

MENT

APPLICATION FOR ZONING ACTION

Boone County Planning Commission
City of Florence Board of Adjustment
Boone County Board of Adjustment

City of Union Board of Adjustment
 City of Walton Board of Adjustment
 Zoning Enforcement Officer

OR:

Zoning Text Amendment
 Comprehensive Plan Change
 Preliminary Plat Review
 Conditional Use Permit
 Concept Development Plan Change
 Preliminary Development Plan
 Change of Non-Conforming Use
 Design Review Board and Certificate of Appropriateness

Zoning Map Amendment
 Planned Development Overlay Change
 Improvement Plat Review
 Final or Deed Plat Review
 Site Plan Review
 Historic District Overlay
 Appeal or Variance
 Sign or Zoning Permit

Applicant: LJ Hooker Development Company

Owner
 Agent

Address: 11260 Chester Road, Suite 160, Cincinnati, Ohio 45246

Telephone: (513) 771-2001

Location: I-275 + WINNEBOA PIKE

Name of Property Owner: Lee Gallenstein; Louis & Henry, Inc; Matthew Toebben

Address of Property Owner: _____

Zoning District: C-3, A-2 Area in Acres: 73.273 ; 3.334

Deed Book: 119; 345 Page Number: 131; 111 Group Number: _____

Description of Request: Zone change to PDO I-1/0-2/C-3 (See Attached Text)

Property Owner's Signature

Lee Gallenstein & Matthew Toebben

Applicant's Signature

[Signature]

REQUEST OF LJ HOOKER DEVELOPMENT COMPANY (APPLICANT) FOR
 LEE GALLENSTEIN, LOUIS AND HENRY, INC. AND MATTHEW TOEBBEN (OWNERS)
 FOR A ZONING MAP AMENDMENT REQUEST ON A 76.5 ACRE SITE
 LOCATED IN BOONE COUNTY, KENTUCKY

February 3, 1988

Request

This is a Zoning Map Amendment request by LJ Hooker development Company (applicant) for Lee Gallenstein, Louis and Henry, Inc. and Matthew Toebben (owners) for a 76.5 acre site located north of I-275, west of Mineola Pike and east of Point Pleasant Road, Boone County, Kentucky. The request actually involves two parcels of land (73.2 acres and 3.3 acres). The request is to rezone the site from Agricultural Estate (A-2) and Commercial Services (C-3) to Industrial One / Office Two / Commercial Services / Planned Development (I-1/O-2/C-3/PD). The intended use is a mixture of light industrial (service and distribution), office and commercial uses. The proposed project name is Airport Exchange Business Park. Currently, there is no activity or specific use occurring on the site.

Existing Land Uses and Zoning

The existing land uses and zoning surrounding the 76.5 acre site appear in the table below.

<u>Direction</u>	<u>Land Use</u>	<u>Zoning</u>
North	Low Density Residential Agriculture	Agricultural Estate (A-2)
South	Public/Institutional Industrial	Industrial One (I-1) Industrial One/Planned Development (I-1/PD)
East	Industrial	Industrial One (I-1)
West	Low Density Residential Agriculture	Agricultural Estate (A-2)

Special Features of the Site

Most of the 76.5 acre site is either flat or gently rolling. There are three significant wooded areas on the site. The heavily wooded area near the northern property line is a major drainage area and the topography in this area drops toward the river bluffs. Another heavily wooded area exists on the west side of the site along with an abandoned house. Stormwater naturally drains towards this area. The final wooded area is towards the southeastern property line near I-275. Stormwater naturally flows in this direction and underneath I-275. Soil types of the 76.5 acre site include the following: Cynthiana Flaggy Silty Clay Loam (CyD and CyF 12-50 percent slopes), Jessup Silt Loam (JeC, JeD, and JsD3 6-20 percent slopes) and Rossmoyne Silt Loam (RsB and RsC 0-12 percent slopes).

In addition, the applicant has submitted a preliminary geotechnical investigation report as part of this request or application.

Relationship to Comprehensive Plan

In order to properly evaluate the proposed request with regard to its impact on the community, the Boone County Comprehensive Plan is reviewed to determine if the request is consistent or inconsistent. The Future Land Use Map, a 25 year projection, indicates that the site be developed for industrial use. Other references to the Comprehensive Plan appear below.

Page G-1 states the goal of the Environment Element:

"To protect and enhance the quality of the natural environment of the county while permitting quality development on suitable areas."

Page G-3 and G-4 refer to the objectives of future commercial and industrial activities.

Goal:

"To provide appropriate locations for industries or businesses compatible with others located in the county."

Objectives:

"Compact, efficient development patterns shall be encouraged for commercial and industrial development by maintaining buffer space between uses."

Commercial

"Commercial uses shall be developed at strategic locations relative to their trade areas with direct access and ample parking space."

"The mixing of commercial and non-commercial uses shall occur only in planned developments and replanned older areas where consideration can be given to minimizing harmful environmental influences."

"Highway services shall be located in close proximity to major highway interchanges for maximum convenience and economy to the motoring public. (However, they should not be located so close to interchanges that they congest the traffic movements at these points of access.)"

Industrial

"Industries shall be organized in clusters or similarly grouped to permit benefits of agglomeration and reduce traffic congestion in other areas."

"Industrial development shall be encouraged to locate near railroads, highways, airports and or the Ohio River. New industrial park sites shall

be located primarily near limited access highways throughout the community for convenience, advertising, and economic advantages."

"Amenity for industrial uses and a favorable relationship with adjoining uses should be fostered by means of design."

Page G-4 also states the goal and objectives of the Public Facilities Element of the Comprehensive Plan.

Goal:

"To ensure that adequate public services and facilities exist for all development."

Objectives:

"Existing infrastructure systems (e.g. systems and facilities for: water treatment and distribution; waste water collection and treatment; natural gas distribution; electric power distribution; police and fire services and associated municipal buildings; and schools; etc.) shall be utilized to full capacity."

"New infrastructure systems shall be built to definite planned and balanced capacities and for definite urban forms. Such systems shall not be so oversized or otherwise over-built that they may commit an area, consciously or unconsciously, to a development pattern which is not desired or selected."

"Priorities for growth within any individual infrastructure system shall be as the opportunity allows for funding or construction, provided no one system over-builds or commits excessive urban growth."

"Individual sewer, water, school, and fire jurisdictions shall be integrated and coordinated on the basis of county-wide cohesive service areas and networks."

Page G-6 describes the basic goal and objectives of the Land Use Element and its criteria for evaluating future growth in terms of community impact.

Goal:

"To ensure quality development of the county's residential, commercial, industrial, recreational, and agricultural interests that (1) are adequately supported by required public facilities and services, (2) are located and designed according to acceptable standards, and (3) meet the current and future needs of county residents."

Objectives:

"Land use shall occur first where infrastructure systems exist which are suited to accommodate such use would be logically extended or are provided as part of the development."

"Land use growth shall occur both adjacent to existing centers of development and in the creation of new communities."

"There shall be a hierarchy of land uses, specialized to create centers of intense use, with less intense use occurring outward from those centers."

Page T-7 suggests that careful attention should be given to the future growth along the I-275 corridor. This attention recognizes the need for sensitive planning.

"On I-275 new growth will occur as industries settle around it. The connection of Mineola Pike to the bypass as well as the construction of a new road connecting KY 8 to the I-275 interchange at Idlewild (both north and south) will greatly affect the north river region. Much care should be taken to assure that the character of this area is not lost. Careful organization of subdivisions near these interchanges should be permitted while the rural integrity of much of the other area should be maintained."

In areas of future industrial activity, the Comprehensive Plan suggests the following with regard to the Airport Exchange Business Park site.

"To the east of the airport, the Mineola-Circleport-KY 236 area will be an area of great industrial growth in the county. High-tech industry and airport related services should be encouraged at the I-275 interchanges and in the runway clear zones east and north of the airport. This should include the future clear zone for the proposed new north-south runway. These areas have locational advantages for industry because of proximity to air and truck transportation."

Page L-18 describes the future land use near the I-275/Mineola Pike Interchange and what the Comprehensive Plan refers to as the "Latonia Area."

Latonia Area

"This section has two great growth forces; one to the north and the other to the south while Donaldson Road serves as a stabilizer and divider of development. To the north is the Mineola Interchange. This proposed interchange with its proximity to the airport is ideal for airport-related industrial activity."

In summary, the Boone County Comprehensive Plan suggests that the general area and the 76.5 acre site be developed for industrial use based upon its accessibility to I-275 and the Greater Cincinnati International Airport. The Comprehensive Plan also recognizes the need to have adequate public facilities serve the site and proposed uses, and finally, to be sensitive to the special features of the site.

Airport Exchange Business Park Concept Development Plan

The applicant has submitted a Concept Development Plan and a twelve page written report and architectural renderings (see attached copy) as part of this

request. Briefly, the applicant is proposing the following uses and building intensities. (See the chart on the following Page 5A.)

Access to the site will involve the construction of a 36-48 foot wide publicly dedicated street. The proposed right-of-way width is 60 feet near the entrance of Point Pleasant Road and 80 feet near the entrance of Mineola Pike. A portion of the street will have a landscaped island. The divided boulevard will have street lights and will be landscaped near the entrances of Point Pleasant Road and Mineola Pike. The first phase of the project will include grading the entire site, installing all new utilities and constructing Buildings A, B, and C at the southwest quadrant of the site. Building A is being proposed to be a 63,600 square foot Office/Flex masonry and glass building. Building B is being proposed to be a 99,200 square foot service center masonry building, and Building C is being planned to be a 120,000 square foot distribution/transfer building with decorative "tilt-up" concrete walls. Total build out is expected to take between 3-5 years. Finally, the applicant is requesting special consideration for a 9'x18' parking stall and 24 foot driveway aisles in order to provide in additional landscaping features.

Existing and Proposed Utilities

The applicant has submitted a detailed plan showing existing and proposed utilities on the 76.5 acre site. The existing utilities either physically located on the site or servicing the site include the following.

