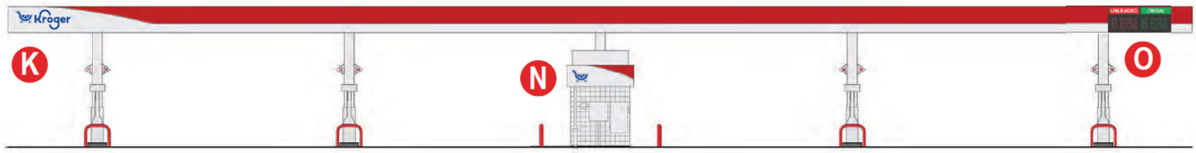
Staff finds this sign aligns with scale of signage for the general area. Consideration should be given that the proposed sign is at the intersection of a public road way and a primary drive aisle to the County Square shopping center.

Staff recommends that consideration be given to one monument sign with the total square footage of the signage not to exceed 35 square feet as alternatively developed.

(Note: the outlot would retain its right for a monument sign).

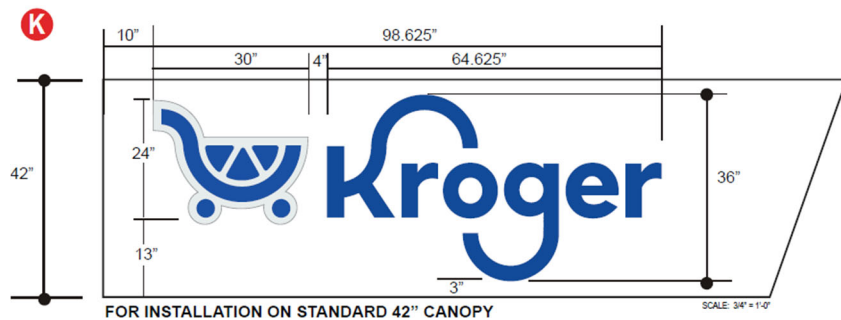
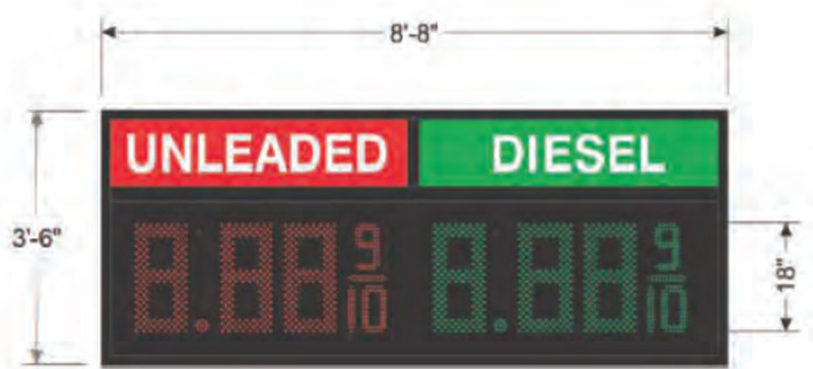
- Fuel Canopy and Kiosk – The applicant is requesting both the name and the LED identification of fuel prices signs on the north and south side of the canopy, facing the marketplace store and to allow the square footage to be shared over multiple signs on the same façade.

The fuel canopy is 160 feet in length. Within the adjacent NSC zone 160 square feet of sign area would be permitted for the facade.



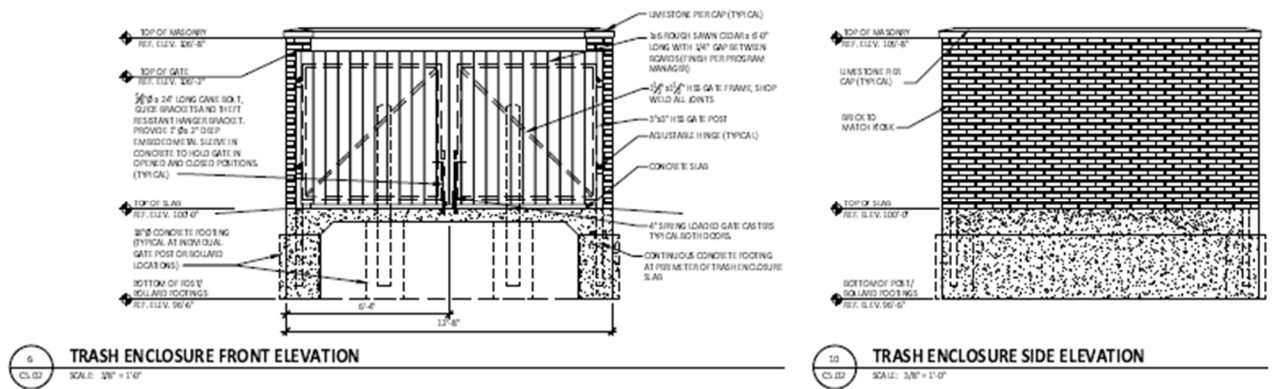
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The proposed LED fuel price signs (30 square feet each), and "Kroger" (24.6 square feet each) signs on both the north and south canopy elevations.

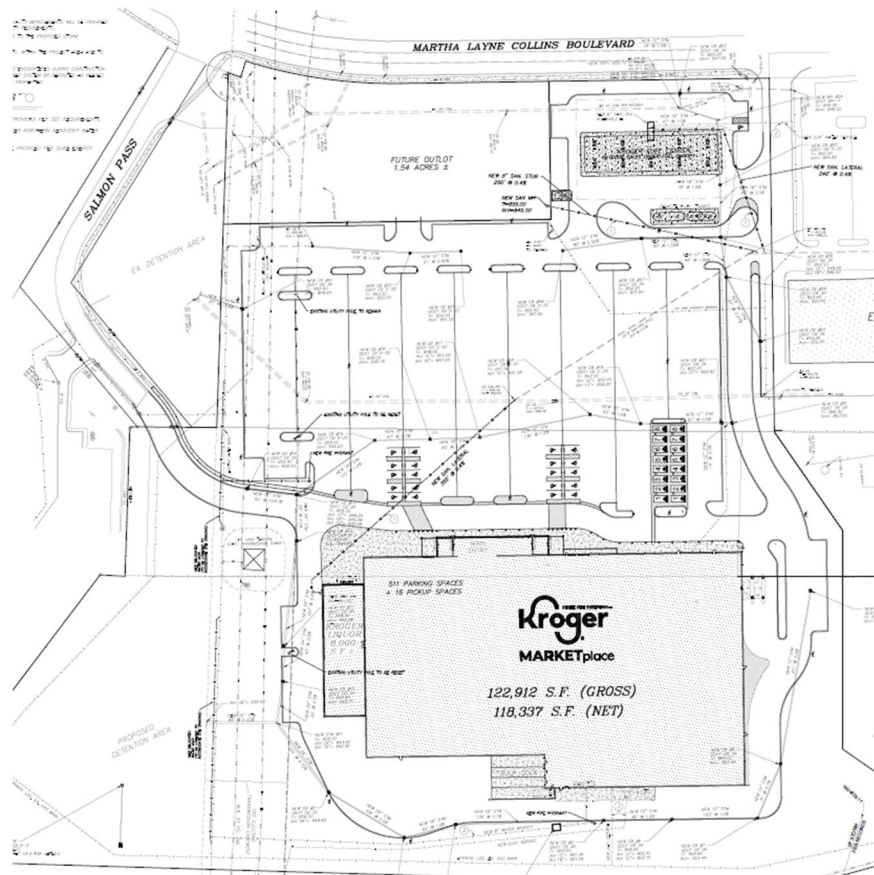


Staff finds that the square footage to be shared over multiple signs on the same façade is consistent with that allowed in the adjacent NSC zone. In addition, a sign on the south side of the canopy, facing the marketplace store will improve visibility and reduce unnecessary circulation.

