

TO: Kenton County Planning Commission Members

FROM: Andy Videkovich, AICP, Director of Planning

RE: Staff Recommendations for the **June 04, 2026**, Public Hearing

DATE: May 27, 2026

PDS submits the attached report and recommendation for your review prior to the scheduled June 04, 2026, public hearing. This information relates to the following agenda item:

FILE NUMBER: PC-26-0007-MA

APPLICANT: Tony Berling on behalf of Kok So Moy

LOCATION: An area of approximately 2.14 acres on the south side of Arlington Road, between Dixie Highway to the east and Aberdeen Road to the west, approximately 165 feet west of Dixie Highway, in Park Hills.

REQUEST: A proposed map amendment to the Park Hills Zoning Ordinance changing the described area from R-U (Residential Urban) to R-M (Residential Mixed); the applicant is proposing to construct 24 multi-family dwelling units (a net density of 13.29 dwelling units per net acre), which includes the realignment of the intersection of Arlington Road with Dixie Highway, a new public street, and off-street parking areas.

Staff will be prepared to address your comments and/or questions regarding the project during the public hearing. If you need additional information or clarification prior to that time, don't hesitate to contact me.

cc: Anthony Berling – Applicant
Greg Berling, B&Z Watercrest, LLC
Kok So Moy - Owner
Mayor Kathy Zembrodt – City Of Park Hills

Map Amendment

File Number: PC-26-0007-MA

Jurisdiction: Park Hills

Applicant: Tony Berling on behalf of Kok So Moy

Project Manager: Patrick Denbow, AICP, Senior Planner

1. **Request:** A proposed map amendment to the Park Hills Zoning Ordinance changing the described area from R-U (Residential Urban) to R-M (Residential Mixed); the applicant is proposing to construct 24 multi-family dwelling units (a net density of 13.29 dwelling units per net acre), which includes the realignment of the intersection of Arlington Road with Dixie Highway, a new public street, and off-street parking areas.

Location: An area of approximately 2.14 acres on the south side of Arlington Road, between Dixie Highway to the east and Aberdeen Road to the west, approximately 165 feet west of Dixie Highway, in Park Hills.



HISTORY & BACKGROUND

1. In 2010, an amendment to the Kenton County Comprehensive Plan (then called the *Comprehensive Plan Update 2006-2026: An Area-Wide Vision for Kenton County*) was approved (P-09-11-01). This update included the following:
 - a. Adopting the Park Hills Dixie Study (2010) into the plan; and
 - b. Amending the recommended land use map for a portion of the study area (including a portion of this subject site) from residential development at a density of 4.1 to 7.0 dwelling units per net acre to residential development at a density of 7.1 to 14.0 dwelling units per net acre.

2. In 2026, the City adopted a new zoning ordinance. This was the culmination of several years of work with a working group and the City to tailor the new zoning ordinance to meet the City’s development goals (PC-25-0010-TX) (Ord. 9, 2025).
3. There is a concurrent text amendment (PC-26-0006-TX) requesting changes to the R-M (Residential Mixed) Zone. This will need to be adopted simultaneously or prior to the map amendment.
4. There is also a concurrent waiver request from the subdivision regulations (W-26-0001) related to the proposed cul-de-sac design.