<u>Type of Utility</u>	<u>Location</u>	<u>Size</u>
A. Water	North	16"
Water (Boone County)	East of Mineola Pike and south of the site	8"
B. Sanitary Sewer (Boone County)	Southeast of the site (Connecting into Dry Creek Treatment Plant)	15"
C. Gas (U.L.H.P. Co.)	North and South Near Dolwick Intersection	24" 4"
D. Oil (Chevron Oil)	North	----
E. Electric (Owen County Rural Electric)	North	High Tension Lines

Proposed utilities will be underground and located either in the street right-of-way or in dedicated easements. Water service is being proposed by a new 12 inch water line within the park that extends from Mineola Pike and either will tie into an existing eight (8) inch line south of the Mineola/Dolwick intersection or into an existing 16 inch line located on the northern property line. Sanitary sewer service is being proposed to gravity drain from most of the sites to a proposed lift station on Airport Exchange Boulevard. The proposed station will pump through a new force main to the east and tie into an existing

PROPOSED USES AND BUILDING INTENSITIES

<u>Site</u>	<u>Acreage</u>	<u>Use</u>	<u>Bldg. Area</u>	<u>No. of Parking Spaces</u>
A		Office/Flex	63,600 s.f.	209
B		Service Center	99,200 s.f.	169
C		Distribution/Transfer	120,000 s.f.	127
TOTAL	21 acres		282,800 s.f.	505
D		Office/Flex	67,500 s.f.	233
E		Distribution/Transfer	80,000 s.f.	66
F		Service Center	64,000 s.f.	136
TOTAL	14 acres		211,500 s.f.	435
G	6.6	Office/Flex	57,300 s.f.	196
H	5.3	Hotel/Motel (includes restaurant and conference rooms)	150-200 rooms	----
I	6.9	Office (5 story)	100,000 s.f.	483
J	6.9	Office (5 story)	100,000 s.f.	521
K	1.9	Restaurant (sit down)	-----	----
L	6.9	Light Manufacturing	30,000 s.f.	44
M	3.0	Commercial/Retail	-----	----
	<u>3.7</u>	Street R/W	-----	----
TOTAL ACREAGE	<u>+76.6 acres</u>			

15 inch gravity sewer at the Mineola/I-275 interchange. A new four (4) inch gas line is being proposed within the park and will connect into an existing four (4) inch gas line near the Dolwick intersection. The applicant has stated that the existing 24 inch gas transmission line over the site will be relocated on the site in order to provide better site usage. New electric service will be served by an extension from the existing Owen County Rural Electric substation and telephone service will be provided by connecting into an existing line on the south side of the Mineola Pike/Dolwick Road intersection.

Special Concerns

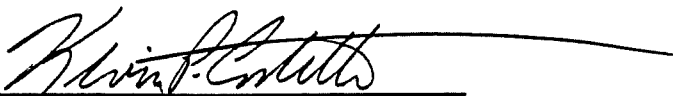
1. Street Intersection Improvements - The Staff feels the need to make minor street improvements to the intersections of Airport Exchange Boulevard with Mineola Pike and Point Pleasant Road. Proper left hand turning movements into and leaving the development shall be required. Also, the width of Point Pleasant Road from the proposed entrance to the I-275 bridge varies in width (16-17 feet). The Staff feels that widening of this road to approximately 22-25 feet would be necessary to accommodate planned automobile and light truck traffic. Proper signalization or street traffic control signage should also be considered at these intersections. Shared access between some of the uses should also occur.
2. Storm Water Runoff and Grading of the Site - Due to the existing topographical conditions of the site, post development storm water runoff is a major concern so as to not adversely impact adjoining properties. Proper engineered drawings will be required at subdivision and site plan review.
3. Sanitary Sewer Service - One of the goals and objectives of the Boone County Comprehensive Plan is to be a guide for controlled future growth and development in Boone County. Since there is an existing 16 inch water line on the north property line, which may serve the site and the future development west of the site, it is also appropriate to extend the proposed 10 inch sanitary sewer line close to Point Pleasant Road in order to properly plan for sanitary sewers west of Point Pleasant or towards Hebron. In order to properly plan for the future, the applicant can negotiate with the Boone County Water and Sewer District to determine the final design of such system.
4. Adequate Landscaping and Buffer Against Residential Uses - An attempt should be made to properly screen the proposed development from the single-family residences on the west side of Mineola Pike and north of the site.
5. Retail Uses - It is uncertain what type of retail uses are being proposed. Enclosed is a list of C-3 uses, which should be examined to determine whether they significantly affect the surrounding land uses. The building intensities would be limited to what is normally allowed in the C-3 zone.
6. Landscaping and Open Space - In a planned development, landscaping and open space is critical in terms of its visual appearance and built environment. The applicant has stated that 40 percent of the site represents landscaped

or green area. Most of the 40 percent is devoted to areas which are difficult to develop. Most of the site is devoted to buildings and paved area.

7. Development with Existing Utilities - Since the site has several major utilities located on the 76.5 acre parcel, it is important that prior to any grading work or building construction that all the appropriate utility companies be notified and a coordinated review with the Boone County Planning Commission occur in the future.
8. Adequate Fire Protection Services - Since the proposed development is a mixed-use, the project should be evaluated based upon the availability of adequate fire protection services. Development near the Mineola Pike/I-275 Interchange is rapidly growing and this growth will impact the present facilities of the Point Pleasant Fire District. This site will most likely be served by the Point Pleasant Fire District and neighboring fire protection services such as the City of Erlanger, the Greater Cincinnati International Airport and the Hebron Fire District.

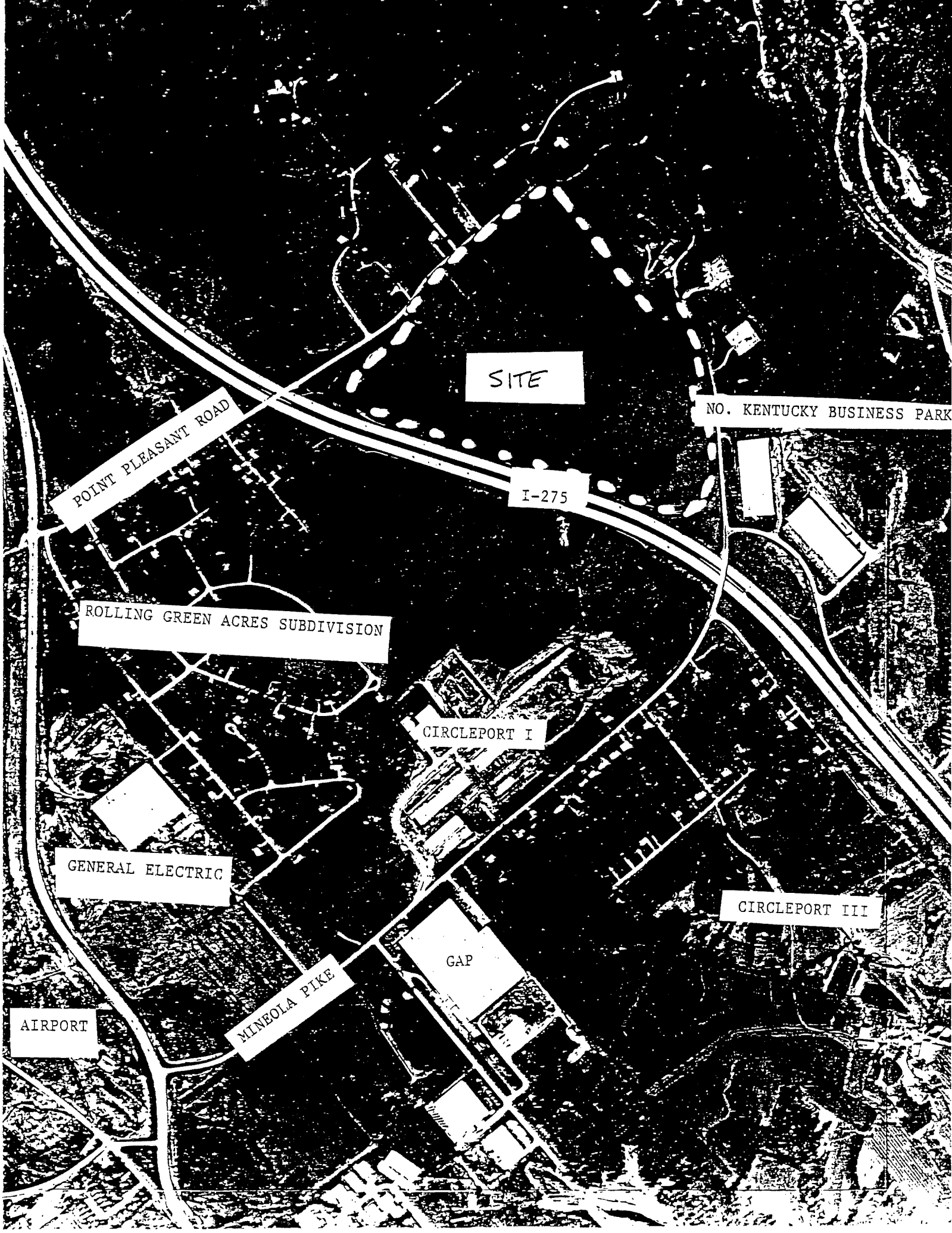
Conclusion

The submitted Concept Development Plan demonstrates a mixture of uses similar to the uses either planned or existing near the Mineola Pike/I-275 Interchange. The site is highly visible and is part of an important corridor near the airport. The Boone County Planning Commission should evaluate this request to determine whether it meets the intent of Article 15, Planned Development, the necessary criteria for granting a zone change and whether the request is consistent with the Boone County Comprehensive Plan. If the Boone County Planning Commission and the Boone County Fiscal Court approves this Zoning Map Amendment request, no changes would have to be made to the Land Use map or text.