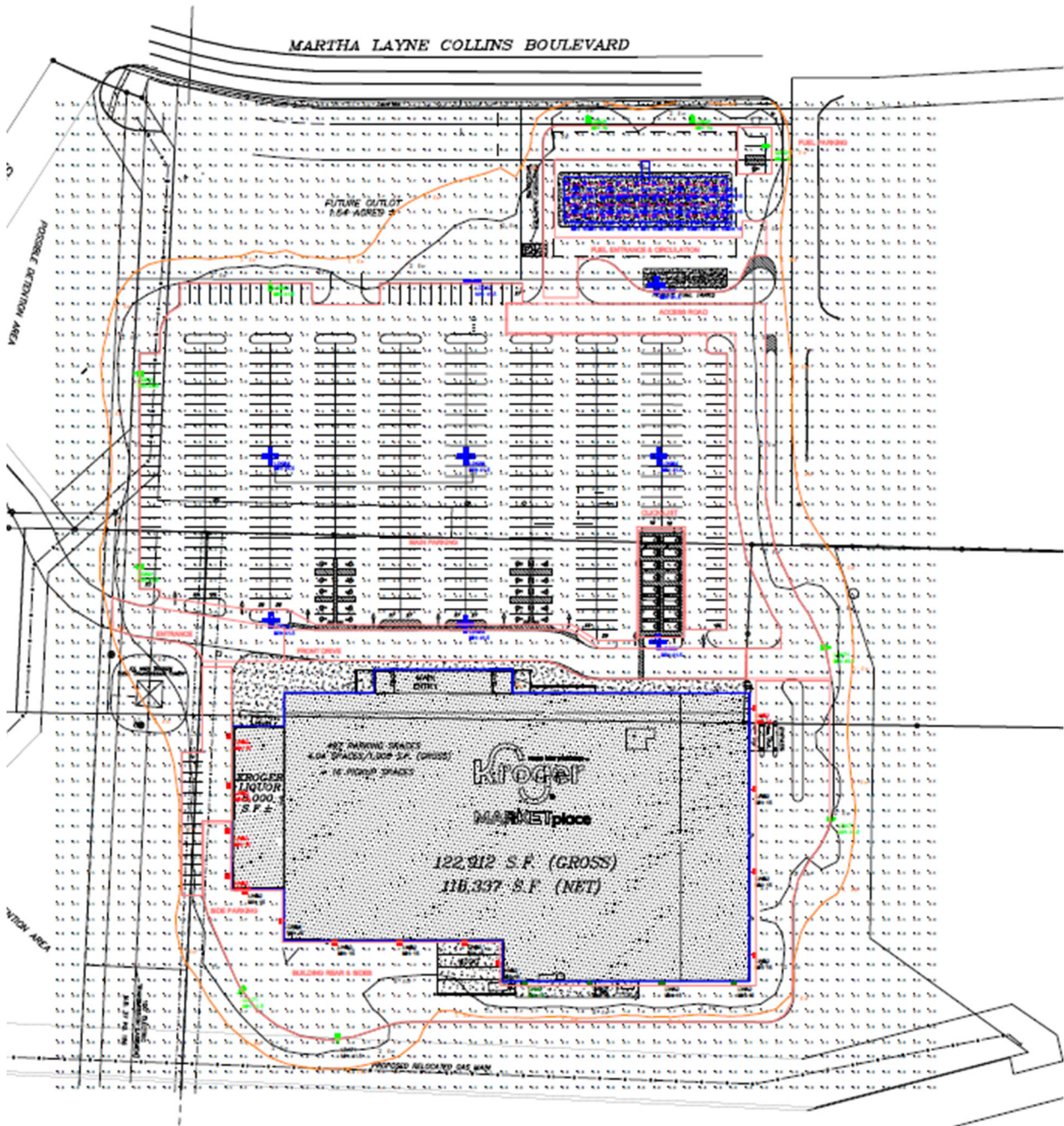
K. Details on the Trash enclosures were provided on Sheet C5.02



L. Utility lines and easements are indicated on Sheet C3.0.



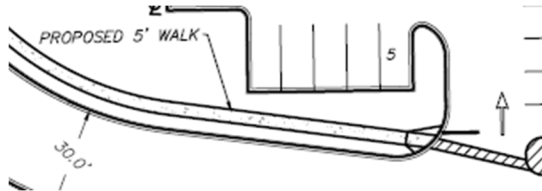
M. A lighting Plan was provided.



N. The location of all off-street parking, loading and/or unloading, and driveway areas were provided on Sheet C1.0.

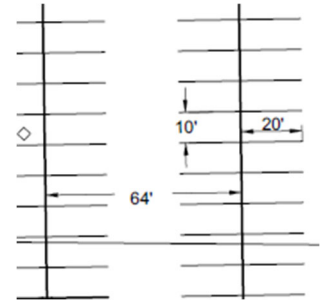
Parking stalls were indicated at 10 by 20. Drive aisles are indicated at 24 feet within the parking area.

Pedestrian walkway and crosswalks are indicated around the perimeter and within the site.



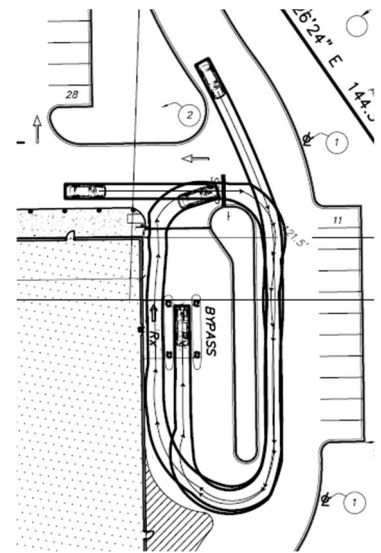
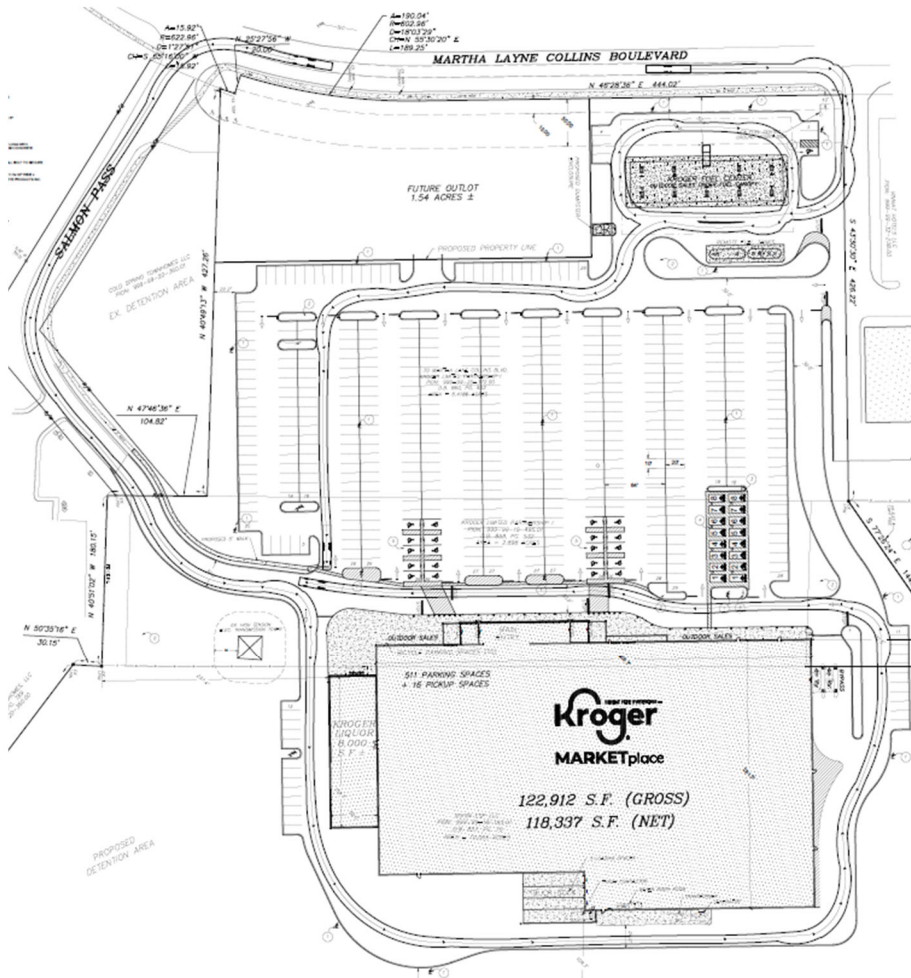
PARKING INFORMATION

PARKING SPACES = 511
 BICYCLE SPACES = 10
 GROCERY PICKUP = 16



Supplemental plans were provided showing the circulation system and key areas including the pharmacy and fire lanes.