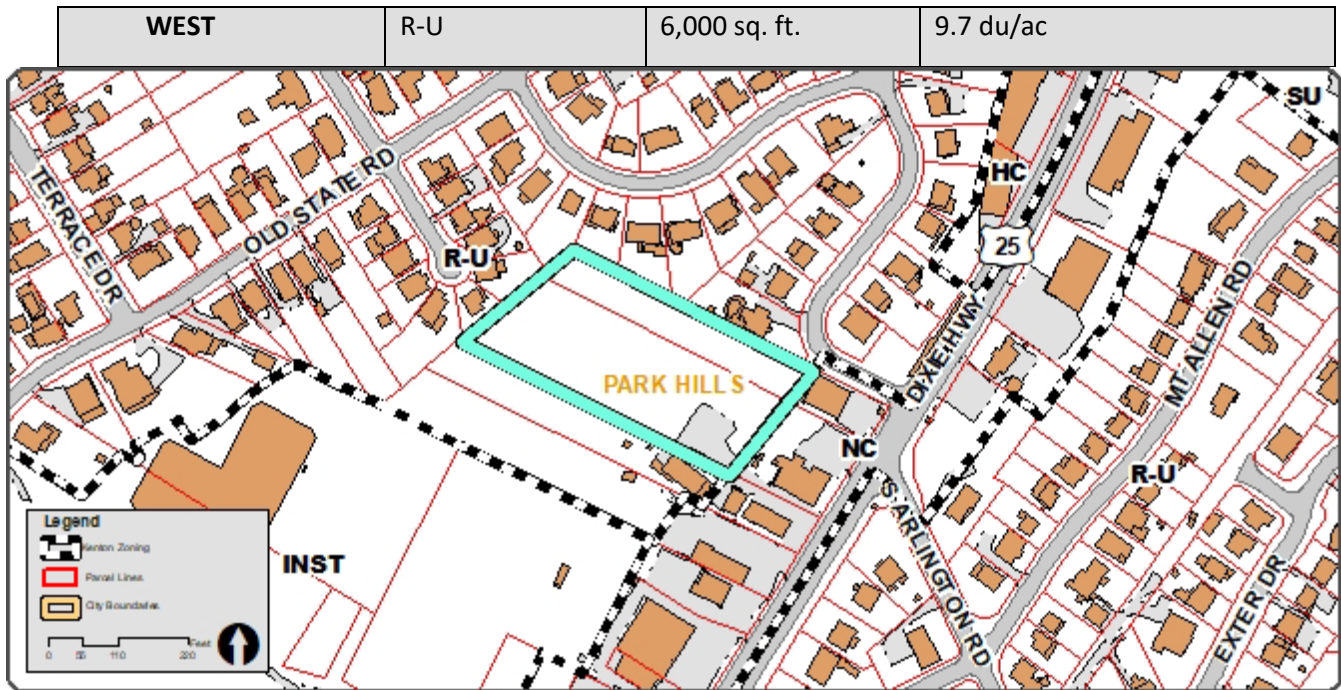
SITE CHARACTERISTICS

1. The site consists of two existing parcels, one at 1502 and one at 1504 Dixie Highway. Both parcels are currently divided between the NC (Neighborhood Commercial) Zone to the front and the R-U (Residential Urban) Zone to the rear.
 - a. 1502 Dixie Highway is currently owned by the City of Park Hills and is approximately 0.85 total acres. Approximately 0.64 acres is included within the area currently zoned R-U and 0.21 acres are in the area currently zoned NC. The front portion of this parcel, currently zoned NC, is not part of this map amendment request and contains a city owned building housing the police department. The rear portion of this parcel, currently zoned R-U, is included in this request and is currently vacant and heavily wooded. This parcel is located at the intersection of Dixie Highway and Arlington Road and contains one existing access point into the front portion of the parcel from Dixie Highway.
 - b. 1504 Dixie Highway is currently privately owned and is the former site of the Szechuan Garden restaurant. This parcel is approximately 1.98 total acres. Approximately 1.51 acres are in the area currently zoned R-U and 0.47 acres are in the area currently zoned NC. The front portion of this parcel, currently zoned NC, is not part of this map amendment request and contains the former restaurant structure and parking lot. The rear portion of this parcel, currently zoned R-U, is included in this request and is largely heavily wooded. There is an existing gravel parking area located within this rear portion, which is only accessible via the adjacent property at 1510 Dixie Highway. The access point into the former restaurant parking area is off Dixie Highway at the lighted intersection with South Arlington Road.
2. The surrounding area consists of a mix of commercial, office, institutional, and residential developments consistent with the nature of a first-ring suburban community.

ANALYSIS

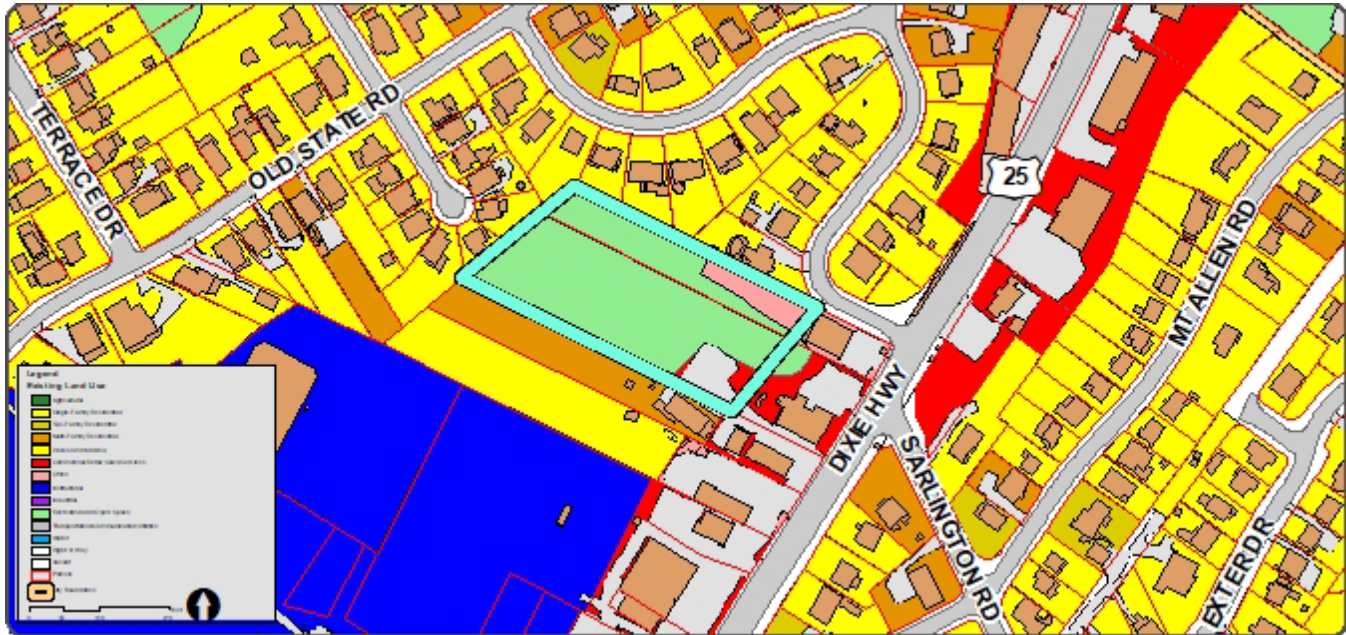
1. Current Zoning

	ZONING	MINIMUM LOT SIZE	MAXIMUM DENSITY
CURRENT	R-U NC	6,000 sq. ft. 10,000 sq. ft.	9.7 du/ac n/a
NORTH	R-U	6,000 sq. ft.	9.7 du/ac
SOUTH	R-U NC	6,000 sq. ft. 10,000 sq. ft.	9.7 du/ac n/a
EAST	NC	10,000 sq. ft.	n/a



2. Existing Land Use

	DESCRIPTION
CURRENT	Open space, office, commercial
NORTH	Single-family
SOUTH	Commercial, multi-family
EAST	Commercial, multi-family
WEST	Single-family, multi-family



PETITION REVIEW

1. R-U (Residential Urban) Zone (**current**)
 - a. Intended to accommodate single-family and two-family dwellings in and around neighborhoods. The established development pattern and character of the built environment must be preserved and protected. Infill development should be sensitive to surrounding scale and context.
 - b. Permits single-family detached and two-family residential dwellings.

Minimum Lot Area (sf)	6,000 ¹
Minimum Lot Width (ft)	50 ¹
Minimum Building Footprint	600
Maximum Residential Density (units/ac)	9.7
Maximum Floor Area Ratio (FAR)	n/a
Maximum Height (ft)	35
Minimum Front Yard Depth (ft)	25
Minimum Side Yard Depth (ft)	5
Minimum Rear Yard Depth (ft)	25

¹ For two-family, the lot size must be 1.5 times the minimum lot size, and 10 feet added to the minimum lot width.