Kevin P. Costello
Asst. Director/Sr. Planner

KPC/jdh



SITE

POINT PLEASANT ROAD

NO. KENTUCKY BUSINESS PARK

I-275

ROLLING GREEN ACRES SUBDIVISION

CIRCLEPORT I

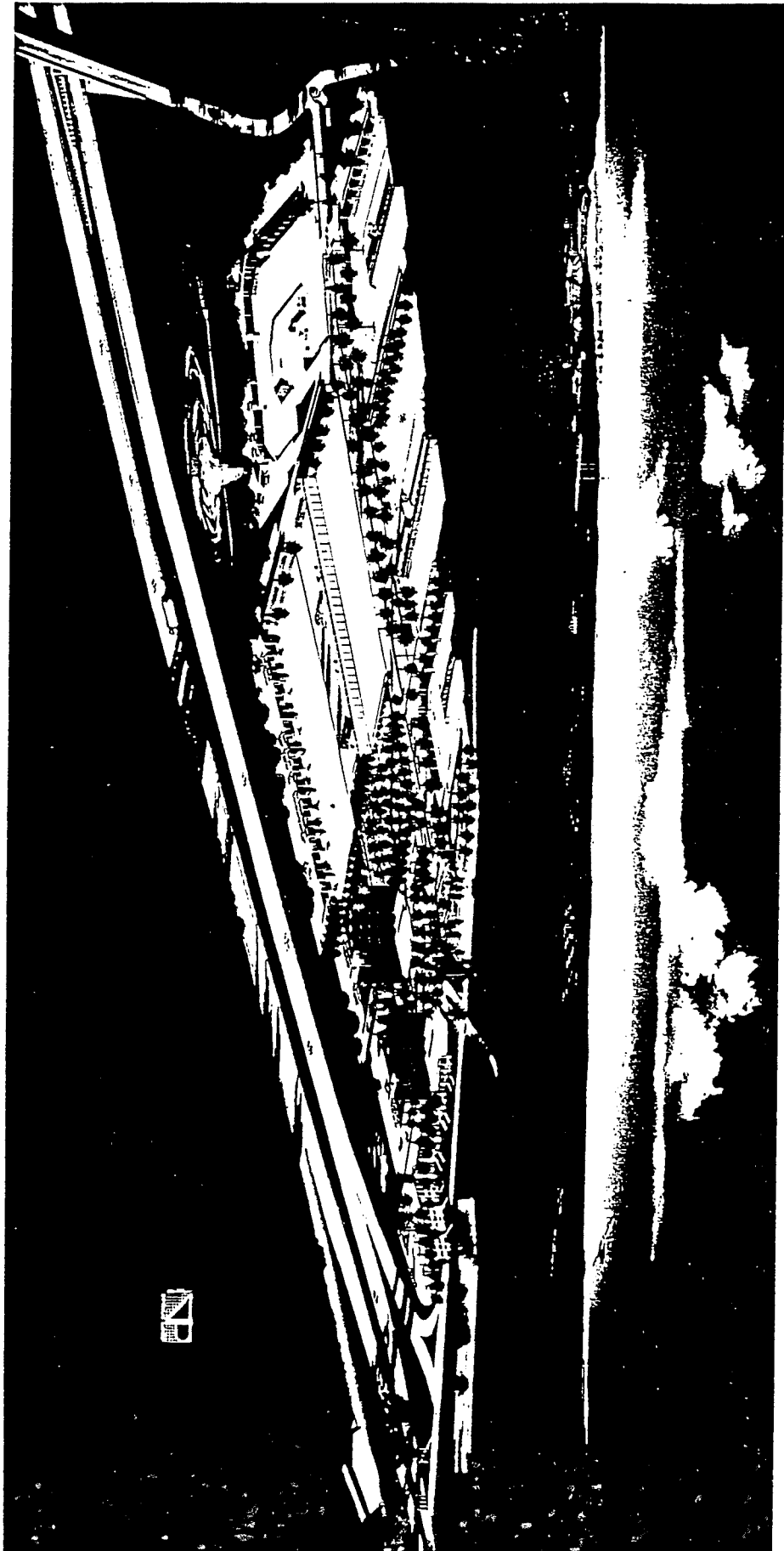
GENERAL ELECTRIC

CIRCLEPORT III

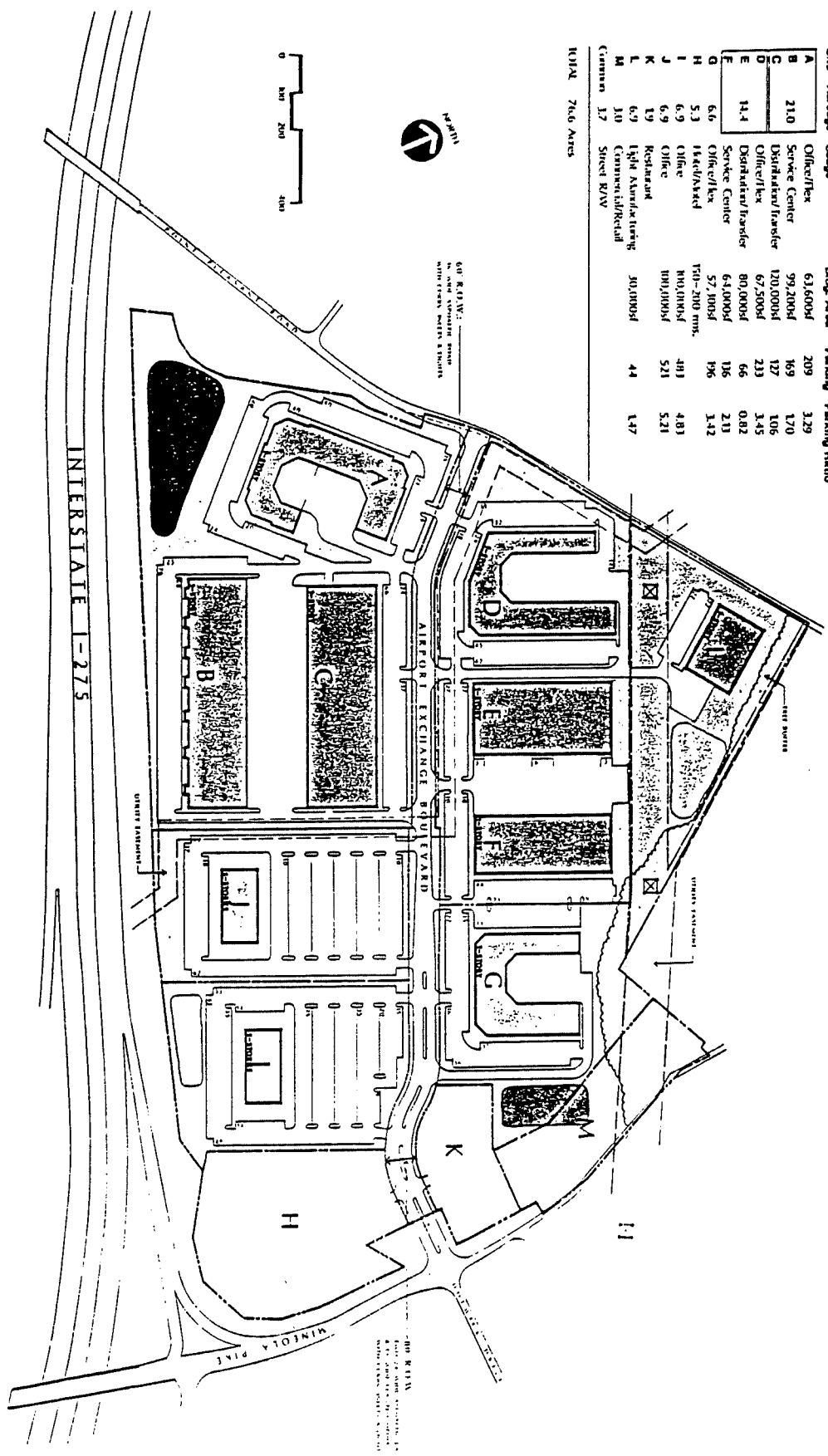
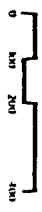
AIRPORT

MINEOLA PIKE

GAP



Site	Acresage	Usage	Bldg. Area	(Space) Parking	(Space/1000sf) Parking Ratio
A	21.0	Office/Flex	61,600sf	209	3.29
B		Service Center	99,200sf	169	1.70
C		Distribution/Transfer	120,000sf	137	1.06
D		Office/Flex	67,500sf	233	3.45
E	14.4	Distribution/Transfer	80,000sf	66	0.82
F		Service Center	64,000sf	136	2.13
G	6.6	Office/Flex	57,000sf	196	3.42
H	5.3	Hotel/Resid	150-200 rms.		
I	6.9	Office	80,000sf	481	4.81
J	6.9	Office	80,000sf	521	5.21
K	19	Restaurant			
L	6.9	Light Manufacturing			
M	10	Commercial/Resid	30,000sf	44	1.47
N	12	Street R/W			
TOTAL			766 Acres		

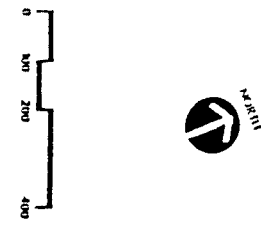
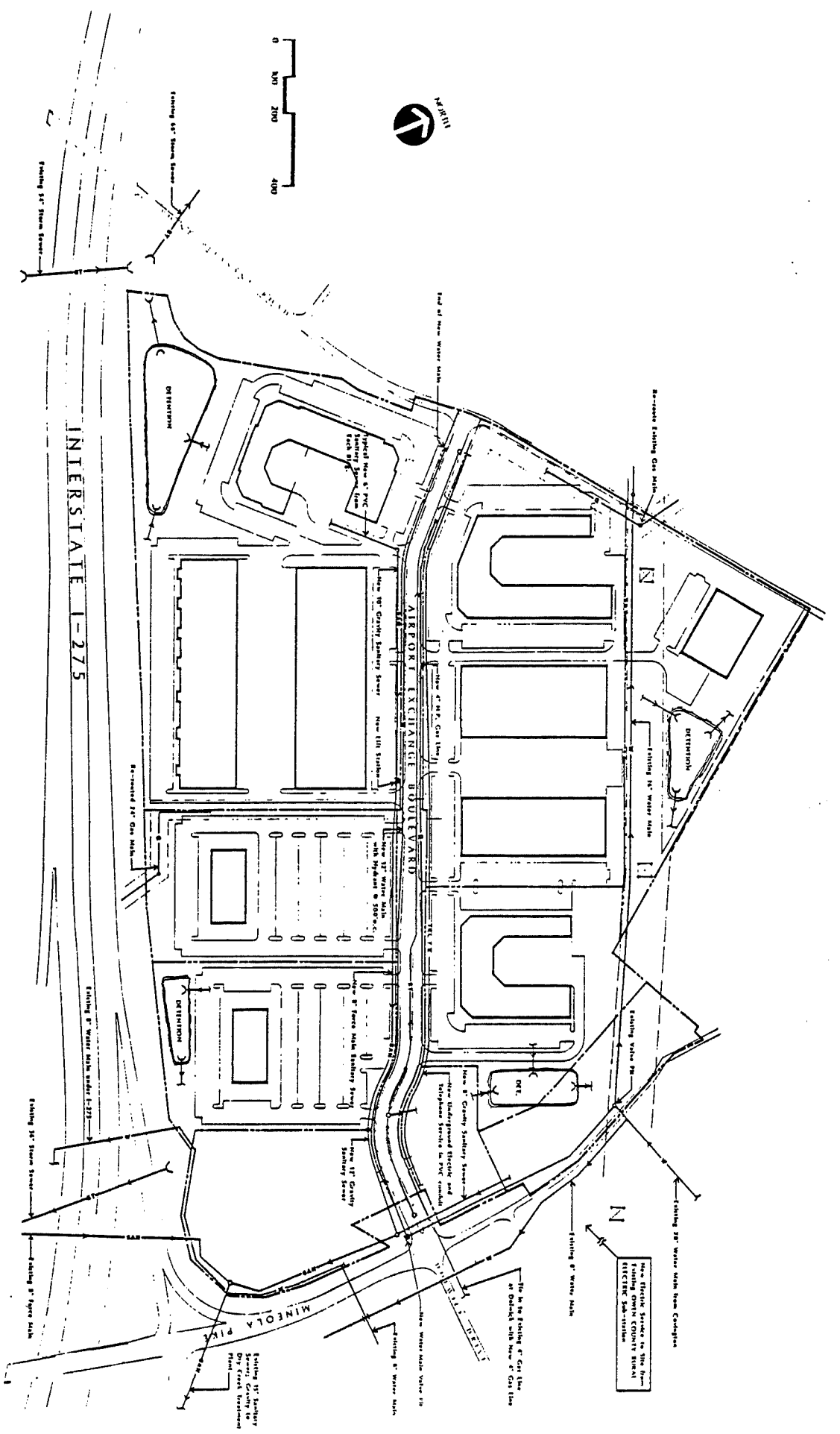


