

REQUEST OF CORPOREX PARKS OF KENTUCKY, INC. FOR A
ZONING MAP AMENDMENT FOR PROPERTY LOCATED ACROSS FROM
BOOTH HOSPITAL ON TURFWAY ROAD, FLORENCE, KENTUCKY

March 30, 1988

This request is for a Zoning Map Amendment on a three acre parcel between the Hilton Hotel and Cracker Barrel Restaurant. The request is to rezone the site from Office Two/Planned Development (O-2/PD) with a Conditional Use Permit to Commercial Two (C-2) to allow a retail center and drive-in bank. The site is subject to a previously approved Concept Development Plan and Modified Conditional Use Permit. The latest modification of the Conditional Use Permit was granted 6/25/86 by the Florence Board of Adjustments. This three acre site represents a portion of that site reviewed in 1986, as well as a portion of the remaining Concept Development plan for the overall seven acre site bordering Houston and Turfway Roads.

The latest approval granted would allow approximately 12,000 square feet of office space and an 8,000 square foot sit-down restaurant on the three acre site now under review. The submitted Concept Development Plan indicates 27,700 square feet of retail and a 2,500 square foot drive-in bank.

The Concept Development Plan is accompanied by artist renderings, elevation drawings, and a traffic study prepared by Pflum, Klausmeier, and Gehrum.

Relationship to Boone County Comprehensive Plan
and the Land Use Study I-75 Turfway Road Interchange

The Turfway Study constitutes the official Comprehensive Plan for the area. The following references to the site's vicinity are made in that Study:

"Throughout the exploration and analysis of various alternatives, it became increasingly obvious that a principal objective should be to protect the interchange and to minimize the potential for serious traffic congestion in the area. The majority of the population accessing the study area is from the north. It is important that the major generators of traffic be located so as to provide for the maximum ease of ingress and egress to the interstate.

The three traffic lanes available below the interstate bridge became a key consideration when determining where to place the major land use traffic generators. Since the preponderance of the traffic was coming from the north, it follows that commercial land use, being the major traffic generator, be located as close as possible to the southbound exit ramp since a left turn lane to the northbound entrance ramp could be provided by the middle lane of Turfway Road, the commercial traffic could readily return to the north. The remainder of the interchange must be protected by land use which generates less traffic and is sensitively integrated into the existing community." (pp. 4.1, 4.2)

The Study continues to specify the following regarding the parcel in question along with the property being developed by Corporex, Inc.:

"This parcel is bounded on the north by Turfway Road, the east by the interstate, the southbound exit ramp, and by Houston Road. The parcel is directly across Turfway Road from the Booth Memorial Hospital.

Development of this parcel as O-2 will protect the interchange as it relates to the concerns of traffic. It will also provide a compatible land use for the Booth Memorial Hospital whose master plan includes office use to the west of its main entrance drive. The Booth Memorial Hospital is a tremendous asset to the community and sensitive development of this parcel will assure future development which respects the hospital character.

Access to the parcel is defined by KDOT and the County Highway Department. One access point would be located immediately across from the Booth Memorial entrance." (pp. 4.6, 4.7)

Relationship to the Houston-Donaldson Study

The Houston-Donaldson Study was completed in 1987 and approved by the Planning Commission July 1, 1987. The Study incorporated the previously approved 1985 Concept Development Plan, as well as the conditional use on the eastern half of the site, in its infrastructure analysis, and overall recommendations. The Study does, however, stress the inability of the Turfway Interchange, in its current form, to handle the forecasted traffic volumes under full development of the Houston Road area. Therefore, traffic becomes one of the major items to consider when reviewing a request in this area.

Corporex Site Traffic Analysis

The traffic study submitted by the applicant contains trip generation data for development permitted under the current zoning, as well as for the requested uses. These are included below. Note that a restaurant on adjacent land is affected because of the overall square footage approved for the three restaurants on the 1985 Concept Development Plan.

ESTIMATED AVERAGE WEEKLY TRIP GENERATION
SITE DEVELOPMENT UNDER EXISTING ZONING

ITE CODE	LAND USE	DAILY TRIPS 24-HOUR	AM		PM	
			PEAK HOUR IN	PEAK HOUR OUT	PEAK HOUR IN	PEAK HOUR OUT
[710]	OFFICE 12,000 GSF	281	27	5	5	29
[832]	RESTAURANT 8,000 GSF		86	67	84	75
EXISTING O-2 SUBTOTAL		1,888	113	72	89	104
[312]	BUSINESS HOTEL 123 ROOMS	893	42	29	45	31
[832]	RESTAURANT 7,000 GSF	1,406	75	59	74	65
TOTAL DEVELOPED		4,187	230	160	208	200