2. R-M (Residential Mixed) Zone (**proposed**)
 - a. Intended to provide for neighborhoods with a combination of single-family attached and detached dwellings, two-family dwellings, and three- and four-family structures. Character and density may vary across the district, but new developments should transition in scale to reflect existing, adjacent

neighborhoods. Development in this district should be organized around walkable, well-connected systems.

- b. Permits cottage court, multi-family, single-family attached, single-family detached, two-family, and three/four family dwelling units.

Minimum Lot Area (sf)	SF Detached – 5,000 SF Attached (townhomes) – 2,000 Two-Family – 8,000 Multi-Family – 4,000 per unit
Minimum Lot Width (ft)	25
Minimum Building Footprint	SF Detached – 600 SF Attached (townhomes) – 500 Two-Family – 500 Multi-Family – 750
Maximum Residential Density (units/ac)	10
Maximum Floor Area Ratio (FAR)	n/a
Maximum Height (ft)	35
Minimum Front Yard Depth (ft)	10
Minimum Side Yard Depth (ft)	5
Minimum Rear Yard Depth (ft)	20

- c. There is a concurrent text amendment to decrease the minimum lot area and lot width and increase the maximum density within the R-M Zone (PC-26-0006-TX). The areas proposed to be changed are denoted above with the **red** text.

- 3. The submitted Concept Development Plan and submitted materials (attached) indicate the following:
 - a. Approximately 2.14 acres requested to be changed from R-U (Residential Urban) to R-M (Residential Mixed)
 - b. 24 multi-family units
 - i. Eight one-bed units
(1) Projected rent range – \$2,000 – \$2,200
 - ii. Eight two-bed units
(1) Projected rent range – \$1,600 – \$1,800
 - iii. Eight three-bed units
(1) Project rent range – \$2,300 – \$2,500
 - iv. Approximately 3,884 square feet of lot area per unit
 - c. Total net density of 13.29 (net density is excepting out all right-of-way areas)
 - d. Northeast units to be townhome style apartments
 - i. Three driveways to three attached garages, with parking in the driveway
 - ii. Additional off-street parking spaces directly accessing a new proposed public street (17 total spaces). These spaces will be 18 feet in depth. This depth includes the five-foot sidewalk area.
 - iii. 24.6 feet setback from east property line at closest point
 - e. Southwest units to be stacked multi-family

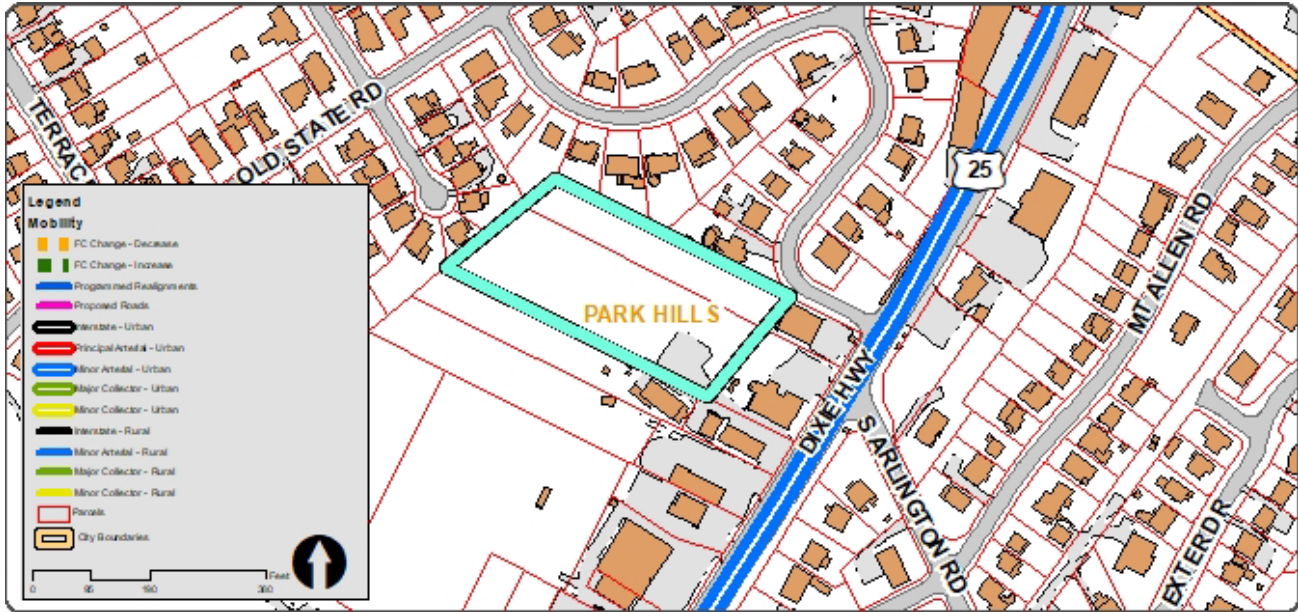
- i. Eight driveways for 16 attached garages with parking in the driveway.
- ii. No additional off-street parking spaces on this side of street
- iii. Two buildings with 16 units per building
 - (1) 20 feet separation between buildings
- iv. 23.7 feet setback from west property line at closest point
- f. Landscaping
 - i. 15-foot landscaping buffer proposed around the east, north, and west sides of the development
- g. Underground detention on a portion of the map amendment area, with a majority of the detention being located outside of the map amendment area in the NC Zone.
- h. Two new public streets
 - i. Realignment of Arlington Road
 - (1) Bringing Arlington Road around the existing city-owned building (police station) to align the intersection directly across from South Arlington Road. The intent of this is to eliminate one of the two existing successive traffic lights at these intersections.
 - (2) New alignment to enter into the subject site to the rear of the city building, intersecting with the proposed residential road into the proposed development. The developer has indicated that this roadway could be extended to other adjacent sites in the future to act as a frontage road for access.
 - (3) 40 feet of right-of-way
 - (4) 25 feet of pavement

Please note that only a portion of the realignment is part of this map amendment request. All areas of this project outside of this map amendment area are not subject to review as part of this map amendment.