AIRPORT EXCHANGE BUSINESS PARK, Boone County, Kentucky:
 L J Hooker Developments
 Cincinnati, Ohio

Site Plan
 Smith, Stevens, & Young
 ARCHITECTURE-ENGINEERING-PLANNING-INTERIORS
 Cincinnati, Ohio

AIRPORT EXCHANGE BUSINESS PARK, Boone County, Kentucky:
LJ Hooker Developments
 Cincinnati, Ohio

Utilities Site Plan
Smith, Stevens, & Young
 ARCHITECTURE-ENGINEERING-PLANNING-INTERIORS
 Cincinnati, Ohio



INTERSTATE I-275

AIRPORT EXCHANGE BOULEVARD

MINCOA PIKE

New Electric Service to Site from Existing Boone County Street Electric Substation

Site to be Paved, 8\"/>

Existing 12\"/>

Existing 36\"/>

Existing 8\"/>

Existing 24\"/>

Existing 18\"/>

Existing 12\"/>

Existing 8\"/>

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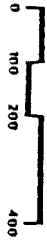
Existing 8\"/>

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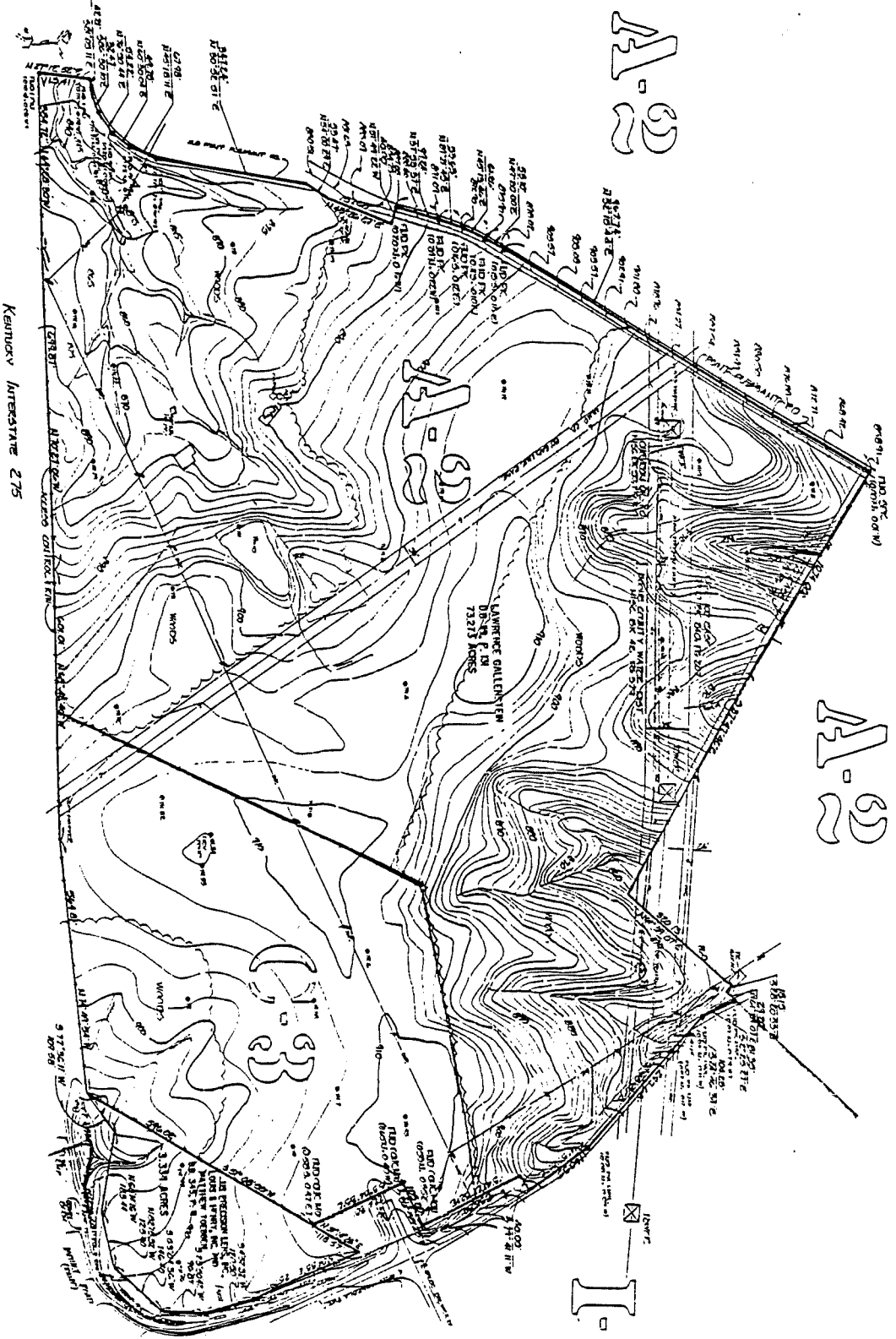
Prepared by:



A-2

A-2

I-1



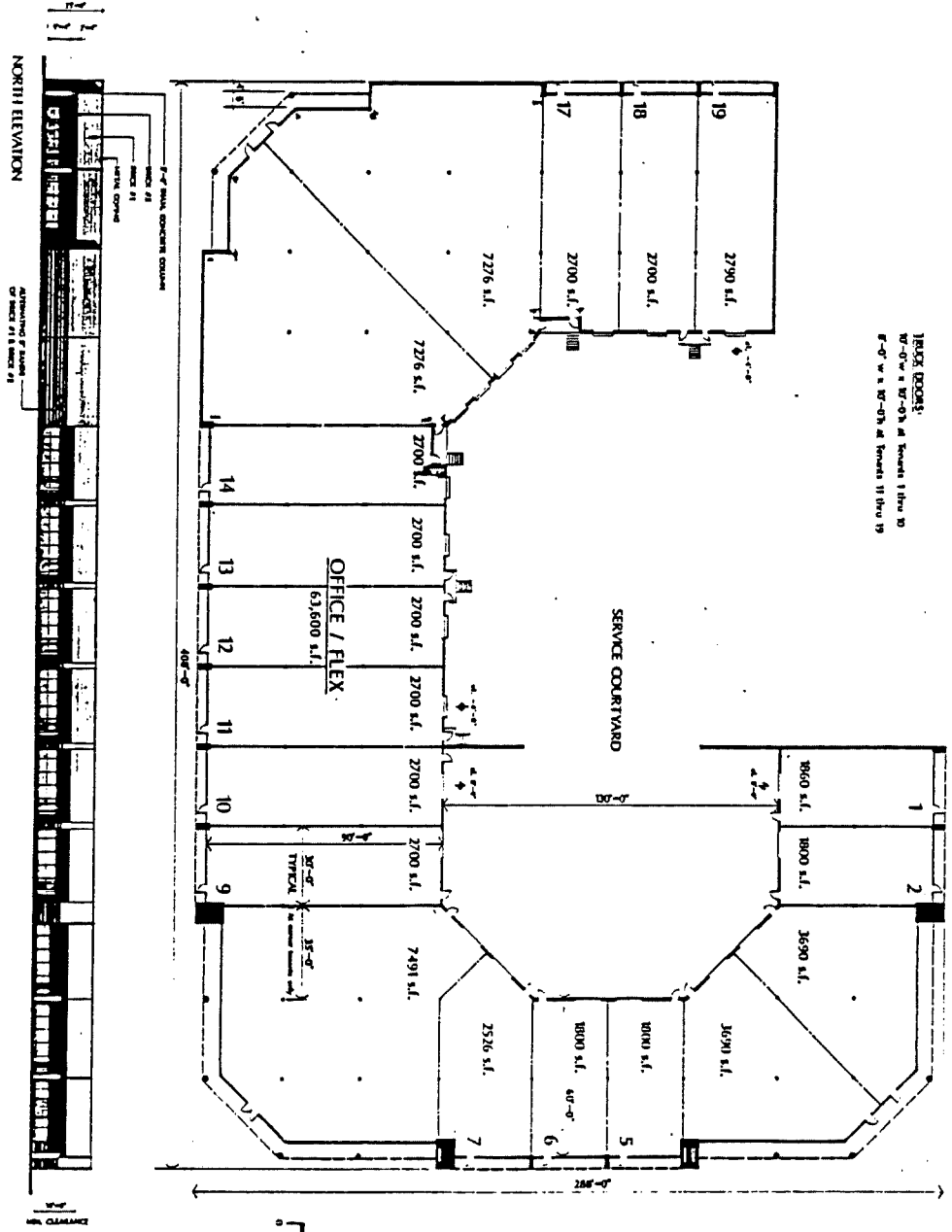
Kentucky Interstate 275

AIRPORT EXCHANGE BUSINESS PARK, Boone County, Kentucky: Boundary & Topographic Survey