ESTIMATED AVERAGE WEEKDAY TRIP GENERATION
 PROPOSED SITE DEVELOPMENT

ITE CODE	LAND USE	DAILY TRIPS 24-HOUR	AM		PM	
			PEAK HOUR IN	PEAK HOUR OUT	PEAK HOUR IN	PEAK HOUR OUT
[820]	RETAIL SHOPPING 27,700 GSF	3,225	56	25	168	176
[912]	DRIVE-IN BANK 2,500 GSF	727	9	8	38	29
PROPOSED C-2 SUBTOTAL		3,952	65	33	206	205
[832]	RESTAURANT 5,600 GSF	1,124	59	47	58	53
[312]	BUSINESS HOTEL 123 ROOMS	893	41	30	45	30
TOTAL DEVELOPED		5,969	165	110	309	288

The study indicates that the proposed retail uses would have a capture rate of 45 percent of their traffic as part of the existing traffic passing the site. The office uses under the current zoning, however, would generate primarily destination-oriented trips. This pass-by trip factor does not impact the traffic volumes at the driveways, but does impact the amount of traffic on the overall street system. For this reason the study concludes that the proposed uses would generate 42 percent more driveway trips, however, with the pass-by factor, 34 more actual vehicle trips would occur on the overall road network.

The traffic study concludes that a combination of separate driveway exit lanes and regulatory signage could better accommodate the traffic generated by the site. A traffic signal is not recommended because of the potential impact on the Turfway-Houston intersection, and because of the anticipated predominance of right-in and right-out movements.

Staff Concerns

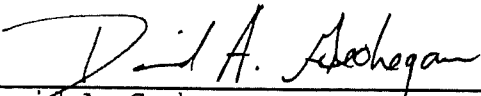
1. The submitted Concept Development Plan shows a proposed 4,800 square foot restaurant or bank. The applicant has verbally indicated that the proposed use for that location is a 2,500 square foot drive-in bank, as analyzed in the traffic study.
2. The proposed retail uses need to be considered by the Planning Commission as to whether they are appropriate at this location with the area's anticipated employment district character. Also, the proximity and relation to the Turfway-Houston intersection and the Turfway underpass make the area sensitive to increased driveway traffic entering and exiting Turfway Road. Although the traffic study concludes that there would be little additional traffic on the overall street system, over what development under current zoning would permit, many additional driveway trips would be generated.

Staff Concerns - Continued

3. Because of the anticipated heavy right-in and right-out turning movements, additional improvements to the driveway should be examined. These include: a) a potential eastbound deceleration or turning lane for the eastern drive, and b) additional pavement striping or signage to lessen confusion for eastbound traffic at the western drive.
4. Part of the western half of the site which was part of the previously approved Concept Development Plan, contained an 8,500 square foot restaurant site that included parking to be shared with adjacent restaurant and hotel uses. If the submitted Concept Development Plan is approved, additional parking shortages would require a detailed look at future parking on the overall Corporex development in order to avoid parking shortages apparent at Cracker Barrel.
5. The rear minor drive should coordinate with the driveway to the future motel site.
6. Signage for the development, if approved, would need to conform to overall approved signage plans for the Special Sign District.

Conclusion

Because of the traffic sensitivity of the area's roadway network, traffic is one of the major items to be examined at this location. The Planning Commission must also examine whether the proposed retail uses are appropriate in the employment district character of the area, and are consistent with the Turfway Study. Should this request be approved by the Boone County Planning Commission and the City of Florence, adjustments to the Houston-Donaldson Study may be necessary.



David A. Geohegan,
Planner/Plans Examiner

DAG:mcb

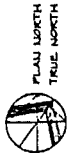


CORPorex
 COMMERCIAL REAL ESTATE
 10000 W. BOYD AVE.
 SUITE 100
 TAMPA, FLORIDA 33607
 (813) 833-1100

TURFWAY RETAIL

SITE PLAN

2-2-00	REV.
2-2-00	REV.
2-2-00	REV.