 - ii. New public street to serve the proposed residential development
 - (1) Beginning at the intersection with realigned Arlington Road
 - (2) 28 feet of right-of-way
 - (3) 25 feet of pavement
 - (4) Five-foot sidewalks along each side, including around cul-de-sac.
 - (5) Cul-de-sac to have 41 feet of right-of-way and 38 feet of pavement and is the subject of a concurrent waiver request.
 - (6) North side of the street to have direct access to 17 off-street parking spaces as well as access to three driveways
 - (7) South side of the street to have access to eight driveways

COMPREHENSIVE PLAN

1. **Mobility:** Dixie Highway is classified as a minor arterial – urban street. Arlington Road is classified as a local street. There are currently sidewalks along both sides of Dixie Highway and along one side (the side adjacent to the site) of Arlington Road. TANK operates bus routes along Dixie Highway, with a formalized bus stop shelter located directly across Dixie Highway from the intersection with Arlington Road.



2. **Comprehensive Plan:** A full review of the 2024 Comprehensive Plan Update goals, objectives, recommendations, and tasks was conducted by staff. The full review is available in the issue file. The following is a summary of what staff finds to be the most relevant sections:
 - a. PDS staff finds that the submitted request is consistent with the following:
 - i. **Goals and Objectives**
 - ii. **Sub Areas (Suburban) Element**
 - iii. **Mobility Element**
 - iv. **Housing Element**

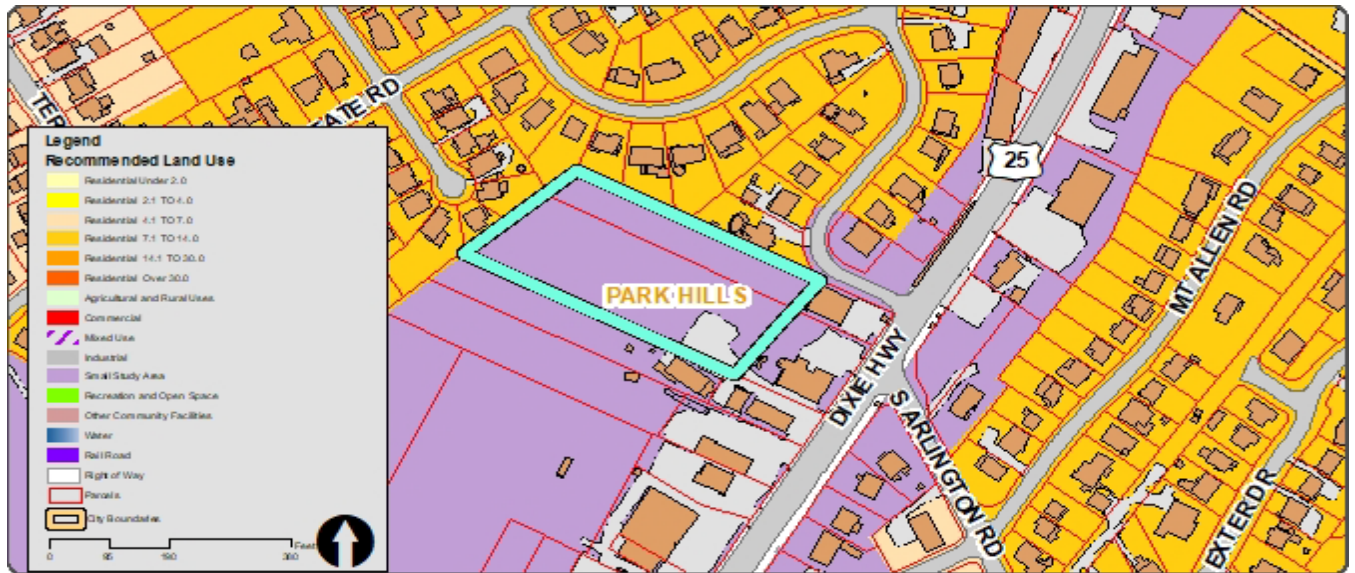
Staff findings: The proposed development allows for the creation of a variety of housing types and promotes housing infill and redevelopment in an area that is underutilized and appropriate for redevelopment. The proposed development encourages denser development near employment hubs, transit lines, gathering places, and activity nodes. It will be providing multi-family units of income-aligned housing, specifically the one-bedroom units. Changing the property to Residential Mixed will provide a zoning mechanism to provide mixed residential uses that include a variety of residential types. The development also serves a role in improving infrastructure that can strengthen a first-ring suburb.

- b. PDS Staff finds that the following areas are relevant, but there is conflicting information or insufficient information has been submitted to determine compliance:
 - i. **Mobility Element**
 - ii. **Housing Element**