LJ Hooker Developments
Cincinnati, Ohio

Smith, Stevens, & Young
ARCHITECTURE-ENGINEERING-PLANNING-INTERIORS
Cincinnati, Ohio

TRUCK ROOMS:
 10'-0" x 10'-0" at Rooms 1 thru 10
 8'-0" x 8'-0" at Rooms 11 thru 19

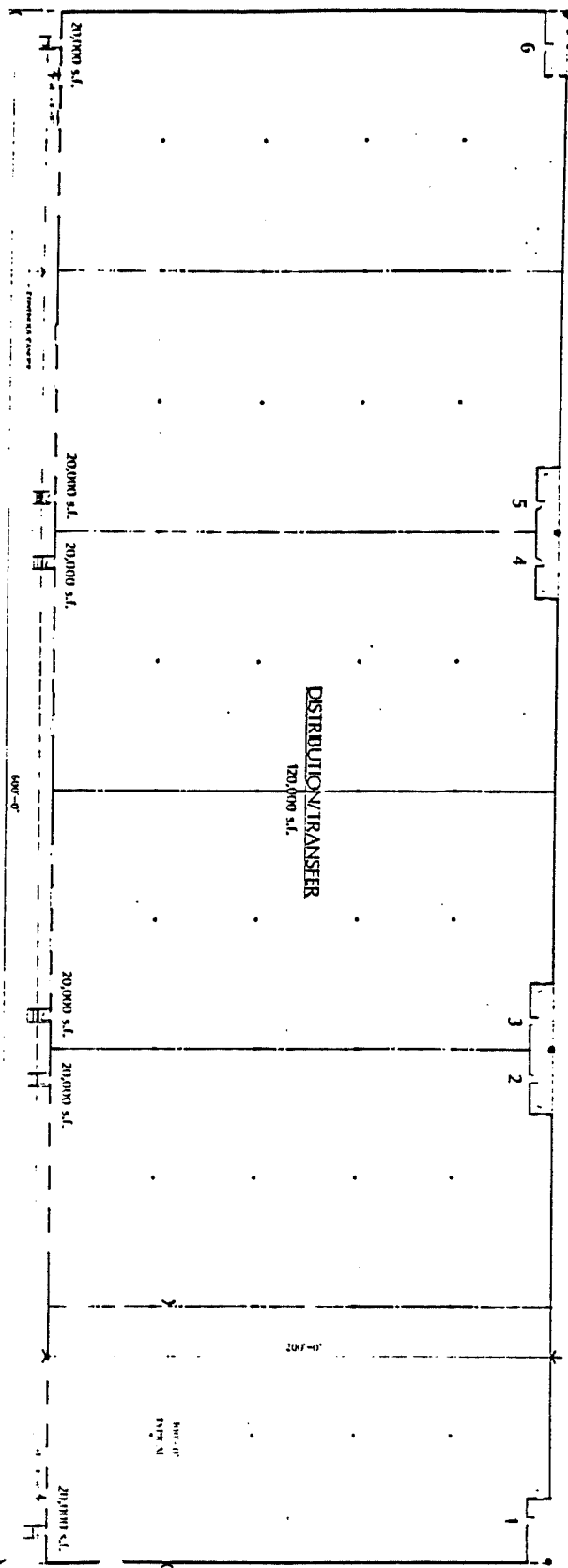


AIRPORT EXCHANGE BUSINESS PARK, Boone County, Kentucky

Hooker / Barnes
 Cincinnati, Ohio

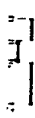
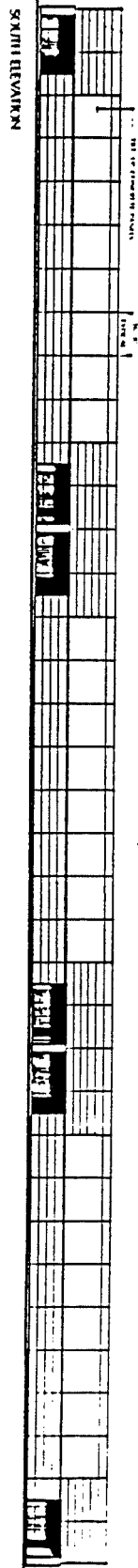
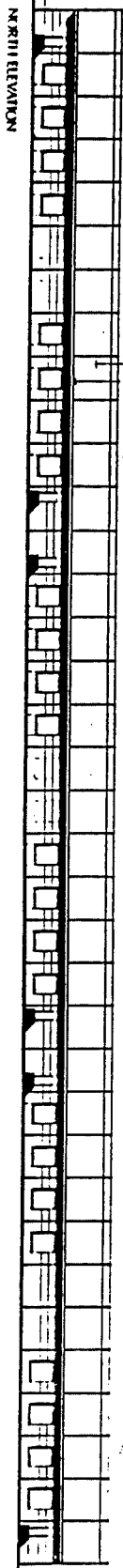
Building A

Smith, Stevens & Young
 ARCHITECTURE INSIDERS: 17555 S.W. 27TH ST.
 CLEVELAND, OHIO 44120
 (216) 231-1000



NOTE: DOORS
 are shown in all elevations
 and are to be in the center of each wall, except at 1.

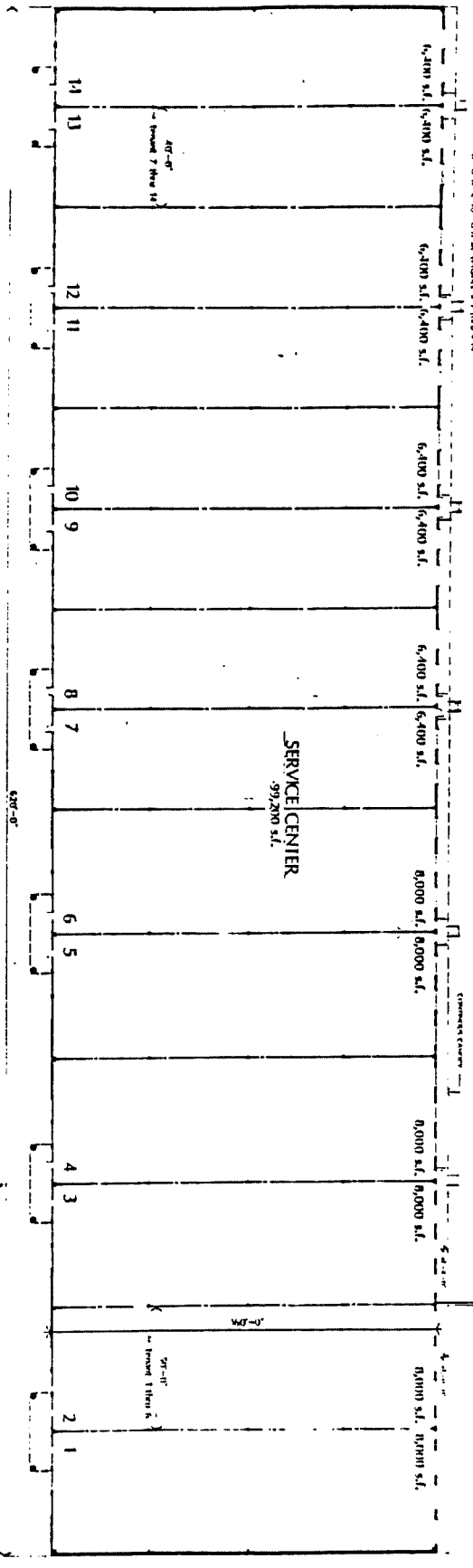
100'-0" FROM MAIN WALL



AIRPORT EXCHANGE BUSINESS PARK, Boone County, Kentucky
 Hooker / Barnes
 Cincinnati, Ohio

Building C
 Smith, Stevens, & Young
 ARCHITECTS
 CINCINNATI, OHIO
 NETWORK 2, INC.

TRUCK ROOMS:
 RT-01 & RT-02 at Elevation 011.00
 RT-03 & RT-04 at Elevation 011.00



NORTH ELEVATION

SOUTH ELEVATION

AIRPORT EXCHANGE BUSINESS PARK, Boone County, Kentucky

Hooker / Barnes
 Cincinnati, Ohio

Building B

Smith, Stevens & Young
 ARCHITECTS-ENGINEERS-PLANNERS-INTERIORS
 CINCINNATI, OHIO
 PROJECT NO. 1000

Application for: **ZONING AMENDMENT**
for Property at
Northwest Quadrant of
Mineola / I-275 Interchange

Submitted to: **Boone County**
Planning Commission

Submitted by: **L J Hooker Developments**
Cincinnati, Ohio

Prepared by: **Smith, Stevens & Young**
ARCHITECTURE-ENGINEERING-PLANNING-INTERIORS
Cincinnati, Ohio

January 25, 1988

PROPOSED AIRPORT EXCHANGE BUSINESS PARK REZONING

The purpose of the submittal of the accompanying Concept Development Plan, along with this written text and supporting data, is to allow the Planning Commission to fully review the intended use of the subject property, as a development to be known as the Airport Exchange Business Park, in order to make an informed decision on the application for rezoning and the resultant amendment to the zoning map, of approximately 76.6 acres in the North West quadrant of the Mineola Pike/I-275 Interchange.

Prior to this submittal, staff members of Smith, Stevens & Young as well as those of the applicant, L.J. Hooker Developments, have met several times with appropriate Boone County Planning Staff members. These meetings were to share the intent and direction of the proposed Planned Development, to become more familiar with the Goals and Objectives of the Boone County Comprehensive Plan for the area and to fulfill the obligations of Section 1503 of the Boone County Zoning Regulations for Pre-Application Meetings.

This Concept Development Plan submittal package includes three drawings submitted to comply with the needs of the Zoning Commission and in compliance with Section 1504 of the Regulations. The drawings include an Existing Boundary and Topographical Survey depicting the current land ownership, general geography of the site, existing drainage ways, vegetation and other physical characteristics as well as current land use and current zoning. A soils report by the H.C. Nutting Company has also been submitted with soil characteristics. In addition, we will present a color aerial perspective of the intended site usage as well as additional information on the buildings to be constructed here. You will also find information on other L.J. Hooker projects in this area and in other areas.