There are no new streets or extensions of streets proposed to be dedicated.



- O. A traffic analysis was request by KYTC to confirm patterns along Martha Layne Collins Boulevard. An update will be provided at the meeting.

The traffic study is in process with KYTC. Traffic counts have been completed. The final approval of the traffic plan by KYTC could take up to six months. No off-site traffic improvements are anticipated. Kroger is committed to revisiting the plan with the Planning Commission if any off-site improvements are recommended to be completed by KYTC as part of this development.

- P. Stormwater managed provisions are indicated on the plan. Detailed stormwater calculations were submitted to the City engineer.
- Q. Kroger would likely start in the fall of 2025 and it would take approximately 14-16 months to construct.

Summary of Applicants Request:

The applicant is requesting:

1. Zone change for 19.7 acres that includes the current store location (70 Martha Lane Collins Boulevard) and additional acreages to the southeast to a Mixed Use Planned Development.
2. Site development plan approval with a CUP for Fuel Center.

Staff Recommendation:

FILE NUMBER: PZ-24-043
APPLICANT: MCBRIDE DALE CLARION as Zoning Consultant for KROGER LIMITED PARTNERSHIP I & VISION ESP LLC
LOCATION: MARTHA LAYNE COLLINS BOULEVARD and SALMON PASS, COLD SPRING

1. The zoning designation for approximately 19.7 acres of land referred to as Parcels PIDN: 999-99-20-372.00, 999-99-19-495.01, 999-99-18-193.01 and a portion of 999-99-19-495.00 to be changed from Residential-3 (R-3) and Neighborhood Shopping Center (NSC) to Mixed Use Planed Development (MUPD) along with the associated rights-of-way be approved and the action be forwarded to City of Cold Spring City Council for adoption.
2. That previously approved incomplete developments for self-storage units on PIDNs 999-99-19-945.01 / 999-99-19-945.00 and apartments on PIDN: 999-99-18-193.01 be void.

Bases for Staff Recommendation:

- a. Per Kentucky Revised Statutes, the City of Cold Spring has the authority to enact zoning regulations within its jurisdiction. This authority includes the provision to amend its zoning map.

- b. Pursuant to the Cold Spring Zoning Ordinance Article XVII Amendment Procedure, the Planning and Zoning Commission has the authority to take action on amendments to the zoning map for adoption by the legislative body.
- c. Proper notice has been given in accordance with Article XVII Amendment Procedure of the Cold Spring Zoning Ordinance.
- d. The existing zoning classification was recently assigned and the requested zone change is more appropriate and improves the alignment with the adopted Comprehensive Plan.

FILE NUMBER: PZ-24-044
APPLICANT: MCBRIDE DALE CLARION as Zoning Consultant for KROGER LIMITED PARTNERSHIP I & VISION ESP LLC
LOCATION: MARTHA LAYNE COLLINS BOULEVARD and SALMON PASS, COLD SPRING

- 1. To approve the Stage I and II Site Development Plan with no residential improvements and a revision to the monument sign to a concept of 35 square feet with a height limit of 7 feet.
- 2. To approve a conditional use permit for a fuel dispensing facility that is incidental to and operated as a part of and located within 1,000 feet of a grocery store containing at least 40,000 gross square feet and not directly adjacent to or fronting on US 27/Alexandria Pike.
- 3. Should KYTC request off-site traffic improvements the traffic plan will return to this body for further review.

Bases for Staff Recommendation:

- a. Proper notice has been given in accordance with the Cold Spring Zoning Ordinance.
- b. The site plan is in conformity of the Cold Spring Zoning Ordinance and Subdivision Regulations.
- c. The plan and evidence presented is in conformity with the design criteria for the MUPD Zone.
- d. In accordance with KRS 100.237, the Board of Adjustment has the power to hear and decide applications for Conditional Use Permits. The board may impose any reasonable conditions or restrictions on the conditional use it decides to grant.
- e. The planning commission may hear and finally decide applications for conditional use permits and variances with a proposed development assuming all powers and duties otherwise exercised by the board of adjustments pursuant to KRS 100.231, 100.233, 100.237, 100.241, 100.243, 100.247, and 100.251.

If you have any questions concerning this report, please feel free to contact Campbell County Planning and Zoning at 859-292-3880. Thank you.

Respectfully submitted,



Cindy Minter, AICP CFM
 Director

Memorandum of Understanding

Date: November 7, 2024

To: Linzy Brefeld, Kentucky Transportation Cabinet, District 6
James Minckley, Kentucky Transportation Cabinet, District 6

From: Katie Dillenburger, Bayer Becker

cc: Cindy Minter, Campbell County Planning & Zoning
Lisa Ammons, The Kroger Company
Anne McBride, McBride Dale Clarion

Subject: Kroger – Martha Layne Collins Boulevard, Cold Spring, Kentucky
Traffic Impact Study – Preliminary Information & Proposed Scope of Work

Redevelopment of the existing Kroger store / site located at 70 Martha Layne Collins Boulevard, in the City of Cold Spring, Campbell County, Kentucky, is proposed. More specifically, the existing store is to be demolished and a new Marketplace store and fueling station are to be constructed. An outlot is also proposed on the property.

According to the site layout plan and supplemental information provided to Bayer Becker, redevelopment of the site is to consist of the following land uses and densities:

- A supermarket at 130,912 square feet (SF), which includes a 122,912 SF Marketplace and an 8,000 SF liquor store.
- A gasoline / service station consisting of 9 pumps or 18 vehicle fueling positions (VFP).
- A fast-food restaurant with a drive-through window estimated at approximately 2,800 SF.

Site access is to be retained along Martha Layne Collins Boulevard including via Salmon Pass and at the existing driveway shared with the adjacent County Square development. Secondary site access is to remain via adjacent property connections.

Full build out and opening of the project is estimated in 2026.

On September 23, 2024, Bayer Becker discussed the redevelopment project with representatives from the Kentucky Transportation Cabinet (KYTC). To assist with the determination of the TIS scope of work, the following preliminary information is provided and submitted to KYTC for review and consideration.

Existing Traffic

Bayer Becker conducted peak hour turning movement traffic counts on Wednesday, October 2, 2024 (a non-holiday, with school in-session), from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, at the following intersections:

- Martha Layne Collins Boulevard and Salmon Pass.
- Martha Layne Collins Boulevard and the existing driveway shared with County Square.
- Alexandria Pike (US 27) and Martha Layne Collins Boulevard.

Figure 1 presenting the 2024 existing traffic data is attached.

To determine site traffic associated with the existing store that is to be demolished, Bayer Becker also performed peak hour turning movement traffic counts at the existing Kroger parking lot access points.

Figure 2 presents the additional 2024 existing traffic data for the expanded area / intersections, as attached. The following table summarizes the existing site traffic / trips counted.

Land Use	Size	Unit	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Supermarket	60.662	TSF	95	70	165	209	209	418

The 2024 existing traffic volumes were adjusted to model the no build scenario, excluding traffic associated with the existing Kroger store / site. Therefore, the existing site trips were removed from the study area intersections along Martha Layne Collins Boulevard, at Salmon Pass, at the existing driveway shared with County Square, and at Alexandria Pike (US 27), as presented in Figure 3.

The adjusted 2024 existing traffic volumes are depicted in Figure 4.