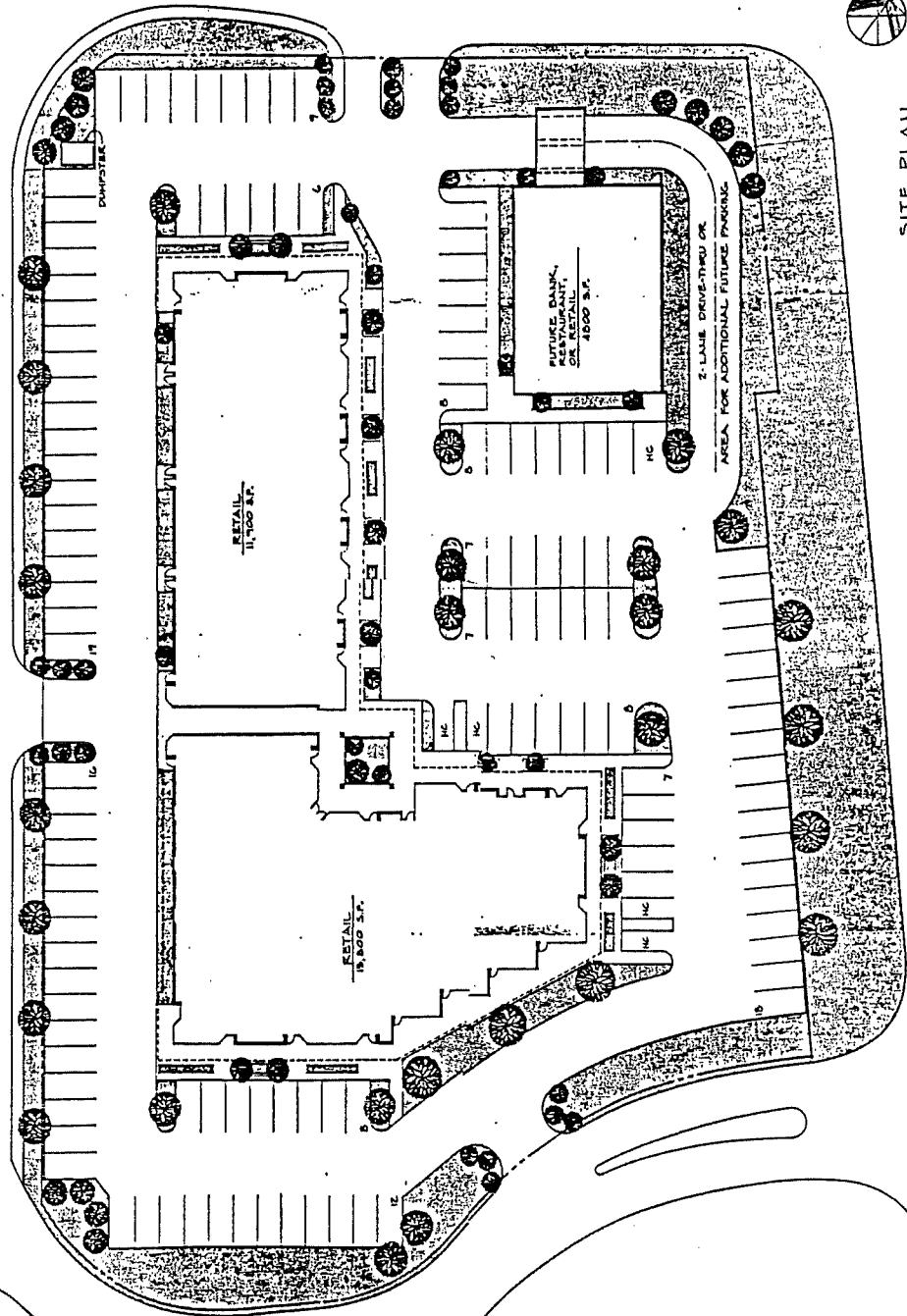


SITE PLAN
 1" = 30'-0"