Currently the site consists of two parcels owned by different groups. The parcel that is the greater part of the site (approximately 73.3 acres) is currently zoned Agricultural, A-2 and Commercial, C-3. Approximately 3/4 of the 73.3 acres, to the North and West, is zoned A-2. The remaining 1/4 of the site, to the South and East, has in recent history been rezoned C-3 by the Planning Commission. The division between these two zonings follows an existing fence line on the property.

The second parcel of the site (approximately 3.3 acres) immediately adjacent to the Mineola/I-275 Interchange Ramp is currently zoned Commercial, C-3.

The general topography contains a somewhat flat area throughout the center cleared section. The Northern perimeter and the South/West areas are vegetated with secondary/tertiary tree growth and are steeper in terrain. The site currently drains into several natural uncontrolled, steep drainage ways to the West and North, and through a culvert under the I-275 freeway to the South and East. A soils report (enclosed) shows very little topsoil on the site (approximately 4 inches in general) in the tillable areas.

A Site Plan has also been submitted showing transportation routes in the area and those proposed on the site. This plan also clearly defines the proposed land uses, structures and buildings as well as parking areas and roadway access. The building footprints at full build-out will total approximately 691,000 square feet (20% of the site area, versus the zoning code allowable for an I-1 site of 57% or an O-2 allowable of over 60%); the paved areas total approximately 1,300,000 square feet (40% of the site area); and the green or landscaped areas total approximately 1,300,000 square feet (40% of the site).

Mineola Pike to the East has in the recent past been improved from the relocated Dolwick intersection southward to the I-275

crossover and the interchange ramps. Most traffic to and from the site will occur in this interchange area as the site is served with truck and car traffic from I-275 and from the airport via Mineola.

A somewhat improved Dolwick/Mineola intersection is proposed with this project to provide an additional turn lane from Airport Exchange Boulevard onto Mineola and thence to the freeway ramps.

Frontage to the South is directly on I-275 and no additional freeway access is planned or possible.

To the North, the site is bounded in part by a large (100 feet wide) utilities easement for existing underground oil and water lines and existing overhead high voltage transmission wires and towers. Beyond this easement boundary are two isolated triangles of land (one to the east, the other to the west) that are bounded by agricultural related land to the North.

The western boundary is formed by Point Pleasant Road (both the abandoned section near the freeway and the straightened and improved section that passes over I-275 on an existing bridge). This roadway and bridge would allow van and local truck traffic to the airport freight terminals for distribution from the site of smaller loads for shipping by air freight. Some road improvements to Point Pleasant are anticipated. These may be minor width increases or additional pavement depth. Again, we anticipate that the primary usage should be by small trucks and vans.

A new publicly dedicated road, Airport Exchange Boulevard, (classified as a Local Road/Street) is proposed to provide major access from Mineola Pike and minor egress to Point Pleasant Road. This road would also serve as an access tie-in to the planned Dolwick connector to the East and under I-275 to tie this industrial development area to those areas Southward across I-275

and near the airport. There will be a pedestrian walkway alongside this road on the South side that will be a 4 feet wide sidewalk installed with Phase I. Additional sidewalk will be installed on the North side of the Boulevard as additional buildings are brought on line.

The proposed new road on this site would start as a divided boulevard at the Mineola intersection with two 24 feet wide paved, curbed and lighted traffic ways suitable for four lane traffic separated by a 10 feet wide landscaped, irrigated median. The roadway here would be in an 80 feet right-of-way and the park entrance would be appropriately and attractively bermed, landscaped and signed. There would be a transition area approximately 1/3 to 1/2 way across the site toward the West to reduce the road to a two way 36 feet wide paved, curbed and lighted traffic way. The extra width of roadway would be suitable for turn lanes or three lane traffic in a 60 feet right-of-way. This section of roadway would also be attractively landscaped and irrigated. There is a landscaped area approximately 25 feet wide along each side of the roadway. This generous width will, when combined with the approximately 85 to 95 feet setbacks to the buildings, provide an attractive boulevard effect. The exit to Point Pleasant, while it is a more secondary point of egress, would also be appropriately landscaped and signed. We anticipate some landscaped earth berms in this area to provide partial screening and added attractiveness.

Parking areas on individual sites would be provided with lighting and landscaping and would be designed for easy, controlled access to the new road. There is a 10 to 20 feet wide landscaped perimeter on the industrial buildings immediately adjacent to and separating car parking from the buildings.

There is to be normally about 30 feet of turf area between adjacent building lots. The mid-rise office buildings will have

a 25 to 30 feet wide landscaped area around their base and will have landscaped median barriers between parking rows.

In order to control the runoff from the proposed development on the site, storm water will be managed on the site. Storm sewer systems will be designed to capture runoff and direct it to storm water detention basins. These detention basins will control the rate of release to keep runoff rates from the site at appropriate levels per County standards. Storm water detention areas will be landscaped as well. Some will contain pleasing water features and will be lakes designed to add to the overall effect of an upscale, desirable industrial/commercial business park setting.

Proposed Land Uses are demonstrated on the Site Plan. Existing uses have included some small scale farming activity, but what exists primarily are vacant fields and scrub brush or treed areas. The proposed new structures are delineated on the Plan. Phase I of the plan is to be constructed immediately upon receipt of approval of this Development Plan and the necessary design and permitting process. Phase I consists of clearing and rough grading the entire site, installation of any necessary erosion and sedimentation controls, construction of the new Airport Exchange Boulevard from Mineola Pike to Point Pleasant Road in entirety, installation of new utilities and infrastructure, and construction of Buildings A, B, and C at the South/West quadrant of the site. These buildings are all single story buildings of approximately 20 to 30 feet height. The buildings on the rest of the site should be started reasonably soon thereafter. It is currently anticipated that the entire project be built out in 3 to 5 years.

Building A is a 63,600 S.F. Office/Flex building of masonry and glass sited on the South side of the intersection of Airport Exchange Boulevard and Point Pleasant Road. Building B is a 99,200 S.F. Service Center of masonry construction fronting on I-275. Building C is a 120,000 S.F. Distribution/Transfer

Building of decorative tilt-up concrete walls. L.J. Hooker will lease these buildings to tenants whose businesses are compatible with the area and the zoning. Pictorial information of other L.J. Hooker buildings of similar use is provided. Buildings and site are intended to be attractive, well maintained examples of this type of use. It is currently anticipated that the Buildings on the North side of the Boulevard would be of similar construction to A, B, and C. The two office buildings would be built as soon as market allows. They are currently intended to be Class A buildings of 5 stories with a footprint of approximately 20,000 square feet each and a total area of 100,000 square feet each. The possibility of a small shop or commercial area within the office buildings is being reviewed for feasibility. The Hotel/Motel site has already generated interest from potential users. The site could be a low-rise all-suites type complex or may be a 3 to 5 story hotel depending on the final successful chain. The hotel/motel could, more than likely, contain provisions for conference/meeting facilities and a dining area of its own, as well as a small shop area. The operator would, of course, determine this ancillary usage. The restaurant site is currently envisioned as a sit-down facility to afford the employees in the surrounding employment zones a pleasant place to eat. Of course, freeway users would also provide additional usage and income. The retail area near Mineola Pike is currently envisioned as a small attractive strip center with smaller businesses of a retail/commercial nature. Architectural review and approval powers would be retained by L.J. Hooker for these smaller buildings in order to assure a well integrated on-site community of uses and building designs. It is anticipated that 9 feet by 18 feet parking spaces and 24 feet aisles may be requested in the parking lots of the majority of the buildings in order to allow more landscaping area.

A third drawing is the Utilities Site Plan showing the proposed preliminary additions to the existing utilities and infrastructure. These utility extensions have been discussed

with the affected utility company in each case. They include a water line, a sanitary sewer line and lift station, a gas main extension, electric and telephone extensions and the necessary storm water sewers and detention basins.

All utilities are conceived to be underground and in the new road right-of-way or along side it in dedicated easements.

The new gas line will tie into the Union Light, Heat and Power existing 4 inch gas line near the Dolwick intersection. An existing 24 inch gas transmission line will be relocated on the site to provide better site usage.

The new electric service will be served by an extension from the existing Owen County Rural Electric substation to the North East of the site.

Telephone service will be underground along side the electric and will be provided by Cincinnati Bell from existing service on the South side of the Mineola/Dolwick intersection.

Water will be supplied to the site by a new water line that extends from Mineola and ties into either an existing 8 inch line to the South of the Mineola/Dolwick intersection, or into an existing 16 inch line at the North side of the site near the existing valve pit.

Sanitary sewers from the buildings will be gravity drain from most individual sites to a new lift station on Airport Exchange Boulevard approximately midway between Mineola and Point Pleasant. This station will pump through a new force main to the East and tie into the Boone County Water and Sewer District existing 15 inch gravity sewer at the Mineola/I-275 Interchange and thence to the Dry Creek Treatment Plant.

The Applicant petitions the Planning Commission to change the zoning on this site from the current A-2 and C-3 zones to a unified I-1/O-2/C-3/PD zone. It is the feeling of the applicant that this requested change in the zoning map is in major conformance with the existing adopted Comprehensive Plan; that the requested zoning classification is more appropriate than the existing zoning classification; and that economic, physical and social changes in the area have altered the character of the area and support the zone change for this site.

The subject of conformance with the goals of the Boone County Comprehensive Plan is addressed in the following dialogue.

A Concept Development Plan such as is being submitted is consistent with the long range Goals of the Plan "to provide proper future growth management for the County" (page G-1); "to accommodate the needs of the County's population base by providing for orderly growth" (page G-1); "to maintain and continually improve the County's economic base" (page G-2), such as may be expected by broadening that base through the addition of desirable Employment Districts as may be provided by Industrial/Office/Commercial areas such as the proposed Airport Exchange Business Park; and "to provide appropriate locations for industries or businesses compatible with others located in the County" (page G-3), as may be accomplished through rezoning on sites such as this one.

We believe this rezoning will also help meet Planning Commission Objectives as set forth in the Comprehensive Plan. This Concept Development Plan meets the Objectives of Economy (page G-2) which state that: "Basic and non-basic services shall be encouraged and not dependent on outside areas," and that, "The County shall seek to create a balance of land use developments between those uses which promise to generate more revenue than they consume in services" and other uses. The economic base will be strengthened

by developments such as the Airport Exchange Business Park proposed for this site.