Site Traffic

Site trips generated by the proposed Kroger redevelopment project, during the weekday AM and PM peak hours of adjacent street traffic, were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

Considering the supermarket, fuel station, and restaurant land uses, there is the potential for interaction between each. As defined in the ITE Trip Generation Handbook, 3rd Edition, “a multi-use development is typically a single real estate project that consists of two or more land use classifications between which trips can be made without using the off-site road system.” To estimate multiple land use trip generation, the procedures presented in the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684 are typically used. However, varying retail uses are not defined within NCHRP 684. Tables 7.1 and 7.2 from the ITE Trip Generation Handbook, 2nd Edition, provide an internal capture rate between two retail land uses at 20 percent. Therefore, information from the ITE Trip Generation Handbook, 2nd Edition, was utilized to determine internal site trips and the resulting external site trips for the proposed Kroger redevelopment project.

Another important element of trip generation is the pass-by trip. Pass-by trips, as defined by ITE, are trips made as intermediate stops on the way from an origin to a primary trip destination. They are attracted from traffic passing the site on an adjacent street. Pass-by rates for various land uses are established by ITE and are based on actual traffic count volumes collected at driveways specific to the associated land use. Procedures outlined in the ITE Trip Generation Handbook, 3rd Edition were used to determine pass-by trips for the project.

The following table presents the site trips generated by the proposed Kroger redevelopment project, during the weekday AM and PM peak hours of adjacent street traffic.

Land Use	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Supermarket	850	130.912	TSF	221	153	374	481	480	961
External Trips				191	121	312	447	445	892
24% PM Pass-By Trips				0	0	0	107	107	214
Gasoline / Service Station	944	18	VFP	93	92	185	125	125	250
External Trips				62	61	123	91	90	181
63% AM/57% PM Pass-By Trips				39	38	77	52	51	103
Fast-Food Rest w/ Drive-Thru	934	2.800	TSF	64	61	125	48	44	92
External Trips				38	37	75	28	26	54
50% AM/55% PM Pass-By Trips				19	18	37	15	14	29
Total Trips				378	306	684	654	649	1303
Total External Trips				291	219	510	566	561	1127
Total Pass-By Trips				58	56	114	174	172	346
Total New / Primary Trips				233	163	396	392	389	781

Trip generation information excerpted from the ITE Trip Generation Manual and Handbooks are provided by attachment.

Site trips generated by the proposed redevelopment project are to be distributed at the study area key intersections based on existing traffic patterns. Distribution for primary site trips is presented in Figure 5.

Typically, distribution for pass-by site trips is similar to primary site trips with respect to entering the area; however, exiting pass-by trips are expected to continue in the same direction. Based on the roadway network that surrounds the Kroger site, and in particular, considering the location of Alexandria Pike (US 27) to the east, another type of site trip to include are diverted trips. Diverted trips are comparable to pass-by trips in that they are attracted from existing traffic on roadways within the vicinity of the site, but they are different in that diverted trips are not currently traveling directly on adjacent streets.

Distribution for pass-by site trips is presented in Figure 6, attached, and distribution for diverted trips is provided in Figure 7, also attached.

Site traffic volumes for the proposed Kroger redevelopment project were calculated per Figure 5 for primary trips, Figure 6 for pass-by trips, and Figure 7 for diverted trips, which are presented in Figures 8, 9, and 10, respectively.

The various site trips were then combined and are presented as the total site traffic volumes in Figure 11, attached.

TIS Scope of Work

Considering initial discussion with KYTC on September 23, 2024 and the above preliminary information, the following TIS scope of work is proposed and submitted to KYTC for review and approval.

- The study area shall consist of the following key intersections:
 - Martha Layne Collins Boulevard and Salmon Pass.
 - Martha Layne Collins Boulevard and the existing driveway shared with County Square.
 - Alexandria Pike (US 27) and Martha Layne Collins Boulevard.
- The analysis years shall consist of:
 - 2026 opening year (no build and build conditions)
 - 2036 horizon year (opening year + 10) (no build and build conditions)
- The 2024 existing traffic volumes shall be projected to future analysis years, 2026 and 2036 no build (background) traffic volumes, using an estimated growth rate of 0.67 percent, which was determined from historic traffic data published by KYTC. Information is attached.
- Site trip distribution and traffic assignment for the proposed development shall be prepared for the weekday AM and PM peak hours, at the key intersections, based on the existing distribution of traffic and knowledge of the study area and of the proposed development.
- The no build traffic volumes shall be combined with the site traffic volumes to determine the 2026 and 2036 build traffic volumes.
- Using the traffic volumes for future analysis years (2026 and 2036 no build and build scenarios), the following analysis shall be completed for each of the key intersections, in accordance with KYTC guidelines and standards:
 - Turn Lane Analysis. Completed per the KYTC Highway Design Guidance Manual and / or the KYTC Turn Lane Warrant spreadsheet. As applicable, storage length calculations shall be prepared for existing and warranted turn lanes.

- Intersection Level of Service (LOS) Analysis. Completed using the latest version of Highway Capacity Software (HCS) and in accordance with the highway Capacity Manual (HCM).
- Queue Analysis. Also completed using the latest version of HCS.
- Based on the results of the above analysis and review, improvements shall be identified, if any, to offset the impact of the proposed development, (i.e., construction of turn lanes, modification of roadway geometrics, signal modifications, etc.).
 - As appropriate, a concept plan shall be prepared per KYTC requirements presenting TIS improvements using GIS (geographic information system) mapping as a base.
- Complete information, calculations, and results of the analysis shall be summarized in an abbreviated TIS report.

As previously indicated, this TIS scope of work and preliminary information is submitted to KYTC for review. Upon approval of this MOU, Bayer Becker shall proceed with TIS preparations.

24-0264 Kroger - Martha Layne Collins Blvd - TIS MOU 241107.docx



Bayer Becker
 6900 Tylersville Road
 Suite A
 Mason, Ohio, United States 45040
 513-336-6600 jenniferengels@bayerbecker.com

Count Name: Martha Layne Collins & Salmon
 Pass
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 1

Turning Movement Data

Start Time	Southbound St. Southbound					Martha Layne Collins Westbound					Salmon Pass Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	1	0	0	0	1	0	28	1	0	29	2	0	1	0	3	5	46	0	0	51	84
7:15 AM	0	0	0	0	0	0	42	1	0	43	3	0	4	0	7	0	27	0	0	27	77
7:30 AM	2	0	0	0	2	0	69	0	0	69	0	0	4	0	4	0	42	0	0	42	117
7:45 AM	1	0	0	0	1	0	85	1	0	86	1	0	4	0	5	3	50	0	0	53	145
Hourly Total	4	0	0	0	4	0	224	3	0	227	6	0	13	0	19	8	165	0	0	173	423
8:00 AM	0	0	0	0	0	0	79	3	0	82	0	0	2	0	2	2	46	0	0	48	132
8:15 AM	3	0	0	0	3	0	75	0	0	75	2	0	2	0	4	3	52	0	0	55	137
8:30 AM	1	0	0	0	1	0	107	1	0	108	1	0	4	0	5	1	50	0	0	51	165
8:45 AM	4	0	0	0	4	0	84	2	0	86	1	0	2	0	3	5	53	0	0	58	151
Hourly Total	8	0	0	0	8	0	345	6	0	351	4	0	10	0	14	11	201	0	0	212	585
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	2	0	0	0	2	0	53	1	0	54	0	0	3	0	3	13	113	0	0	126	185
4:15 PM	0	0	0	0	0	0	73	0	0	73	1	0	10	0	11	6	93	0	0	99	183
4:30 PM	0	0	0	0	0	0	72	3	0	75	4	0	15	0	19	7	127	0	0	134	228
4:45 PM	2	0	0	0	2	0	76	0	0	76	1	0	6	0	7	3	130	1	0	134	219
Hourly Total	4	0	0	0	4	0	274	4	0	278	6	0	34	0	40	29	463	1	0	493	815
5:00 PM	0	0	0	0	0	0	62	0	0	62	1	0	9	0	10	5	145	0	0	150	222
5:15 PM	1	0	0	0	1	0	92	1	0	93	1	0	1	0	2	3	125	0	0	128	224
5:30 PM	2	0	0	0	2	0	88	0	0	88	2	0	9	0	11	10	105	0	0	115	216
5:45 PM	0	0	1	0	1	1	79	3	0	83	0	0	8	0	8	6	87	0	0	93	185
Hourly Total	3	0	1	0	4	1	321	4	0	326	4	0	27	0	31	24	462	0	0	486	847
Grand Total	19	0	1	0	20	1	1164	17	0	1182	20	0	84	0	104	72	1291	1	0	1364	2670
Approach %	95.0	0.0	5.0	0.0	-	0.1	98.5	1.4	0.0	-	19.2	0.0	80.8	0.0	-	5.3	94.6	0.1	0.0	-	-
Total %	0.7	0.0	0.0	0.0	0.7	0.0	43.6	0.6	0.0	44.3	0.7	0.0	3.1	0.0	3.9	2.7	48.4	0.0	0.0	51.1	-
All Vehicles (no classification)	19	0	1	0	20	1	1164	17	0	1182	20	0	84	0	104	72	1291	1	0	1364	2670
% All Vehicles (no classification)	100.0	-	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Martha Layne Collins & Salmon
 Pass
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound St. Southbound					Martha Layne Collins Westbound					Salmon Pass Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
8:00 AM	0	0	0	0	0	0	79	3	0	82	0	0	2	0	2	2	46	0	0	48	132
8:15 AM	3	0	0	0	3	0	75	0	0	75	2	0	2	0	4	3	52	0	0	55	137
8:30 AM	1	0	0	0	1	0	107	1	0	108	1	0	4	0	5	1	50	0	0	51	165
8:45 AM	4	0	0	0	4	0	84	2	0	86	1	0	2	0	3	5	53	0	0	58	151
Total	8	0	0	0	8	0	345	6	0	351	4	0	10	0	14	11	201	0	0	212	585
Approach %	100.0	0.0	0.0	0.0	-	0.0	98.3	1.7	0.0	-	28.6	0.0	71.4	0.0	-	5.2	94.8	0.0	0.0	-	-
Total %	1.4	0.0	0.0	0.0	1.4	0.0	59.0	1.0	0.0	60.0	0.7	0.0	1.7	0.0	2.4	1.9	34.4	0.0	0.0	36.2	-
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.806	0.500	0.000	0.813	0.500	0.000	0.625	0.000	0.700	0.550	0.948	0.000	0.000	0.914	0.886
All Vehicles (no classification)	8	0	0	0	8	0	345	6	0	351	4	0	10	0	14	11	201	0	0	212	585
% All Vehicles (no classification)	100.0	-	-	-	100.0	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0