3.0 ACRES
 52,500 TOTAL SQ. FT. ON SITE
 135 TOTAL PARKING ON SITE

STEEPLE CHASE DRIVE

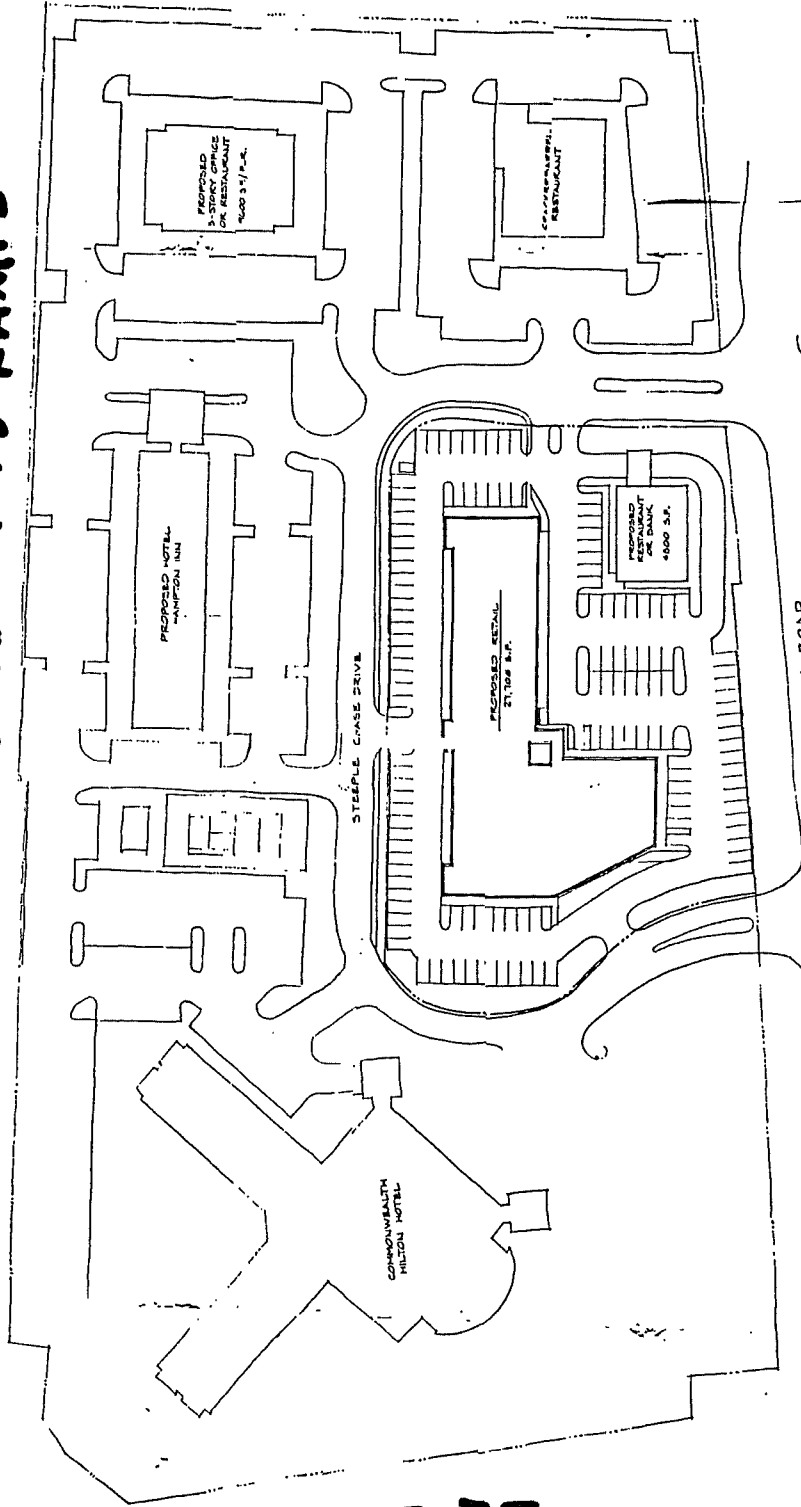
TURFWAY ROAD



CORPorex CONCEPT PLAN

HOUSTON RD

S-BOUND I-75 RAMP



PROPOSED DEVELOPMENT PLAN
1" = 50'



Handwritten notes: JL, an arrow pointing to the right, and the text "Booth 4" with an arrow pointing to the right.

CORPOREX OVERVIEW



CORPOREX CONSULTANTS, INC.

Atlanta, Georgia
Cincinnati, Ohio