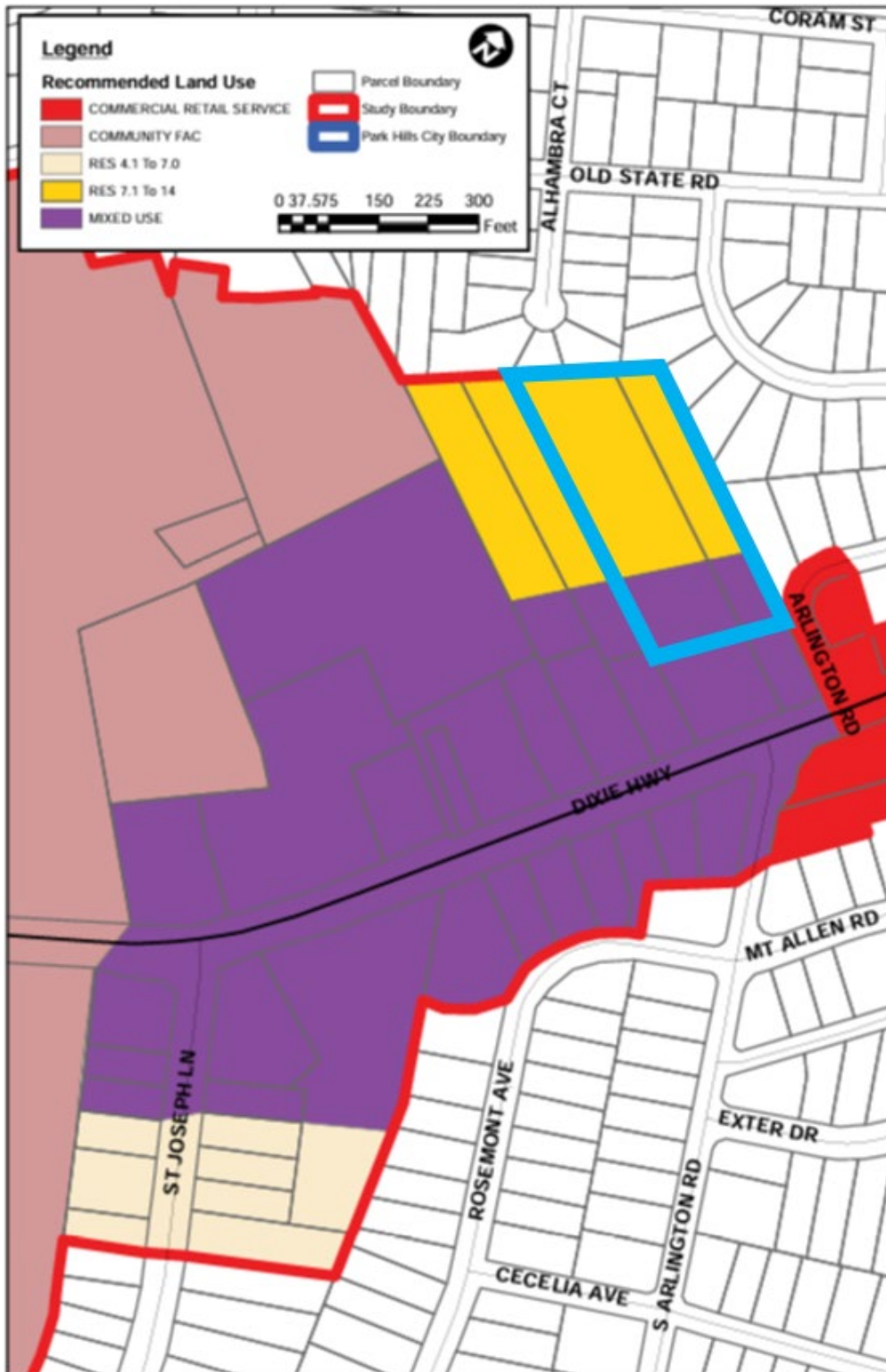
Staff findings: It is unclear on the plans what type of sidewalks are proposed for the realigned Arlington Road. Most of this realignment is located outside of the map amendment area, but there are sections of this roadway located within the map amendment area. The applicant has stated via email that sidewalks will be included on Arlington Road in all areas that are within the map amendment area. These sidewalks will need to be included in future plans. Additionally, although the plan is providing income-aligned housing options for the one-bedroom units, the two and three-bedroom units appear to be closer to the areas of current surplus housing supply.

3. Recommended Land Use

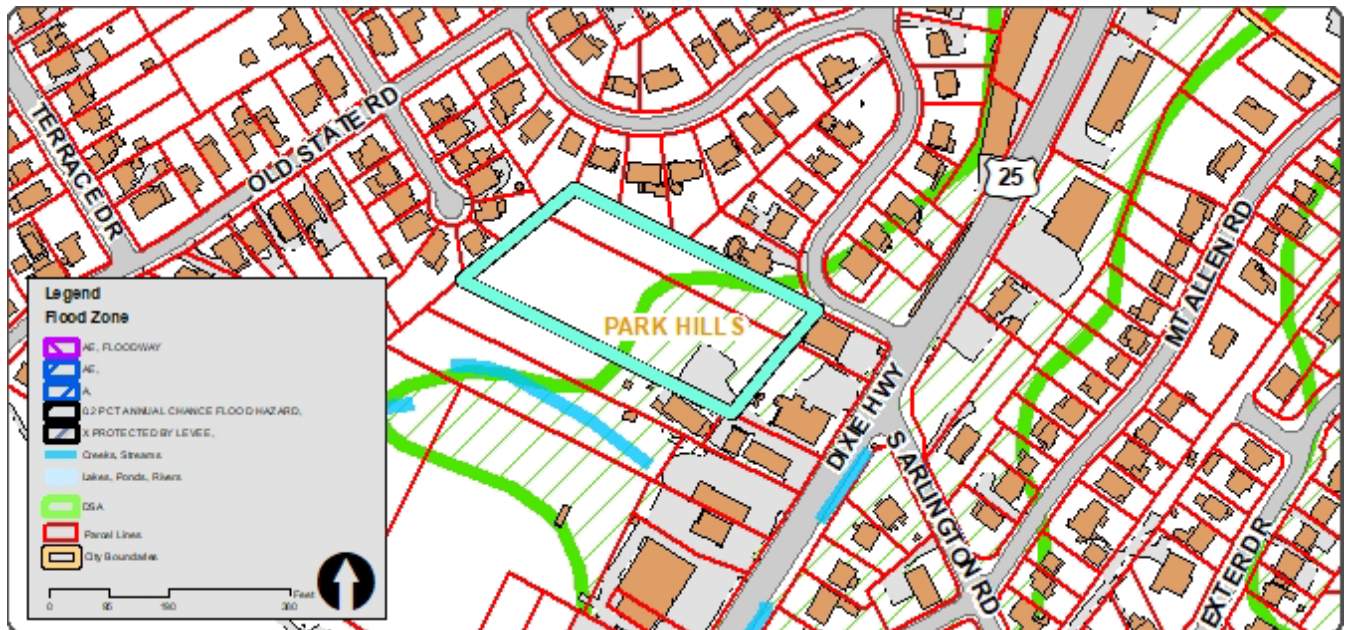
	DESCRIPTION
CURRENT	Park Hills Dixie Study (2010)
NORTH	Residential 7.1-14.0 du/na
SOUTH	Park Hills Dixie Study (2010)
EAST	Park Hills Dixie Study (2010)
WEST	Residential 7.1-14.0 du/na



Recommended Land Use Map from the Park Hills Dixie Study (2010)
Approximate location of Map Amendment outlined in blue:



- a. The front half of the site contains areas of DSA. There are no blueline streams on the site.