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Count Name: Martha Layne Collins & Salmon
 Pass
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Southbound St. Southbound					Martha Layne Collins Westbound					Salmon Pass Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:30 PM	0	0	0	0	0	0	72	3	0	75	4	0	15	0	19	7	127	0	0	134	228
4:45 PM	2	0	0	0	2	0	76	0	0	76	1	0	6	0	7	3	130	1	0	134	219
5:00 PM	0	0	0	0	0	0	62	0	0	62	1	0	9	0	10	5	145	0	0	150	222
5:15 PM	1	0	0	0	1	0	92	1	0	93	1	0	1	0	2	3	125	0	0	128	224
Total	3	0	0	0	3	0	302	4	0	306	7	0	31	0	38	18	527	1	0	546	893
Approach %	100.0	0.0	0.0	0.0	-	0.0	98.7	1.3	0.0	-	18.4	0.0	81.6	0.0	-	3.3	96.5	0.2	0.0	-	-
Total %	0.3	0.0	0.0	0.0	0.3	0.0	33.8	0.4	0.0	34.3	0.8	0.0	3.5	0.0	4.3	2.0	59.0	0.1	0.0	61.1	-
PHF	0.375	0.000	0.000	0.000	0.375	0.000	0.821	0.333	0.000	0.823	0.438	0.000	0.517	0.000	0.500	0.643	0.909	0.250	0.000	0.910	0.979
All Vehicles (no classification)	3	0	0	0	3	0	302	4	0	306	7	0	31	0	38	18	527	1	0	546	893
% All Vehicles (no classification)	100.0	-	-	-	100.0	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Martha Layne Collins & Shared
 County Square Access
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 1

Turning Movement Data

Start Time	Callahan Hall Southbound					Martha Layne Collins Westbound					Shared County Square Access Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	0	1	1	0	2	0	23	8	0	31	2	0	3	0	5	10	36	0	0	46	84
7:15 AM	0	2	0	0	2	0	40	6	0	46	7	0	3	0	10	5	27	1	0	33	91
7:30 AM	3	0	0	0	3	0	60	11	0	71	5	0	7	0	12	4	37	0	0	41	127
7:45 AM	7	0	0	0	7	1	74	15	0	90	8	0	3	0	11	4	47	0	0	51	159
Hourly Total	10	3	1	0	14	1	197	40	0	238	22	0	16	0	38	23	147	1	0	171	461
8:00 AM	1	0	0	0	1	0	74	14	0	88	6	0	5	0	11	2	44	0	0	46	146
8:15 AM	3	0	0	0	3	0	67	28	0	95	9	0	3	0	12	6	44	1	0	51	161
8:30 AM	7	1	1	0	9	0	90	16	0	106	10	0	8	0	18	5	46	0	0	51	184
8:45 AM	9	0	1	0	10	0	66	21	0	87	15	0	8	0	23	6	46	0	0	52	172
Hourly Total	20	1	2	0	23	0	297	79	0	376	40	0	24	0	64	19	180	1	0	200	663
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	3	2	2	0	7	1	41	38	0	80	33	0	8	0	41	13	93	3	0	109	237
4:15 PM	5	2	2	0	9	0	54	33	0	87	22	1	11	0	34	19	79	0	0	98	228
4:30 PM	3	0	0	0	3	0	62	36	0	98	30	1	13	0	44	11	103	7	0	121	266
4:45 PM	3	2	0	0	5	1	64	29	0	94	22	0	9	0	31	25	104	7	0	136	266
Hourly Total	14	6	4	0	24	2	221	136	0	359	107	2	41	0	150	68	379	17	0	464	997
5:00 PM	2	0	2	0	4	0	49	33	0	82	27	0	10	0	37	24	112	6	0	142	265
5:15 PM	6	1	2	0	9	2	65	26	0	93	19	0	19	0	38	30	97	4	0	131	271
5:30 PM	6	0	0	0	6	0	55	21	0	76	22	1	24	0	47	19	81	3	0	103	232
5:45 PM	3	0	1	0	4	0	63	21	0	84	15	0	18	0	33	15	73	1	0	89	210
Hourly Total	17	1	5	0	23	2	232	101	0	335	83	1	71	0	155	88	363	14	0	465	978
Grand Total	61	11	12	0	84	5	947	356	0	1308	252	3	152	0	407	198	1069	33	0	1300	3099
Approach %	72.6	13.1	14.3	0.0	-	0.4	72.4	27.2	0.0	-	61.9	0.7	37.3	0.0	-	15.2	82.2	2.5	0.0	-	-
Total %	2.0	0.4	0.4	0.0	2.7	0.2	30.6	11.5	0.0	42.2	8.1	0.1	4.9	0.0	13.1	6.4	34.5	1.1	0.0	41.9	-
All Vehicles (no classification)	61	11	12	0	84	5	947	356	0	1308	252	3	152	0	407	198	1069	33	0	1300	3099
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Martha Layne Collins & Shared
 County Square Access
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Callahan Hall Southbound					Martha Layne Collins Westbound					Shared County Square Access Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
8:00 AM	1	0	0	0	1	0	74	14	0	88	6	0	5	0	11	2	44	0	0	46	146
8:15 AM	3	0	0	0	3	0	67	28	0	95	9	0	3	0	12	6	44	1	0	51	161
8:30 AM	7	1	1	0	9	0	90	16	0	106	10	0	8	0	18	5	46	0	0	51	184
8:45 AM	9	0	1	0	10	0	66	21	0	87	15	0	8	0	23	6	46	0	0	52	172
Total	20	1	2	0	23	0	297	79	0	376	40	0	24	0	64	19	180	1	0	200	663
Approach %	87.0	4.3	8.7	0.0	-	0.0	79.0	21.0	0.0	-	62.5	0.0	37.5	0.0	-	9.5	90.0	0.5	0.0	-	-
Total %	3.0	0.2	0.3	0.0	3.5	0.0	44.8	11.9	0.0	56.7	6.0	0.0	3.6	0.0	9.7	2.9	27.1	0.2	0.0	30.2	-
PHF	0.556	0.250	0.500	0.000	0.575	0.000	0.825	0.705	0.000	0.887	0.667	0.000	0.750	0.000	0.696	0.792	0.978	0.250	0.000	0.962	0.901
All Vehicles (no classification)	20	1	2	0	23	0	297	79	0	376	40	0	24	0	64	19	180	1	0	200	663
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Martha Layne Collins & Shared
 County Square Access
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Callahan Hall Southbound					Martha Layne Collins Westbound					Shared County Square Access Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:30 PM	3	0	0	0	3	0	62	36	0	98	30	1	13	0	44	11	103	7	0	121	266
4:45 PM	3	2	0	0	5	1	64	29	0	94	22	0	9	0	31	25	104	7	0	136	266
5:00 PM	2	0	2	0	4	0	49	33	0	82	27	0	10	0	37	24	112	6	0	142	265
5:15 PM	6	1	2	0	9	2	65	26	0	93	19	0	19	0	38	30	97	4	0	131	271
Total	14	3	4	0	21	3	240	124	0	367	98	1	51	0	150	90	416	24	0	530	1068
Approach %	66.7	14.3	19.0	0.0	-	0.8	65.4	33.8	0.0	-	65.3	0.7	34.0	0.0	-	17.0	78.5	4.5	0.0	-	-
Total %	1.3	0.3	0.4	0.0	2.0	0.3	22.5	11.6	0.0	34.4	9.2	0.1	4.8	0.0	14.0	8.4	39.0	2.2	0.0	49.6	-
PHF	0.583	0.375	0.500	0.000	0.583	0.375	0.923	0.861	0.000	0.936	0.817	0.250	0.671	0.000	0.852	0.750	0.929	0.857	0.000	0.933	0.985
All Vehicles (no classification)	14	3	4	0	21	3	240	124	0	367	98	1	51	0	150	90	416	24	0	530	1068
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Alexandria Pike & Martha Layne Collins
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 1