Dallas, Texas
Denver, Colorado
Houston, Texas
Los Angeles, California
New York, New York
Phoenix, Arizona
Portland, Oregon
San Francisco, California
Seattle, Washington
Tampa, Florida
Washington, D.C.

TURFWAY RETAIL

PROPOSED TURFWAY RD. PROPERTIES DEVELOPMENT PLAN

DATE

REV.

1-14-00

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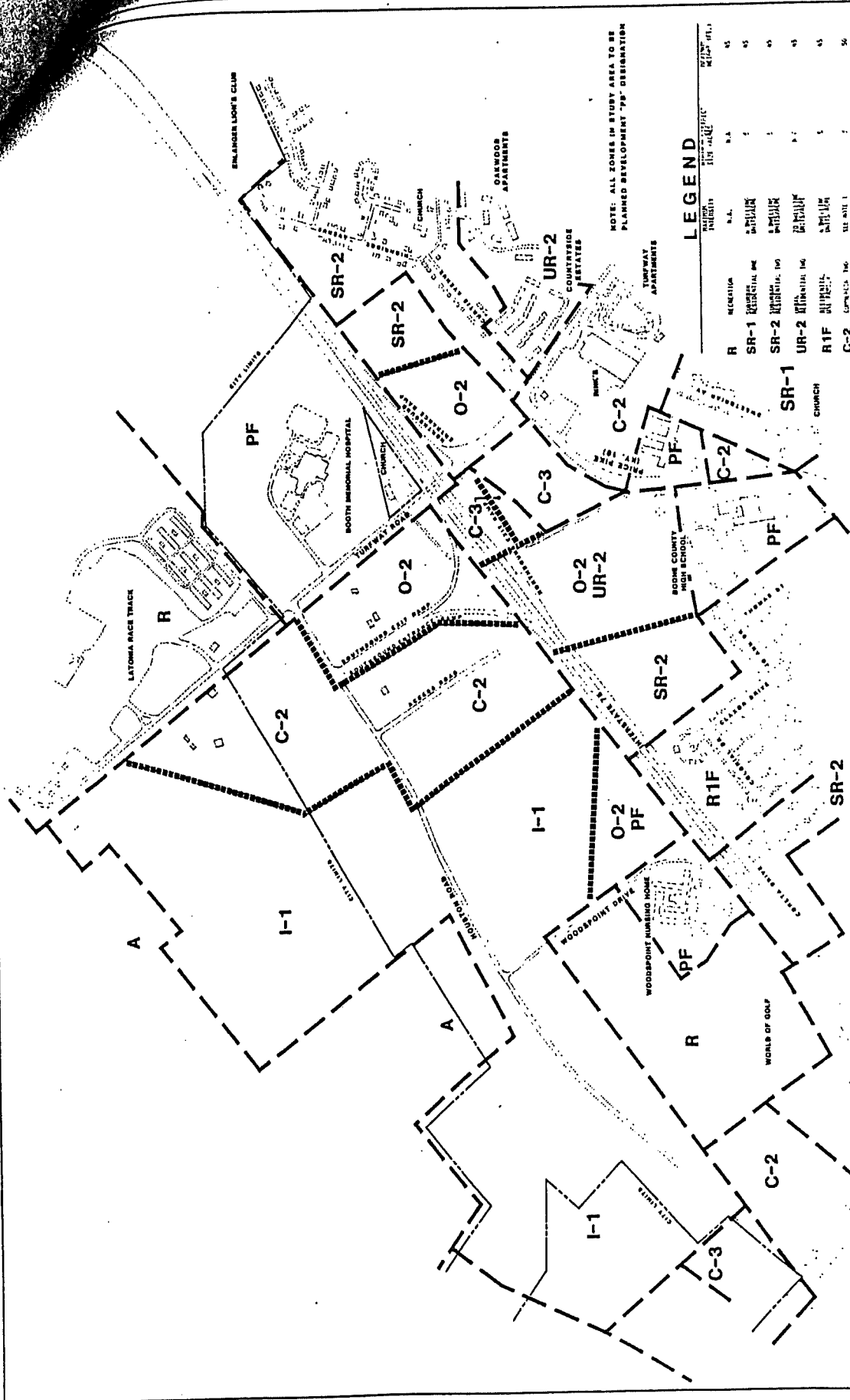
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I-75