Objectives of Business Activity (page G-3) will be met as stated under Commercial Objectives in that the Comprehensive Plan states that, "Commercial uses shall be developed at strategic locations relative to their trade areas with direct access and ample parking space." Strategic locations and direct access typify the Mineola Interchange and this site.

Objectives of Business Activity (page G-4) will also be met very effectively as stated under Industrial objectives. The Comprehensive Plan states that, "Industrial development shall be encouraged to locate near railroads, highways, airports, and/or the Ohio River." The Plan also states that, "New industrial park sites shall be located primarily near limited access highways throughout the community for convenience, advertising, and economic advantages." The proposed site very clearly meets both of these objectives as it is near highways and the airport and it is near limited access highways.

The Comprehensive Plan addresses employment in the County (page E-13) and states that, "There are two categories of industrial activity, base and non-base. Base industries furnish the products which sustain society . . ." and that, "Non-base industries, . . . are users and marketers of base industrial products." Further it states that, "Base industrial activities are responsible for bringing outside income into a community, and non-base industries circulate that income while providing the services necessary . . . for daily activities of all residents in the community." Most of the users of the proposed new site would be non-base and service industries and offices. These are desirable in the County. However, because of the nearby location of the airport, some of these non-base industries will function also as base industry in that they will "bring outside income" into the community, as well. The proposed Airport Exchange

Business Park will help Boone County to diversify its base and non-base employment objectives.

In order to grow and sustain itself, the County has several proposed road construction projects planned. According to the Comprehensive Plan (page T-7), the proposed Inner-Belt Parkway detailed in the Transportation Improvement Plan, "would affect the north-eastern portion of the county by creating a new roadway north of the I-75/Turfway Interchange continuing just east of the new Mineola/I-275 Interchange. Should this road develop, industrial development should occur in close proximity." Additionally, it states that the airport proposed road connecting Mineola Pike to Burlington Pike near Zig-Zag Road will ". . . spur additional development near the airport" and ". . . residential development will stay south and west of the airport while industrial growth should continue to the east." Again, the proposed site usage is in agreement with the Comprehensive Plan and has been foreseen.

The potential for future Commercial Activity is recognized in the Comprehensive Plan as stated (page B-15) that "the I-275 airport interchange will experience additional commercial growth. This will be primarily of airport and highway related nature . . ."

The positive potential for future Industrial Activity in this area is also recognized in the Comprehensive Plan with the statement that, "As the northern part of the county experiences manufacturing growth along I-275, the income levels of the work force should rise (page B-15)." Additionally the Plan states very positively that, "To the east of the airport, the Mineola-Circleport-KY236 area will be an area of great industrial growth in the County. High-tech industry and airport related services should be encouraged at the I-275 interchanges . . ."

The proposed new runway will create additional "locational advantages for industry because of proximity to air and truck transportation" (page B-16). The proposed Airport Exchange

Business Park fits these criteria beautifully by the promise of increasing county income levels and by its advantages of proximity to air and truck transport.

Nowhere in the Comprehensive Plan are the positive aspects of the proposed site usage and its compatibility with the Comprehensive Plan and the changing factors in the area more clearly and directly demonstrated than by statements contained in the discussions on the Latonia Area (page L-18). This discussion states that, "This section (Latonia) has two great growth forces; one to the north and the other to the south while Donaldson Road serves as a stabilizer and divider of development. To the north is the Mineola Interchange. This proposed interchange with its proximity to the airport is ideal for airport-related industrial activity." Further it states that, "Eventually, the industrial development within the Mineola Park will merge with the development moving south from the Mineola Interchange." Thus, this interchange has been perceived in the Plan as a great force and ideal for industrial activity such as is proposed by Airport Exchange Business Park.

In conclusion, it seems quite obvious that the architects of the Comprehensive Plan have foreseen just such a development as the Airport Exchange Business Park as is currently planned for the Mineola Interchange site. The forces currently shaping this area have already created positive changes in the economic and social environment of the area. These changes point to the rezoning of this site so that it may be utilized for Industrial/Commercial activity rather than Agricultural and Commercial as is now the case. We feel that the I-1/O-2/C-3/PD zoning requested for Airport Exchange Business Park is entirely appropriate and proper and therefore respectfully request that the proposed zoning map amendment be passed. We also request the ability to utilize the 9 feet by 18 feet parking spaces and 24 feet wide aisles in the offstreet parking lots.

The almost immediate start of the first three buildings, A, B, and C, should be followed in close order by other buildings on the site. As previously stated applicant's current projections anticipate a 3 to 5 year build-out of the project. We eagerly await your positive response to the zoning request and the beginning of this exciting project.

Section 940

COMMERCIAL SERVICES (C-3)

The purpose of the commercial services district is to provide, control and centralize those types of commercial activities which: a) depend on and generate high vehicular accessibility, visibility and traffic; and/or b) large outdoor single-purpose storage, display and parking areas and c) which do not fit the scale, character, trade area and general objectives of the other commercial districts in this article or the employment districts defined in Article 10. Such districts will generally be organized about regional or major community trade areas. Sites will be of suitable lands which can be appropriately buffered from surrounding urban uses. Districts will be located to have direct visibility from major arterials. District facilities and plans should be organized to accomplish as much clustering of compatible uses, sharing of parking and access, signage, lighting and other spaces and improvements as possible.

Section 941

Principally Permitted Uses

The following uses are permitted:

1. Commercial parking facilities;
2. Sales of lumber, building materials, heating and plumbing equipment, electrical supplies, hardware and farm equipment;
3. Sales and service of new and used motor vehicles including tires, batteries and accessories;
4. Major furniture, floor coverings, household appliances and home furnishing outlets;
5. Eating and drinking establishments including alcoholic beverages, entertainment, drive-in and fast food franchises;
6. Specialized sporting goods and accessories including the sales and services of new and used marine craft, recreational vehicles, camping trailers and motorcycles;
7. Sale of mobile homes;
8. Farm and garden supply outlets including equipment and vehicles;
9. Food lockers including preparation facilities and individualized household goods storage lockers (mini warehouses);
10. Equipment, automobile, truck rental and leasing services;
11. Gasoline service stations, truck---shops (*See Status of Amendments), automobile repair, maintenance and wash services including auto body work, but excluding junk yards, wrecking or other storage;
12. Liquor and beverage sales.
13. Sale of satellite dishes;
14. Grocery stores and supermarkets;
15. Convenience stores;
16. Banking services (including drive-thru facilities), savings and loan associations, credit unions and other credit services;
17. Postal services;
18. Florists including greenhouses;
19. General dry goods and merchandise stores;
20. Department stores, mail order houses, direct retail selling organizations of general merchandise;
21. Household appliances, china, glassware and metal ware;
22. Medical and dental laboratory services.

Section 942

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to any of the permitted uses including:

1. Recreation uses, buildings and structures customarily incidental and subordinate to any of the permitted uses and defined to be:
 - a. Stages and similar assembly areas;
 - b. Auditoriums, exhibition halls and other public assembly spaces;
 - c. Amusement centers;
 - d. Tennis courts and billiards;
 - e. Play lots, tot lots, recreation centers and similar athletic uses;
 - f. Swimming beaches and swimming pools;
 - g. General, leisure, ornamental and other park spaces;
2. Dwelling unit of the family of the owner-operator or resident manager including:
 - a. Private garage and parking;
 - b. Structures such as fences and walls;
 - c. Buildings such as storage sheds;
 - d. Appropriate storage of a recreation vehicle or unit;
 - e. The keeping and use of appropriate household pets;
3. Directional and incidental signage (See Article 19);
4. Parking (See Article 18);
5. Temporary buildings incidental to construction;
6. Storage, uncrating or unpacking areas provided such activities are an integral function of the permitted use.

Section 943

Conditional Uses and Criteria

The following uses and appropriate accessories subject to the approval and qualifications of the Board of Adjustment and Zoning Appeals provided: a) the activity is an integral and subordinate function of a permitted commercial use or service; or b) the arrangement of use, building or structure will be compatible with the organization of permitted and accessory uses to be protected in the district;

1. Small scale leasing of new and used automobiles including but not limited to the storage of no more than 50 vehicles.
2. Postal services and packaging services provided the use is essential for pick-up and delivery convenience and not storage or transfer activities more appropriate to an employment district.
3. Churches, synagogues, temples and other places of religious assembly for worship only where the membership area is of magnitude requiring regional visibility and accessibility.
4. Hotels and motels including convention facilities;
5. Welding or limited fabrication of metal products provided the use is of office or service contract and not storage or manufacturing which is more appropriate to an industrial district.
6. Truck stops (*See Status of Amendments).

Section 945

Intensity

The intensity of use in a Commercial Services (C-3) district is 18,000 - 20,000 square feet of gross floor area per 1 acre.

Section 946

Minimum Size

The minimum size and extent of a Commercial Services district, including all the contiguous private property so designated, shall not be less than three (3) acres.

Section 947

Minimum Standards

See Table 1 for dimensional standards. (Site plan review required for all permitted uses. See Article 14.)

EXHIBIT "B"

BOONE COUNTY PLANNING COMMISSION

February 3, 1988

PUBLIC HEARINGS

Mr. William Viox, Chairman, called the meeting to order at 7:00 P.M. and introduced the first item on the agenda:

1. Applicant: LJ Hooker Development Company for Lee Gallenstein, Louis and Henry, Inc. and Matthew Toebben (owners)
Request: Zoning Map Amendment

This was a Public Hearing on the request of LJ Hooker Development Company (applicant) for Lee Gallenstein, Louis and Henry, Inc. and Matthew Toebben (owners) for a Zoning Map Amendment on a 76.5-acre site located north of I-275, west of Mineola Pike and east of Point Pleasant Road, Boone County, Kentucky. The request is to rezone the site from Agricultural Estate (A-2) and Commercial Services (C-3) to Industrial One/Office Two/Commercial Services/Planned Development (I-1/O-2/C-3/PD).

Staff Member, Kevin Costello, presented slides of the site.

Chairman Viox asked the applicant for his comments.

Mr. Bob Laughlin, who is in charge of commercial and industrial development for LJ Hooker Development Company, stated that they believe this request is consistent with the Comprehensive Plan. He introduced Mr. Ken Smith of Smith, Stevens & Young Engineering Company.