Turning Movement Data

Start Time	Alexandria Pike Southbound					Existing Driveway Westbound					Alexandria Pike Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	8	121	0	0	129	0	0	0	0	0	0	353	26	0	379	26	0	23	0	49	557
7:15 AM	9	163	0	0	172	0	0	0	0	0	0	400	39	0	439	11	0	17	0	28	639
7:30 AM	12	189	0	0	201	0	0	0	0	0	0	421	61	0	482	21	0	24	0	45	728
7:45 AM	23	211	0	0	234	0	0	0	0	0	0	371	68	0	439	33	0	19	0	52	725
Hourly Total	52	684	0	0	736	0	0	0	0	0	0	1545	194	0	1739	91	0	83	0	174	2649
8:00 AM	24	206	0	0	230	0	0	0	0	0	0	335	68	0	403	31	0	12	0	43	676
8:15 AM	26	168	0	0	194	0	0	0	0	0	0	314	76	0	390	39	0	19	0	58	642
8:30 AM	15	164	0	0	179	0	0	0	0	0	0	364	101	0	465	38	0	22	0	60	704
8:45 AM	23	217	0	0	240	0	0	0	0	0	0	251	74	0	325	34	0	20	0	54	619
Hourly Total	88	755	0	0	843	0	0	0	0	0	0	1264	319	0	1583	142	0	73	0	215	2641
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	50	346	0	0	396	0	0	0	0	0	0	272	49	0	321	96	0	61	0	157	874
4:15 PM	35	359	0	0	394	0	0	0	0	0	0	302	60	0	362	74	0	38	0	112	868
4:30 PM	53	382	0	0	435	0	0	0	0	0	0	266	61	0	327	85	0	38	0	123	885
4:45 PM	50	378	0	0	428	0	0	0	0	0	0	232	58	0	290	85	0	56	0	141	859
Hourly Total	188	1465	0	0	1653	0	0	0	0	0	0	1072	228	0	1300	340	0	193	0	533	3486
5:00 PM	50	314	0	0	364	0	0	0	0	0	0	314	55	0	369	92	0	51	0	143	876
5:15 PM	53	339	0	0	392	0	0	0	0	0	0	297	50	0	347	64	0	53	0	117	856
5:30 PM	47	316	0	0	363	0	0	0	0	0	0	282	61	0	343	72	0	49	0	121	827
5:45 PM	26	329	0	0	355	0	0	0	0	0	0	260	70	0	330	67	0	40	0	107	792
Hourly Total	176	1298	0	0	1474	0	0	0	0	0	0	1153	236	0	1389	295	0	193	0	488	3351
Grand Total	504	4202	0	0	4706	0	0	0	0	0	0	5034	977	0	6011	868	0	542	0	1410	12127
Approach %	10.7	89.3	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	83.7	16.3	0.0	-	61.6	0.0	38.4	0.0	-	-
Total %	4.2	34.6	0.0	0.0	38.8	0.0	0.0	0.0	0.0	0.0	0.0	41.5	8.1	0.0	49.6	7.2	0.0	4.5	0.0	11.6	-
All Vehicles (no classification)	504	4202	0	0	4706	0	0	0	0	0	0	5034	977	0	6011	868	0	542	0	1410	12127
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0



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Count Name: Alexandria Pike & Martha Layne
 Collins
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Alexandria Pike Southbound					Existing Driveway Westbound					Alexandria Pike Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:30 AM	12	189	0	0	201	0	0	0	0	0	0	421	61	0	482	21	0	24	0	45	728
7:45 AM	23	211	0	0	234	0	0	0	0	0	0	371	68	0	439	33	0	19	0	52	725
8:00 AM	24	206	0	0	230	0	0	0	0	0	0	335	68	0	403	31	0	12	0	43	676
8:15 AM	26	168	0	0	194	0	0	0	0	0	0	314	76	0	390	39	0	19	0	58	642
Total	85	774	0	0	859	0	0	0	0	0	0	1441	273	0	1714	124	0	74	0	198	2771
Approach %	9.9	90.1	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	84.1	15.9	0.0	-	62.6	0.0	37.4	0.0	-	-
Total %	3.1	27.9	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	9.9	0.0	61.9	4.5	0.0	2.7	0.0	7.1	-
PHF	0.817	0.917	0.000	0.000	0.918	0.000	0.000	0.000	0.000	0.000	0.000	0.856	0.898	0.000	0.889	0.795	0.000	0.771	0.000	0.853	0.952
All Vehicles (no classification)	85	774	0	0	859	0	0	0	0	0	0	1441	273	0	1714	124	0	74	0	198	2771
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0



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Count Name: Alexandria Pike & Martha Layne
 Collins
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 5

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Alexandria Pike Southbound					Existing Driveway Westbound					Alexandria Pike Northbound					Martha Layne Collins Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:15 PM	35	359	0	0	394	0	0	0	0	0	0	302	60	0	362	74	0	38	0	112	868
4:30 PM	53	382	0	0	435	0	0	0	0	0	0	266	61	0	327	85	0	38	0	123	885
4:45 PM	50	378	0	0	428	0	0	0	0	0	0	232	58	0	290	85	0	56	0	141	859
5:00 PM	50	314	0	0	364	0	0	0	0	0	0	314	55	0	369	92	0	51	0	143	876
Total	188	1433	0	0	1621	0	0	0	0	0	0	1114	234	0	1348	336	0	183	0	519	3488
Approach %	11.6	88.4	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	82.6	17.4	0.0	-	64.7	0.0	35.3	0.0	-	-
Total %	5.4	41.1	0.0	0.0	46.5	0.0	0.0	0.0	0.0	0.0	0.0	31.9	6.7	0.0	38.6	9.6	0.0	5.2	0.0	14.9	-
PHF	0.887	0.938	0.000	0.000	0.932	0.000	0.000	0.000	0.000	0.000	0.000	0.887	0.959	0.000	0.913	0.913	0.000	0.817	0.000	0.907	0.985
All Vehicles (no classification)	188	1433	0	0	1621	0	0	0	0	0	0	1114	234	0	1348	336	0	183	0	519	3488
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0