NOTE: ALL ZONES IN STUDY AREA TO BE PLANNED DEVELOPMENT "PD" DESIGNATION

LEGEND

Symbol	Category	Notes
(Dashed line)	RECREATION	R
(Dashed line)	RESIDENTIAL SINGLE-FAMILY	SR-1
(Dashed line)	RESIDENTIAL MEDIUM-DENSITY	SR-2
(Dashed line)	RESIDENTIAL HIGH-DENSITY	SR-2
(Dashed line)	RESIDENTIAL MEDIUM-DENSITY	UR-2
(Dashed line)	RESIDENTIAL HIGH-DENSITY	R1F
(Dashed line)	COMMERCIAL GENERAL	C-2
(Dashed line)	COMMERCIAL SERVICE	C-3
(Dashed line)	OFFICE	O-2
(Dashed line)	INDUSTRIAL	I-1
(Dashed line)	PUBLIC FACILITIES	PF
(Dashed line)	AGRICULTURE	A

PROPOSED LAND USE



BOONE COUNTY PLANNING COMMISSION
1000 EAST MAIN STREET, SUITE 200
CINCINNATI, OHIO 45202
PHONE: (513) 763-1234
FAX: (513) 763-1235

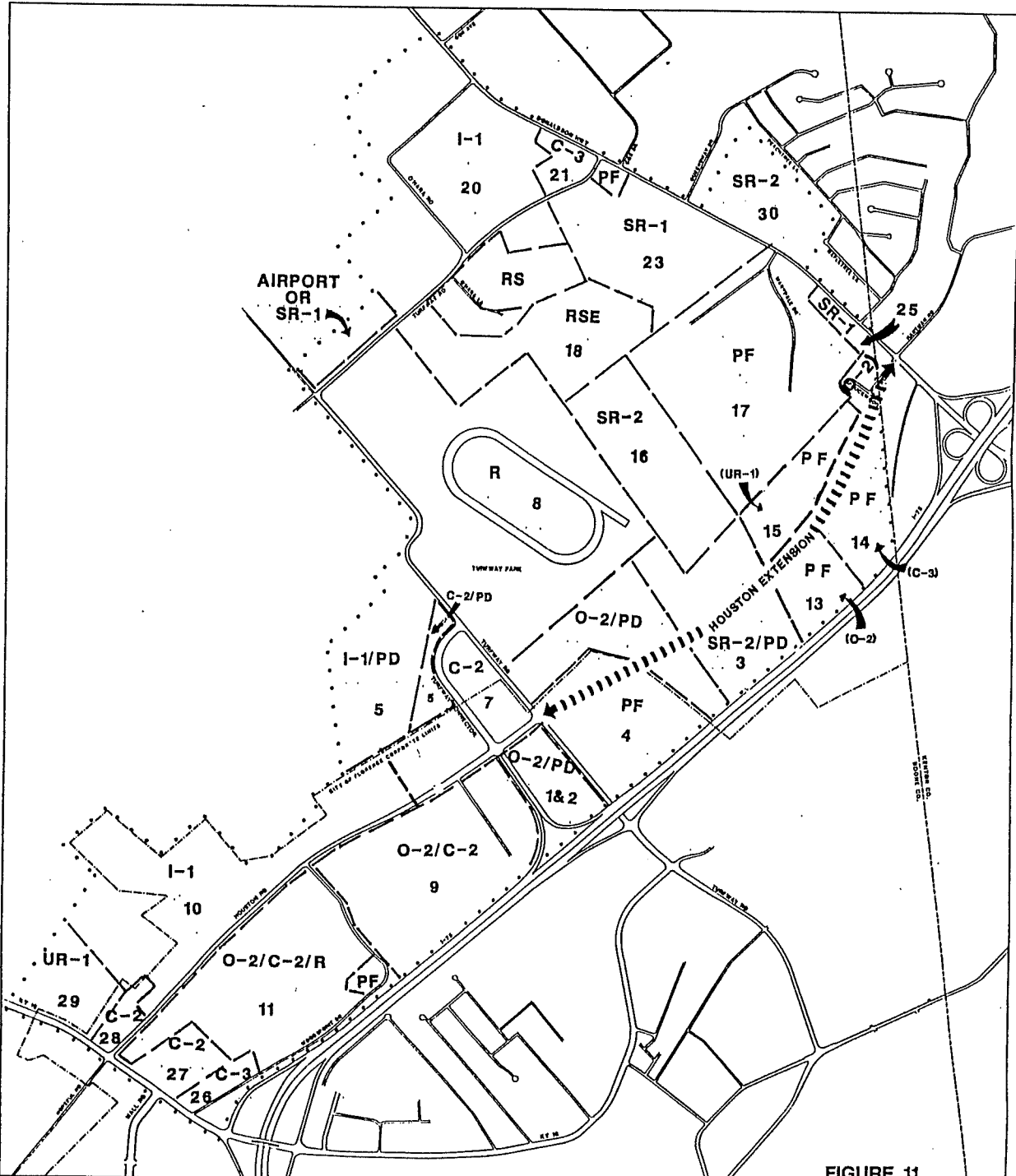


FIGURE 11

PHASE THREE RECOMMENDED ZONING
HOUSTON - DONALDSON STUDY
ZONE 11 UNDER CURRENT USE
 BOONE COUNTY PLANNING COMMISSION
 BOONE COUNTY, KENTUCKY
 1987

NOTE: ALL ZONING TO
 CONTAIN PLANNED
 DEVELOPMENT OVERLAY



- LEGEND
- OO Traffic Analysis Zones
 - |||| Proposed Roadways
 - % Development Intensities
 - 100 RS, RSE, UR-1
 - 60 SR-1, SR-2
 - 40 O-2, C-2, C-3, I-1

BOONE COUNTY PLANNING COMMISSION

PUBLIC HEARING #3

DECEMBER 18, 1985

Chairman Kroger opened the Public Hearing on the request of Bolton Land Company for approval of a Concept Development Plan for property located at Houston and Turfway Roads or more commonly known as the Mary Ellen Foltz Property.

Asst. Director Gerald Newton stated he wished to point out that the subject request is slightly different than anything previously reviewed for the subject property in that the proposed Concept Development Plan for an area that is Planned Development. Mr. Newton emphasized the request is not for a zone change but rather utilization of the property currently zoned Planned Development. Mr. Newton presented a slide presentation on the subject and surrounding areas and he described the subject and surrounding zoning districts. Mr. Newton stated the Concept Development Plan indicates one motel and three restaurants on a seven acre site located at the corner of Turfway and Houston Roads. The staff report contained references to the Land Use Study I-75 Turfway Road Interchange (the official Comprehensive Plan for the subject area) which specifically address the subject area. Mr. Newton related that previously a different Concept Development Plan in August 28, 1985 had been considered by the Commission which was denied.

Mr. Jim Berling, representing Mary Ellen Foltz, stated that as the staff had indicated the applicant had previously sought a zone change for the subject property and noted that at that time during the public hearing on the previous request it had been pointed out that if the proposed restaurants did not indicate drive-thru windows a zone change would not be necessary. Mr. Berling related that subsequently the applicant has eliminated restaurants with drive-thru facilities. Mr. Berling also noted that restaurants are a permitted use in the existing zoning while the hotel is a Conditional Use in the existing zone, and that rather pursuing the Conditional Use Permit through the Board of Adjustment the applicant was directed to the Planning Commission due to the Planned Development Overlay. Mr. Berling explained the proposed Concept Development Plan which will have no entrance anticipated from Houston and will have one entrance from Turfway Road which is centrally located a sufficient distance back to direct the traffic flow in an orderly manner. Mr. Berling noted the applicant is not requesting a zone change but rather a Concept Development Plan for the area.

Mr. Jerry Foltz, as a representative of the applicant, noted his presence and availability for Commission members questions.

There was no other support or opposition expressed.

Mr. Greene inquired of the type of motel proposed. Mr. Foltz responded the proposed motel facility is a Skylite Motel. Mr. Berling explained the proposed motel will have 127 rooms. Mr. Foltz added the motel is not a full-service motel or convention type of facility.

Mr. Greene suggested the motel be a "first class" type of motel facility as competition in the area will be of that sort. Mr. Foltz noted that it is his understanding that a city the size of Florence will only support so many full-service facilities in one general area. Mr. Foltz noted that one of the proposed restaurants is a franchise which often locates adjacent or within close proximity to the Skylite franchise hotels.

Mr. McMillan referred to Mr. Foltz reference that Florence is a "small city" and inquired of how small of a city is Florence over the next ten years. Mr. Foltz responded he did not know.

Mr. Foltz expressed concern of Commission members "putting down" the hotel before they know the particulars of the proposed type of hotel.