Staff findings: The proposed development is consistent with the recommended land use as outlined in the Park Hills Dixie Study (2010), which identifies the site for residential at a density of 7.1 to 14.0 dwelling units per net acre and mixed-use developments. The proposed development is 13.29 dwelling units per net acre, which falls into this recommended range. Additionally, the study notes that increased residential density in close proximity to the core area will increase the likelihood of residents walking to their destination for goods and services and that retaining a portion of this area for residential development also acts as a good buffer between the residential development on Old State Road/Aberdeen Road and the more intense mixed use development anticipated by the plan. Although the plan discusses new “owner occupied” and “Condominium” developments within this area, the proposed development is consistent with the need for increasing the housing supply within Park Hills.

Additionally, the adjacent established neighborhood to the north and west is also recommended for residential at a density of 7.1 to 14.0 dwelling units per net acre, indicating consistency with the surrounding neighborhood as well.

STATE STATUTE

1. KRS 100.213 states that before any map amendment is granted, the planning commission or the legislative body or fiscal court must find that the map amendment is in agreement with the adopted comprehensive plan, or, in the absence of such a finding, that one (1) or more of the following apply and such finding shall be recorded in the minutes and records of the planning commission or the legislative body or fiscal court:
 - a. That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate;
 - b. That there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.

STAFF RECOMMENDATION: Favorable recommendation on the proposed map amendment to the Park Hills Zoning Ordinance changing the described area from R-U (Residential Urban) to R-M (Residential Mixed); the applicant is proposing to construct 24 multi-family dwelling units (a net density of 13.29 dwelling units per net acre), which includes the realignment of the intersection of Arlington Road with Dixie Highway, a new public street, and off-street parking areas; subject to the applicant agreeing to the following conditions:

That the concurrent text amendment (PC-26-0006-TX) be approved simultaneously with or prior to the map amendment

SUPPORTING INFORMATION/BASES FOR STAFF RECOMMENDATION

1. The proposed map amendment is generally in agreement with the adopted comprehensive plan. The proposed plan will provide for a variety of new housing options, some of which will be income-aligned. The proposed density is consistent with the recommended land use map and is also consistent with the recommended density of the surrounding residential neighborhood. This development will serve as a buffer between the surrounding established neighborhood and the commercial/institutional/office areas along Dixie Highway.
2. The submitted Concept Development Plan, as conditioned, meets the minimum requirements of the Park Hills Zoning Ordinance. Without the concurrent text amendment, the following areas would not be meeting the minimum requirements of the Park Hills Zoning Ordinance:
 - a. Section 3.04.F., currently establishes a maximum density for the R-M Zone of 10 dwelling units per net acre where the development plan is showing a net density of 13.29. The concurrent text amendment proposes a maximum density of 15 dwelling units per net acre.
 - b. Section 10.03, A. 1., currently provides that no private off-street parking spaces shall directly connect to public streets, except for single-family (attached and detached) residential. The development plan shows 17 off-street parking spaces directly connecting to a public street. The concurrent text amendment proposes an additional exception for the R-M Zone.

ADDITIONAL INFORMATION

1. While not required on the Concept Development Plan, if approved, the following information is required with future permit applications:
 - a. A detailed landscape and signage plan will be required.
 - b. Section 4.05 provides use specific standards for multi-family uses. Sufficient information must be provided to show compliance with these regulations.
 - c. Section 7.05 provides regulations for site lighting. Sufficient information must be provided to show compliance with these regulations.
 - d. Section 7.06 provides regulations for fences and walls. Sufficient information must be provided to show compliance with these regulations.
 - e. Section 8.06 provides requirements for storm water management. Sufficient information must be provided to show compliance with these regulations.
 - f. Section 8.09 provides requirements for excavation, grading, movement of soil, tree removal, and erosion and sedimentation control. Sufficient information must be provided to show compliance with these regulations.

- g. Article 10 provides requirements for off-street parking. Sufficient information must be provided to show compliance with these regulations. Staff has had discussions with the applicant regarding shifting the site plans to allow additional space for the 17 off-street parking spaces to reduce the need for vehicular overhang. The applicant has indicated that they may adjust the plans, while maintaining all setback and buffering requirements.
 - h. Section 11.09 provides permitted sign requirements. Sufficient information must be provided to show compliance with these regulations.
2. The submitted concept and Stage I Development Plan meet the minimum requirements of the Kenton County Subdivision Regulations, except for the following:
- a. Section 4.1-11 requires installation of sidewalks. The applicant must provide sidewalks along Arlington Road.
 - b. Section 4.3-2 of the Kenton County Subdivision Regulations state that all stormwater drainage systems shall comply with the Northern Kentucky Regional Storm Water Management Program Rules and Regulations of Sanitation District No. 1 (SD1's Storm Water Regulations). SD1 reviews developments that disturbs one acre of land or greater. Sufficient information will need to be submitted with the future permits.
 - c. Article 7 of the Kenton County Subdivision Regulations outline the need for Traffic Impact Studies (TIS). Although a TIS is not required for the subject residential development, there may be TIS requirements for the greater project related to the realignment of Arlington Road. Staff understands that discussion with KYTC has been ongoing regarding this project. Continued coordination with KYTC, PDS, and the City will be required as that project moves forward.
 - d. Detail #24/24b in Appendix A of the Kenton County Subdivision Regulations details the geometric design requirements for cul-de-sac and multifamily turn around streets. A concurrent waiver request has been submitted (W-26-0001).