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Count Name: Salmon Pass & Kroger
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 1

Turning Movement Data

Start Time	Salmon Pass Southbound				Kroger Access Westbound				Salmon Pass Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:00 AM	2	4	0	6	0	0	0	0	0	3	0	3	9
7:15 AM	0	1	0	1	2	0	0	2	0	6	0	6	9
7:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	3
7:45 AM	1	1	0	2	2	0	0	2	0	3	0	3	7
Hourly Total	3	6	0	9	7	0	0	7	0	12	0	12	28
8:00 AM	3	2	0	5	1	1	0	2	1	2	0	3	10
8:15 AM	1	1	0	2	2	0	0	2	0	1	0	1	5
8:30 AM	2	0	0	2	3	0	0	3	0	2	0	2	7
8:45 AM	3	3	0	6	1	0	0	1	0	2	0	2	9
Hourly Total	9	6	0	15	7	1	0	8	1	7	0	8	31
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	6	0	7	3	1	0	4	0	0	0	0	11
4:15 PM	1	4	0	5	10	0	0	10	0	1	0	1	16
4:30 PM	3	7	0	10	13	0	0	13	0	6	0	6	29
4:45 PM	0	3	0	3	5	0	0	5	0	2	0	2	10
Hourly Total	5	20	0	25	31	1	0	32	0	9	0	9	66
5:00 PM	0	5	0	5	8	0	0	8	1	2	0	3	16
5:15 PM	3	1	0	4	2	0	0	2	0	1	0	1	7
5:30 PM	1	9	0	10	10	0	0	10	0	1	0	1	21
5:45 PM	6	2	0	8	7	1	0	8	2	2	0	4	20
Hourly Total	10	17	0	27	27	1	0	28	3	6	0	9	64
Grand Total	27	49	0	76	72	3	0	75	4	34	0	38	189
Approach %	35.5	64.5	0.0	-	96.0	4.0	0.0	-	10.5	89.5	0.0	-	-
Total %	14.3	25.9	0.0	40.2	38.1	1.6	0.0	39.7	2.1	18.0	0.0	20.1	-
All Vehicles (no classification)	27	49	0	76	72	3	0	75	4	34	0	38	189
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Salmon Pass & Kroger
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Salmon Pass Southbound				Kroger Access Westbound				Salmon Pass Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
8:00 AM	3	2	0	5	1	1	0	2	1	2	0	3	10
8:15 AM	1	1	0	2	2	0	0	2	0	1	0	1	5
8:30 AM	2	0	0	2	3	0	0	3	0	2	0	2	7
8:45 AM	3	3	0	6	1	0	0	1	0	2	0	2	9
Total	9	6	0	15	7	1	0	8	1	7	0	8	31
Approach %	60.0	40.0	0.0	-	87.5	12.5	0.0	-	12.5	87.5	0.0	-	-
Total %	29.0	19.4	0.0	48.4	22.6	3.2	0.0	25.8	3.2	22.6	0.0	25.8	-
PHF	0.750	0.500	0.000	0.625	0.583	0.250	0.000	0.667	0.250	0.875	0.000	0.667	0.775
All Vehicles (no classification)	9	6	0	15	7	1	0	8	1	7	0	8	31
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Salmon Pass & Kroger
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 5

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Salmon Pass Southbound				Kroger Access Westbound				Salmon Pass Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
4:15 PM	1	4	0	5	10	0	0	10	0	1	0	1	16
4:30 PM	3	7	0	10	13	0	0	13	0	6	0	6	29
4:45 PM	0	3	0	3	5	0	0	5	0	2	0	2	10
5:00 PM	0	5	0	5	8	0	0	8	1	2	0	3	16
Total	4	19	0	23	36	0	0	36	1	11	0	12	71
Approach %	17.4	82.6	0.0	-	100.0	0.0	0.0	-	8.3	91.7	0.0	-	-
Total %	5.6	26.8	0.0	32.4	50.7	0.0	0.0	50.7	1.4	15.5	0.0	16.9	-
PHF	0.333	0.679	0.000	0.575	0.692	0.000	0.000	0.692	0.250	0.458	0.000	0.500	0.612
All Vehicles (no classification)	4	19	0	23	36	0	0	36	1	11	0	12	71
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Martha Layne Collins & Kroger
 Temporary Access
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 1

Turning Movement Data

Start Time	Martha Layne Collins Westbound				Kroger Temp. Northbound				Martha Layne Collins Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:00 AM	23	0	0	23	0	2	0	2	0	45	0	45	70
7:15 AM	37	0	0	37	0	0	0	0	0	35	0	35	72
7:30 AM	64	1	0	65	0	0	0	0	0	41	0	41	106
7:45 AM	91	0	0	91	1	0	0	1	0	48	0	48	140
Hourly Total	215	1	0	216	1	2	0	3	0	169	0	169	388
8:00 AM	76	0	0	76	1	1	0	2	2	45	0	47	125
8:15 AM	76	0	0	76	1	2	0	3	2	52	0	54	133
8:30 AM	105	0	0	105	0	2	0	2	1	49	0	50	157
8:45 AM	86	0	0	86	0	2	0	2	2	52	0	54	142
Hourly Total	343	0	0	343	2	7	0	9	7	198	0	205	557
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	55	0	0	55	2	4	0	6	5	101	0	106	167
4:15 PM	75	0	0	75	1	0	0	1	6	103	0	109	185
4:30 PM	68	1	0	69	1	0	0	1	4	116	0	120	190
4:45 PM	77	0	0	77	0	2	0	2	4	131	0	135	214
Hourly Total	275	1	0	276	4	6	0	10	19	451	0	470	756
5:00 PM	66	0	0	66	0	2	0	2	3	143	0	146	214
5:15 PM	81	0	0	81	2	1	0	3	2	129	0	131	215
5:30 PM	87	0	0	87	1	4	0	5	2	111	0	113	205
5:45 PM	84	1	0	85	1	1	0	2	4	85	0	89	176
Hourly Total	318	1	0	319	4	8	0	12	11	468	0	479	810
Grand Total	1151	3	0	1154	11	23	0	34	37	1286	0	1323	2511
Approach %	99.7	0.3	0.0	-	32.4	67.6	0.0	-	2.8	97.2	0.0	-	-
Total %	45.8	0.1	0.0	46.0	0.4	0.9	0.0	1.4	1.5	51.2	0.0	52.7	-
All Vehicles (no classification)	1151	3	0	1154	11	23	0	34	37	1286	0	1323	2511
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



Bayer Becker
 6900 Tylersville Road
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 513-336-6600 jenniferengels@bayerbecker.com

Count Name: Martha Layne Collins & Kroger
 Temporary Access
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Martha Layne Collins Westbound				Kroger Temp. Northbound				Martha Layne Collins Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
8:00 AM	76	0	0	76	1	1	0	2	2	45	0	47	125
8:15 AM	76	0	0	76	1	2	0	3	2	52	0	54	133
8:30 AM	105	0	0	105	0	2	0	2	1	49	0	50	157
8:45 AM	86	0	0	86	0	2	0	2	2	52	0	54	142
Total	343	0	0	343	2	7	0	9	7	198	0	205	557
Approach %	100.0	0.0	0.0	-	22.2	77.8	0.0	-	3.4	96.6	0.0	-	-
Total %	61.6	0.0	0.0	61.6	0.4	1.3	0.0	1.6	1.3	35.5	0.0	36.8	-
PHF	0.817	0.000	0.000	0.817	0.500	0.875	0.000	0.750	0.875	0.952	0.000	0.949	0.887
All Vehicles (no classification)	343	0	0	343	2	7	0	9	7	198	0	205	557
% All Vehicles (no classification)	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