Mr. Ray Merkel described the proposed Skylite hotel as being classified as a mid-priced hotel and on par with a hotel such as the Hampton Inns which is designed to appeal to business people. Mr. Merkel noted what attracted the hotel franchise is the market which will, in all likelihood, be generated through the market created by the Carroll Properties office facilities.

Chairman Kroger inquired of any proposed plans for the restaurants. Mr. Berling responded that at present there are no specific prospects for the proposed restaurants. Chairman Kroger inquired if the facility will be one or two stories. Mr. Berling responded one story. Chairman Kroger inquired if they all were 6,000 square feet. Mr. Berling responded the size of the restaurants vary.

Chairman Kroger inquired if the proposed restaurants would be sit-down type facilities which would not allow drive-thru facilities. Mr. Foltz assured there will not be any carry out facilities.

Chairman Kroger noted that the staff report had indicated traffic calculations and the Chairman suggested the staff summarize their report in this regard.

Mr. Newton responded that in response to the expressed concern of increased traffic in the area the staff had compiled a table which compares the previously proposed Concept Development in comparison to the "new" Concept Development Plan under the

existent zoning. Mr. Newton noted the hotel is slightly larger than the previously proposed hotel. Mr. Newton noted that the compilation of trip generations is an art rather than a science. Mr. Newton stated the traffic projections as follows:

	Concept Development Plan of August, 1985		Concept Development Plan of December, 1985	
	Trips per Day	Size	Trips per Day	Size
Hotel	1,152	120 rooms	1,219	127 rooms
Restaurant #1	1,919 ¹	3,600 sq. ft.	338 to 1,191 ²	6,000 sq. ft.
#2	2,079 ¹	3,800 sq. ft.	338 to 1,191 ²	6,000 sq. ft.
#3	2,313 ¹	4,340 sq. ft.		
#4	2,798 ¹	5,250 sq. ft.	479 to 1,687 ²	8,500 sq. ft.
Total:	10,261		2,374 to 3,288	

¹ Based on trip generations for fast food restaurants.

² Based on trip generations for quality sit-down restaurants first, then other sit-down restaurants.

Mr. Newton closed by stating that should the Planning Commission and the City of Florence approve in principle the Concept Development Plan, the applicant will need to file a preliminary development plan and site plan which will provide more specifics regarding the site.

Chairman Kroger inquired of who is the Committee Chairman on the proposed request. Mr. DeLong responded he is the appointed Committee Chairman.

Mr. DeLong stated that as the Commission is aware he is very much concerned of future traffic congestion of the area, and he noted he is also concerned of the greenery of the site and more particularly in the parking area. Mr. DeLong stated it is his understanding the Planned Development Overlay often indicates some type of "asethetics".

Mr. Neltner stated that Mr. DeLong brought up a point that he is concerned of also. Mr. Neltner stated that this particular parcel of ground is a prime piece because of the way it is surrounded by roadway and the parcel is in the "spotlight" from I-75 and Houston Road, etc. Mr. Neltner stated he too would like to see more greenery on the site to add to the asethetics of the site and to the City of Florence as well. Mr. Neltner urged the applicant to consider greenery to the site.

Mr. Berling stated he thought perhaps the Commission may be judging a little quickly as in every area of the parking lot and drive areas there are 12 to 15 foot planter areas. Mr. Berling stated that he believes when the planning is done. Mr. Berling noted the proposed Concept Development Plan is certainly not the "last" site plan. Mr. Berling assured the applicant will make an effort to address the greenery concerns.

Mr. Burch noted the site under the current zoning permits the three restaurants as long as there are no drive-thru facilities. Mr. Berling affirmed Mr. Burch's understanding.

Chairman Kroger stated that action on the proposed request would take place most likely either at the upcoming January 15th Commission meeting or the February 5th Commission meeting. Chairman Kroger suggested interested parties keep in contact with the Planning Commission office relative to the date and time certain of Commission action and relative developments on the request.

Chairman Kroger hearing no further questions or comments closed the public hearing.

COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Melvin Delong, Chairman

DATE: January 15, 1986

RE: Request of Bolton Land Company (agent) for Mary Ellen Foltz (owner) for Concept Development Plan approval for one motel and three restaurants in an Office Two/Planned Development Overlay, O-2/PD Overlay, zone. The seven acre site is located at the corner of Turfway and Houston Roads, Florence, Kentucky.

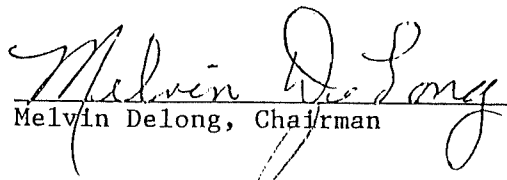
REMARKS:

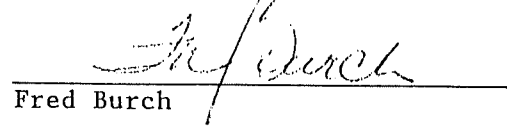
The committee bases its recommendation on the following conditions and findings of fact.