Patrick Denbow

From: Andy Videkovich
Sent: Tuesday, May 19, 2026 2:40 PM
To: Patrick Denbow
Subject: FW: Park Hills map amendment



Andy Videkovich, AICP

Director of Planning
Planning and Development Services of Kenton County
1840 Simon Kenton Way, Suite 3400
Covington, KY 41011-3693
[859-331-8980](tel:859-331-8980) | pdskc.org

From: Greg Berling [REDACTED]
Sent: Wednesday, May 13, 2026 9:32 AM
To: Andy Videkovich <avidekovich@pdskc.org>
Subject: RE: Park Hills map amendment

Berling should have put the Net Density on the bottom right corner of the page. The calculations are:

Total Residential Area: 2.12 acres
Right-of-way: 0.31 acres
Total Net Acreage 1.81 acres
Total Net Density 13.29 u/net acre

From: Andy Videkovich <avidekovich@pdskc.org>
Sent: Wednesday, May 13, 2026 8:28 AM
To: Greg Berling [REDACTED]
Subject: RE: Park Hills map amendment

Thanks Greg. Patrick, who was involved with the pre-app, is out this week, so I apologize if these questions have been discussed already. I want to make sure our notification is correct.

One final question, what is the area of the right-of-way just on the site to be rezoned? We will need this info to calculate the net density.



Andy Videkovich, AICP

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From: Greg Berling [REDACTED]
Sent: Tuesday, May 12, 2026 5:55 PM
To: Andy Videkovich <avidekovich@pdskc.org>
Subject: Re: Park Hills map amendment

24 units. 8 of each 1 bed, 2 bed, & 3 bed

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From: Andy Videkovich <avidekovich@pdskc.org>
Sent: Tuesday, May 12, 2026 4:43:10 PM
To: Greg Berling [REDACTED]
Subject: Park Hills map amendment

Greg,

We received the application. Can you clarify for me how many units there are proposed?



Andy Videkovich, AICP
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[THIS EMAIL IS FROM AN EXTERNAL SOURCE]

[THIS EMAIL IS FROM AN EXTERNAL SOURCE]

Patrick Denbow

From: Greg Berling [REDACTED]
Sent: Tuesday, May 26, 2026 4:39 PM
To: Patrick Denbow
Subject: RE: Park Hills Map Amendment

Here are my projected rents for each size unit below.

1 Bed - \$2000 - \$2200
2 Bed - \$1600 - \$1800
3 Bed - \$2300 - \$2500

From: Patrick Denbow <pdenbow@pdskc.org>
Sent: Tuesday, May 26, 2026 3:35 PM
To: Greg Berling [REDACTED]
Subject: Park Hills Map Amendment

Greg,

Are you able to confirm for me approximate expected price points for the proposed units and let me know where in the chart below these units will approximately fall? We use this information as part of our comprehensive plan review for map amendments.

Household Income Required	Max Monthly Housing Cost	Rent				Own			
		1BR	2BR	3BR	4BR+	1BR	2BR	3BR	4BR+
Less than \$15000	\$313	-1,687	-1,567	-709	-120	-129	-405	-796	-267
\$15,000-24,999	\$521	-1,000	-1,159	-810	-229	-37	-164	-743	-222
\$25,000-34,999	\$729	-601	-961	-689	-122	12	-80	-774	-338
\$35,000-49,999	\$1,042	-1,156	-1,315	-670	-216	63	931	559	-388
\$50,000-74,999	\$1,563	-1,000	-1,033	-470	-242	-20	1,613	3,966	559
\$75,000-99,999	\$2,083	-185	638	1,913	180	-78	512	2,760	1,400
\$100,000-149,999	\$3,125	-193	-201	141	1,142	-62	-287	-1,834	3,038
\$150,000-199,999	\$4,167	-89	-77	-70	78	-13	-63	-879	-80
\$200,000 or more	--	-52	-71	-24	-17	-24	-111	-774	-1,424

Note on interpretation: Blue cells denote a deficit of housing at that size and price point. For example, there is a deficit of one- and two-bedroom units in the home ownership market. The darker the color, the deeper the deficit. Red cells represent a housing surplus, or where the supply of housing is larger than current demand. Here, there is a surplus of 3- and 4-bedroom units in mid-price ranges.

Thank you,



Patrick Denbow, AICP

Senior Planner

Planning and Development Services of Kenton County

1840 Simon Kenton Way, Suite 3400

Covington, KY 41011-3693

[859-392-7034](tel:859-392-7034) | pdskc.org

[THIS EMAIL IS FROM AN EXTERNAL SOURCE]

Patrick Denbow

From: Scott Rigney [REDACTED]
Sent: Friday, May 8, 2026 2:57 PM
To: Greg Berling
Cc: Kathy Zembrodt-Park Hills - Mayor; Patrick Denbow
Subject: Re: Szechuan Garden cul-de-sac

Mr. Berling,

I do not have a problem with this style of turnaround. It has proven sufficient on the end of Altavia Ave. However, I would like to see another fire hydrant installed at the new streets entrance and Dixie Hwy. The current hydrant is essential for all of the commercial occupancies on Dixie Hwy. and the distance between 1522 hydrant and Finkes Pub 1458 hydrant would be too great with the removal of Dixie and Arlington. Please let me know if you have any questions.

Regards,

John Rigney

Fire Chief

Sent from my iPhone

On May 8, 2026, at 2:29 PM, Greg Berling [REDACTED] wrote:

NKOL

Warning: Sender gberling@cbman.com is not yet trusted by your organization.
Please be careful before replying or clicking/downloading the attachment.