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 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Martha Layne Collins Westbound				Kroger Temp. Northbound				Martha Layne Collins Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
4:45 PM	77	0	0	77	0	2	0	2	4	131	0	135	214
5:00 PM	66	0	0	66	0	2	0	2	3	143	0	146	214
5:15 PM	81	0	0	81	2	1	0	3	2	129	0	131	215
5:30 PM	87	0	0	87	1	4	0	5	2	111	0	113	205
Total	311	0	0	311	3	9	0	12	11	514	0	525	848
Approach %	100.0	0.0	0.0	-	25.0	75.0	0.0	-	2.1	97.9	0.0	-	-
Total %	36.7	0.0	0.0	36.7	0.4	1.1	0.0	1.4	1.3	60.6	0.0	61.9	-
PHF	0.894	0.000	0.000	0.894	0.375	0.563	0.000	0.600	0.688	0.899	0.000	0.899	0.986
All Vehicles (no classification)	311	0	0	311	3	9	0	12	11	514	0	525	848
% All Vehicles (no classification)	100.0	-	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Kroger Internal Access
 Site Code: 24-0264
 Start Date: 10/02/2024
 Page No: 1

Turning Movement Data

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	1	3	9	0	13	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	15
7:15 AM	5	0	5	0	10	6	0	0	0	6	0	0	0	0	0	0	2	2	0	4	20
7:30 AM	3	3	6	0	12	6	0	0	0	6	0	0	0	0	0	0	2	4	0	6	24
7:45 AM	2	4	6	0	12	5	1	0	0	6	1	1	0	0	2	0	1	2	0	3	23
Hourly Total	11	10	26	0	47	18	2	0	0	20	1	1	0	0	2	0	5	8	0	13	82
8:00 AM	2	3	3	0	8	3	2	1	0	6	2	0	0	0	2	1	0	3	0	4	20
8:15 AM	6	5	10	0	21	5	2	0	0	7	2	1	0	0	3	0	1	4	0	5	36
8:30 AM	4	3	8	0	15	6	3	0	0	9	0	2	0	0	2	0	2	2	0	4	30
8:45 AM	4	4	8	0	16	11	2	1	0	14	3	3	0	0	6	0	3	1	0	4	40
Hourly Total	16	15	29	0	60	25	9	2	0	36	7	6	0	0	13	1	6	10	0	17	126
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	8	3	20	0	31	6	3	2	0	11	10	9	0	0	19	0	4	7	0	11	72
4:15 PM	6	10	14	0	30	7	3	0	0	10	5	7	0	0	12	0	6	8	0	14	66
4:30 PM	8	16	10	0	34	4	4	1	0	9	7	14	0	0	21	0	9	5	0	14	78
4:45 PM	8	9	15	0	32	4	3	1	0	8	4	9	0	0	13	0	4	7	0	11	64
Hourly Total	30	38	59	0	127	21	13	4	0	38	26	39	0	0	65	0	23	27	0	50	280
5:00 PM	7	15	10	0	32	6	4	3	0	13	2	9	0	0	11	1	6	8	0	15	71
5:15 PM	13	8	23	0	44	10	7	1	0	18	9	11	0	0	20	0	7	8	0	15	97
5:30 PM	8	3	19	0	30	15	8	1	0	24	7	16	0	0	23	0	6	8	0	14	91
5:45 PM	7	6	13	0	26	5	5	0	0	10	8	5	0	0	13	0	4	5	0	9	58
Hourly Total	35	32	65	0	132	36	24	5	0	65	26	41	0	0	67	1	23	29	0	53	317
Grand Total	92	95	179	0	366	100	48	11	0	159	60	87	0	0	147	2	57	74	0	133	805
Approach %	25.1	26.0	48.9	0.0	-	62.9	30.2	6.9	0.0	-	40.8	59.2	0.0	0.0	-	1.5	42.9	55.6	0.0	-	-
Total %	11.4	11.8	22.2	0.0	45.5	12.4	6.0	1.4	0.0	19.8	7.5	10.8	0.0	0.0	18.3	0.2	7.1	9.2	0.0	16.5	-
All Vehicles (no classification)	92	95	179	0	366	100	48	11	0	159	60	87	0	0	147	2	57	74	0	133	805
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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 Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
8:00 AM	2	3	3	0	8	3	2	1	0	6	2	0	0	0	2	1	0	3	0	4	20
8:15 AM	6	5	10	0	21	5	2	0	0	7	2	1	0	0	3	0	1	4	0	5	36
8:30 AM	4	3	8	0	15	6	3	0	0	9	0	2	0	0	2	0	2	2	0	4	30
8:45 AM	4	4	8	0	16	11	2	1	0	14	3	3	0	0	6	0	3	1	0	4	40
Total	16	15	29	0	60	25	9	2	0	36	7	6	0	0	13	1	6	10	0	17	126
Approach %	26.7	25.0	48.3	0.0	-	69.4	25.0	5.6	0.0	-	53.8	46.2	0.0	0.0	-	5.9	35.3	58.8	0.0	-	-
Total %	12.7	11.9	23.0	0.0	47.6	19.8	7.1	1.6	0.0	28.6	5.6	4.8	0.0	0.0	10.3	0.8	4.8	7.9	0.0	13.5	-
PHF	0.667	0.750	0.725	0.000	0.714	0.568	0.750	0.500	0.000	0.643	0.583	0.500	0.000	0.000	0.542	0.250	0.500	0.625	0.000	0.850	0.788
All Vehicles (no classification)	16	15	29	0	60	25	9	2	0	36	7	6	0	0	13	1	6	10	0	17	126
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:45 PM	8	9	15	0	32	4	3	1	0	8	4	9	0	0	13	0	4	7	0	11	64
5:00 PM	7	15	10	0	32	6	4	3	0	13	2	9	0	0	11	1	6	8	0	15	71
5:15 PM	13	8	23	0	44	10	7	1	0	18	9	11	0	0	20	0	7	8	0	15	97
5:30 PM	8	3	19	0	30	15	8	1	0	24	7	16	0	0	23	0	6	8	0	14	91
Total	36	35	67	0	138	35	22	6	0	63	22	45	0	0	67	1	23	31	0	55	323
Approach %	26.1	25.4	48.6	0.0	-	55.6	34.9	9.5	0.0	-	32.8	67.2	0.0	0.0	-	1.8	41.8	56.4	0.0	-	-
Total %	11.1	10.8	20.7	0.0	42.7	10.8	6.8	1.9	0.0	19.5	6.8	13.9	0.0	0.0	20.7	0.3	7.1	9.6	0.0	17.0	-
PHF	0.692	0.583	0.728	0.000	0.784	0.583	0.688	0.500	0.000	0.656	0.611	0.703	0.000	0.000	0.728	0.250	0.821	0.969	0.000	0.917	0.832
All Vehicles (no classification)	36	35	67	0	138	35	22	6	0	63	22	45	0	0	67	1	23	31	0	55	323
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Historical Traffic Volume Summary

Station Details:

Sta ID:	019K54
Sta Type:	Classification
Map:	MapIt
District:	6
County:	Campbell
Route:	019-KY-2345 -000
Route Desc:	MARTHA L. COLLINS BLVD

Begin MP:	0
Begin Desc:	US 127
End Mp:	0.5910
End Desc:	KY 3490 (JOHNS HILL RD/KNOLLWD
Impact Year:	
Year Added:	

Newest Count:

AADT:	7143
Year:	2022
% Single:	5.3850
% Combo:	7.9470
K Factor:	9.80
D Factor:	65

Definitions:

Sta. ID - Three digit county number + station number

MP - milepoint

Impact Year – year of significant change to traffic pattern within station segment

AADT – Annual Average Daily Traffic – the annualized average 24-hour volume of vehicles on a segment of roadway

% Single – single unit truck volume as a percentage of the AADT

% Combo – combination truck volume as a percentage of the AADT

K Factor – peak hour volume as a percentage of the AADT

D Factor – percentage of peak hour volume flowing in the peak direction

Year	AADT	Year	AADT	Year	AADT
2024		2014	8023	2004	
2023		2013	5567	2003	
2022	7143	2012		2002	
2021		2011		2001	
2020		2010		2000	
2019	8567	2009		1999	
2018	8205	2008		1998	
2017	8679	2007		1997	
2016	8722	2006		1996	
2015	9364	2005		1995	