1. This tract of land lies within the Land Use Study I-75/Turfway Road Interchange. This study concentrates on minimizing traffic congestion in the area. On October 2, 1985 the Planning Commission denied a similar request on this parcel partially because estimated generated traffic volume by this site was high and did not agree with the basic premise of the Turfway Study. In the opinion of the committee members, this plan is consistent with the Turfway Study's recommendations.
2. In order to improve the visual impact of this site, the applicant has agreed to increase green space on the site by changing the proposed motel from a low-lying structure to a 5-story building and adjusting its parking. The committee wishes to emphasize that this site needs to be heavily and carefully landscaped. Attention will be placed on landscaping during the preliminary development plan review. Further, the committee directs the applicant to locate any trash dumpsters at low-visual areas. The motel's dumpster should be located in the north-eastern corner of that piece of land.
3. A parking lot connection should be shown on the plan and provided if development of the adjoining property is compatible to those identified on this request. This will reduce traffic on Turfway Road by allowing neighboring developments inter-connections without impacting the main thoroughfare.

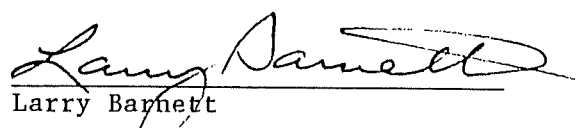
With agreement by the applicant to make the above noted changes in the

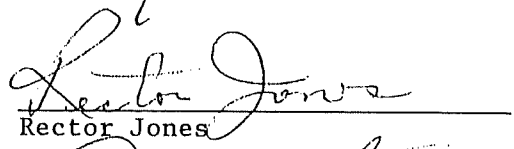
Concept Development Plan, we, the committee, recommend approval in principle of the Concept Development Plan.

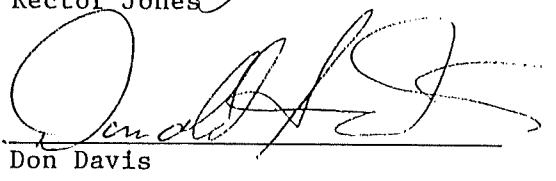

Melvin DeLong, Chairman


Fred Burch

William Viox


Larry Barnett


Rector Jones


Don Davis

ORDINANCE NO. 0-10-86

AN ORDINANCE APPROVING IN PRINCIPLE AND WITH CONDITIONS THE CONCEPT DEVELOPMENT PLAN FOR CERTAIN USES AND INTENSITIES FOR A TRACT OF LAND HAVING A PLANNED DEVELOPMENT OVERLAY FOR APPROXIMATELY 7 ACRES HAVING UNDERLYING ZONING OF 0-2, SUCH PROPERTY BEING THE TRACT NEAR AND IN IMMEDIATE VICINITY OF THE TURFWAY-HOUSTON ROAD INTERSECTION IN FLORENCE, KENTUCKY. (FOLTZ - BOLTON LAND CO. PROPERTIES)

WHEREAS, certain property consisting of approximately 24 acres, more particularly described in Exhibit "A", is presently zoned 0-2, with a Planned Development Overlay, and

WHEREAS, the Planned Development Overlay requires submittal of a concept development plan for review and approval in principle as to land use types and intensities under Article 15 of the applicable zoning regulations, and

WHEREAS, the Boone County Planning Commission has reviewed the submitted concept development plan for the property described in Exhibit "A" and recommended approval in principle subject to conditions agreed to and accepted by the owner and applicant for the approval in principle, and

WHEREAS, the City Council of Florence, Kentucky has reviewed the Commission recommendation and presentation of the owner and applicant, Bolton Land Co. and Foltz family.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF FLORENCE, KENTUCKY AS FOLLOWS:

SECTION I

That approval in principle of the concept development plan of Bolton Land Co. for the Foltz property more particularly described in Exhibit "A" shall be and the same is hereby granted, subject to the conditions, terms and provisions of the Boone County Planning Commission recommendation, including the committee report made a part of that recommendation, a copy of that recommendation and committee report being attached marked Exhibit "B" and incorporated herein as if fully set out, such recommendation being in the form of Resolution No. R-5-86 and the committee report, both of which are dated January 22nd, 1986.

SECTION II

That the owner and applicant of the subject property have agreed to those conditions, terms and provisions of Exhibit "B" and made them a part of their

concept development plan, as they are essential to addressing concerns of the I-75 Turfway Road Interchange Lane Use Study.

SECTION III

That this approval in principle of the concept development plan is not final approval and owner and applicant must meet and satisfy all requirements in Article 15 relating to preliminary development plan, improvement plans and final plats or site plan review where no subdivision of land is involved.

PASSED AND APPROVED ON FIRST READING THIS 8th DAY OF April, 1986.

PASSED AND APPROVED ON SECOND READING AND PUBLICATION ORDERED THIS 22nd DAY OF April, 1986.

APPROVED:

Bogus W. Rolles
MAYOR

ATTEST:

Stacy L. Conrad
CITY CLERK