[Mark as Dangerous](#) [Mark as Safe](#)

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Chief Rigney & Mayor Zembrodt,

I have submitted the map amendment request to PDS for the Szechuan Garden redevelopment. The design for the street terminus is a hammer-head style of turn-around which will require a waiver to the Kenton County Subdivision regulations in appendix A figure 24. The turnaround was designed by Bayer Becker for Park Hills and installed at the end of Altavia Ave. I used the same design for the Pinnacle of Ft. Mitchell townhome development and the city fire department approved the waiver. If you could please review and let me know any concerns. If you are ok with the design in this application I'd ask you communicate that to Patrick Denbow (pdenbow@pdskc.org) with PDS.

Thank you,

Greg Berling

Berling Investments, LLC

3333 Madison Pk Suite C

Ft. Wright, KY 41017



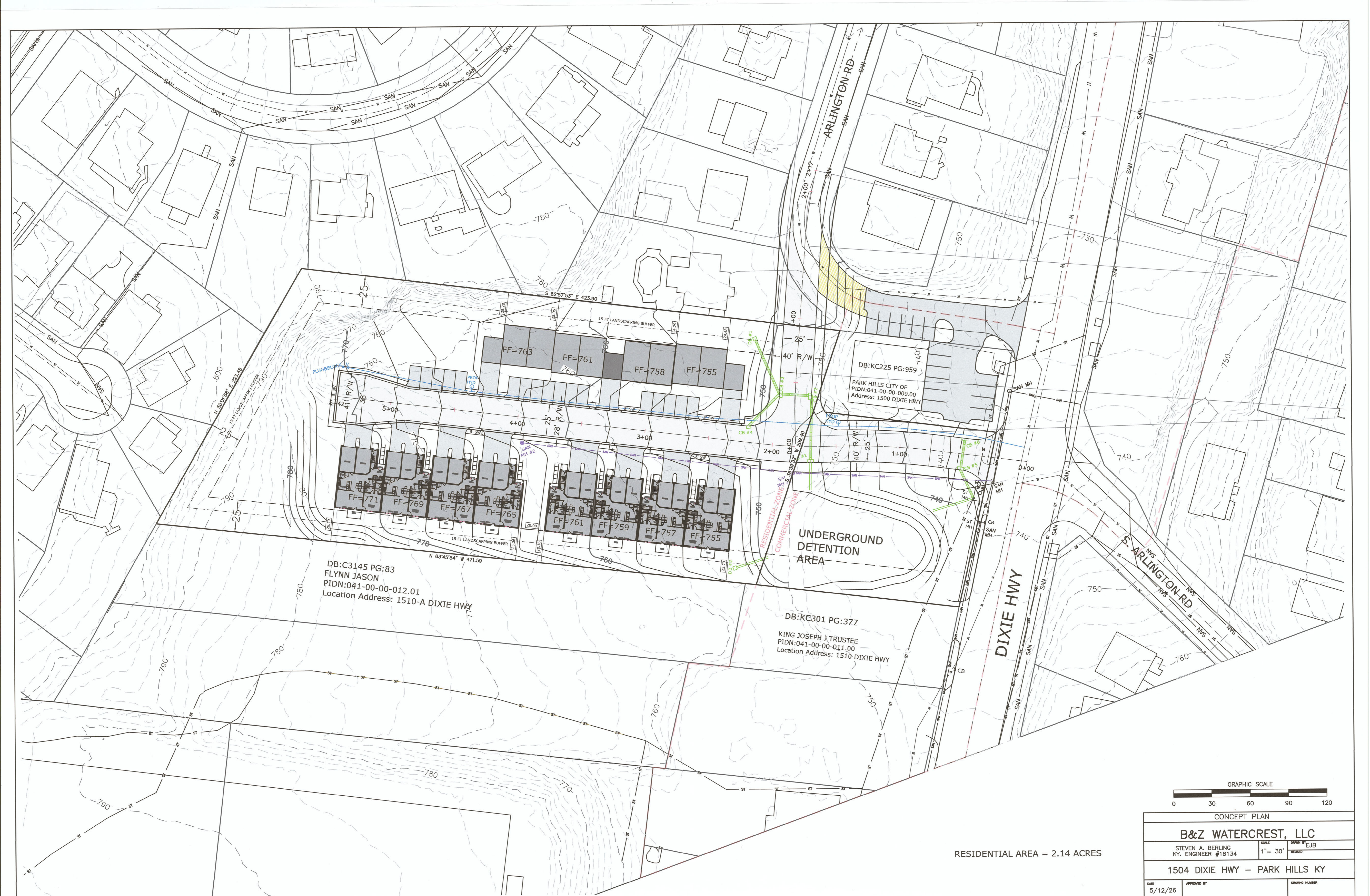
<image001.jpg>

<Park Hills Fire.pdf>

<14K005-002 AutoTurn Exhibit.pdf>

<1504 DIXIE CONCEPT MAY 2026 (003).pdf>

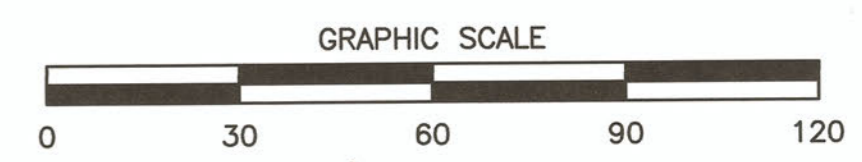
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DB:C3145 PG:83
 FLYNN JASON
 PIDN:041-00-00-012.01
 Location Address: 1510-A DIXIE HWY

DB:KC301 PG:377
 KING JOSEPH J TRUSTEE
 PIDN:041-00-00-011.00
 Location Address: 1510 DIXIE HWY

DB:KC225 PG:959
 PARK HILLS CITY OF
 PIDN:041-00-00-009.00
 Address: 1500 DIXIE HWY



RESIDENTIAL AREA = 2.14 ACRES

CONCEPT PLAN		
B&Z WATERCREST, LLC		
STEVEN A. BERLING KY. ENGINEER #18134	SCALE 1" = 30'	DRAWN BY EJB
1504 DIXIE HWY – PARK HILLS KY		
DATE 5/12/26	APPROVED BY	DRAWING NUMBER