Mr. Ken Smith presented a topographical map of the site. He indicated the natural drainage of the site and noted the topography, including hillsides on the site. There is a 100-foot electrical transmission easement across the northern part of the site. Mr. Smith also presented the Site Plan and indicated that the existing Dolwick intersection would be extended and Mineola Pike improved. He indicated the proposed traffic circulation patterns for the site. They plan underground utilities along the proposed roadway called Airport Exchange Boulevard. The buildings will have 85' to 90' setbacks to allow for additional landscaping. Mr. Smith presented an artist's rendering of the proposed development and indicated that Phase I of the development would include the roadway, utilities, and the first three buildings. He noted two five-story office buildings proposed for the site and stated that they hope to include a convention-oriented hotel in the development. A restaurant is

planned for the development, as well as a retail strip center. Mr. Smith discussed their proposed development in relation to the Comprehensive Plan and stated that their plan will bring outside income into the area.

Mr. Laughlin stated that they plan the highest quality buildings for the development and the site will be heavily landscaped.

Mr. Viox asked if there was anyone else present who wished to speak regarding this request or if there were any questions.

Mr. Ellis, an adjoining property owner, stated that he did not want any changes made to the roadway behind his property (Point Pleasant Road).

There being no further comments, Mr. Viox asked for the Staff Report.

Staff Member, Kevin Costello, presented the Staff Report (see Staff Report).

Chairman Viox asked if there were any comments or questions from the Commission.

Mr. Barnett questioned the applicant's plans for widening Point Pleasant Road as indicated in the Staff Report.

Mr. Smith stated that they would be willing to participate in minor widening of the roadway or in improving pavement thickness, but that the bridge precluded extensive widening of the roadway.

Mr. Barnett noted his concern for extending the proposed street to Point Pleasant Road.

Chairman Viox noted that the artist's rendering of the development indicates three lakes, while only two are indicated on the Concept Development Plan. He asked why certain buildings were not submitted on the Concept Development Plan. He asked the applicant for his comments.

Mr. Smith stated that two of the detention ponds can be lakes, but the third may have to be a dry retention basin. He stated the general location of the proposed buildings.

Chairman Viox asked that a traffic analysis be submitted in light of problems that were experienced at the Turfway Interchange. Mr. Smith stated that a traffic analysis would be provided.

In response to questions from Mr. DeLong, Mr. Smith stated that an average density for the project would be 21%. Mr. DeLong stated that he is also concerned about the number of parking spaces and the buffering.

In response to questions from Mr. Damstrom, Mr. Smith stated that following approval of this project, they will begin construction of Phase I in early spring or summer. The site will be totally developed within three to five years.

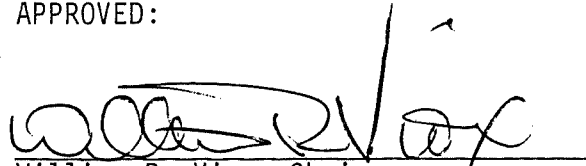
Chairman Viox asked if there were any further comments or questions.

Mr. Dick Huddleston, representing Miller-Valentine Group, an abutting property owner, stated that he believes this project will bring quality development to Boone County.

Counselor Wilson stated that the Commission is a recommending body and that following action by the Commission, this request will go to the Fiscal Court.

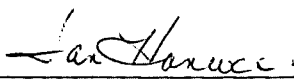
There being no further discussion, Chairman Viox advised that this request will be on the agenda for the Business Meeting on February 17, 1988 at 8 P.M. and closed this Public Hearing.

APPROVED:



William R. Viox, Chairman

ATTEST:



Jan Hancock, Recording Secretary

BOONE COUNTY PLANNING COMMISSION

BUSINESS MEETING

February 17, 1988 8:00 P.M.

Mr. William Viox, Chairman, called the meeting to order at 8:00 P.M..

COMMISSION MEMBERS PRESENT:

Mr. Larry Barnett, Vice Chairman
Mr. Fred Burch
Mrs. Rita Bushelman
Mr. Lawrence Collins
Mr. Phil Damstrom
Mr. Melvin DeLong
Mr. R. N. Greene
Mr. Rector Jones
Mr. Don McMillian
Mr. Charles Moore
Mr. Barry Neltner
Mr. Ralph Rush
Mr. Floyd Sharp
Mrs. Carol Smith
Mr. William Viox, Chairman

COMMISSION MEMBERS NOT PRESENT:

None.

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

Chairman Viox noted that each member had received a copy of the Minutes of the Business Meeting of February 3, 1988 and the Public Hearings of February 3, 1988 and asked if there were any comments or corrections.

There being no changes to the Minutes, Mr. McMillian moved that the Minutes of the Business Meeting and the Public Hearings of February 3, 1988 be approved as mailed. Mr. Burch seconded the motion and it carried unanimously.

REPORTS:

The Chairman noted that the Zoning Enforcement Officer's Report, the Building Inspector's Report, and the Statement of Income had been distributed for the Commission members to review. There being no discussion of the reports, Chairman Viox proceeded to the items on the agenda:

BUSINESS MEETING AGENDA

UNFINISHED BUSINESS:

1. Zoning Map Amendment

A request of L J Hooker Development Company (applicant) for Lee Gallenstein, Louis and Henry, Inc. and Matthew Toebben (owners) for a Zoning Map Amendment on a 76.5-acre site located north of I-275, west of Mineola Pike and east of Point Pleasant Road, Boone County, Kentucky. The request is to rezone the site from Agricultural Estate (A-2) and Commercial Services (C-3) to Industrial One/Office Two/Commercial Services/Planned Development (I-1/O-2/C-3/PD).

Mr. Gerald Newton, Director, read the Committee Report which recommended approval of the request based on the findings of fact, but subject to conditions (see Committee Report).

Mr. Robert Laughlin, representing L J Hooker Development Company, stated that they are in agreement with the conditions.

Chairman Viox questioned why the boulevard indicated on the Plan narrowed before it terminated.

Mr. Ken Smith, principal architect for the project, stated that this does not represent a reduction of the street but a widening of the entryway.

Chairman Viox stated that this site may be the future corridor for the adjacent developable area and noted his concerns that the area not be stereotyped to be industrial and that the roadway will be able to handle the future traffic when that area develops.

Mr. Jack Gehrum, traffic analyst, stated that the Traffic Study is not yet complete. They have acquired the OKI Traffic Projections for the area which indicates that a single lane can accommodate 1,800 vehicles per hour. He stated that there would be three lanes of traffic and they believe that to be adequate.

Chairman Viox asked that a copy of the Traffic Study be submitted to the Staff when completed. Mr. Gehrum agreed to do so.

Chairman Viox questioned what the boulevard would look like and asked Mr. Smith for his comments regarding the parking lots and landscaping.

Mr. Smith stated that there would be 27' to 30' of green space, measured from the curb line to the parking lot, on both sides of the street. This area will be bermed and landscaped. He added that they have used 90' to 95' setbacks.

Mr. Collins moved by resolution that the request be approved as recommended by the Committee Report, subject to the conditions indicated in the report. Mrs. Smith seconded the motion.

Mr. Burch noted the 95' setbacks referred to by Mr. Smith and questioned whether the right-of-way should be widened to 80' to allow for future development of the area to the west of the project.

Mr. Smith stated that this suggestion would cause a reduction in building area. He noted a high powered gas line which will be relocated along the proposed roadway and commented on the underground utility easements along the roadway including telephone, electric, water and sewer easements. He added that should the 80' right-of-way be required, he would be concerned about the placement of these utilities, but will do so if feasible.

Mr. Greg Sketch, Staff Engineer, advised that utilities are at times located under blacktopped areas but this is not desirable from a maintenance standpoint.

Mr. DeLong stated that he would also prefer that the right-of-way be widened to 80'.

Mr. Collins questioned what provisions had been made to keep the tractor trailers off Mineola Pike going northward and down the hill.

Staff Member, Kevin Costello, advised that the county has installed a sign in this regard.

Mr. McMillian questioned if the motion should be amended in regard to the possibility of widening the roadway.

Chairman Viox stated that he did not believe it was necessary to amend the motion as Mr. Smith had agreed to investigate the possibility of an 80' right-of-way. Mr. Smith noted that Mr. Viox's statement was correct.

There being no further discussion, Chairman Viox asked for a vote on the motion made by Mr. Collins and it carried unanimously.

COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Larry Barnett, Chairman

DATE: February 17, 1988

RE: Request of LJ Hooker Development Company (applicant) for Lee Gallenstein, Louis and Henry, Inc. and Matthew Toeppen (owners) for a Zoning Map Amendment on a 76.5 acre site located north of I-275, west of Mineola Pike and east of Point Pleasant Road, Boone County, Kentucky. The request is to rezone the site from Agricultural Estate (A-2) and Commercial Services (C-3) to Industrial One/Office Two/Commercial Services/Planned Development (I-1/O-2/C-3/PD).

REMARKS:

We, the Committee, recommend approval based upon the following findings of fact and subject to the conditions below.

Findings of Fact

1. The proposed zoning classification and submitted Concept Development is consistent or in agreement with the 1986 Boone County Comprehensive Plan. The Future Land Use Map indicates that the site be developed for industrial use. The Land Use Element describes the existing Mineola Pike/I-275 Interchange. The Comprehensive Plan suggested that the proposed interchange with its proximity to the airport is ideal for airport-related industrial activity.
2. Other references to the Comprehensive Plan which would support a mixture of office, commercial, and industrial uses are mentioned in the Staff Report. The Committee also feels that the proposed mixed-use development meets the objectives of Planned Development.

Conditions

The applicant is being asked to agree to include these items as part of the Concept Development Plan and building uses and intensities presented to the Committee on February 16, 1988 in order to clarify the plan presented at the February 3, 1988 Public Hearing. Further, these conditions are intended to clarify the suitable uses and development for the presented plan.

1. The applicant shall be required to make the following road improvements:
 - a. Widen Mineola Pike to three lanes from the intersection of Dolwick Drive to I-275 in order to allow better traffic flow.

- b. Make intersection improvements at Airport Exchange Boulevard and Point Pleasant Road in order to have proper turning movements at the park's second entrance.
 - c. Widen Point Pleasant Road to approximately 22-25 feet in width from the intersection of Airport Exchange Boulevard to the I-275 bridge.
2. The applicant shall be required to submit the final traffic analysis or report within two weeks which was presented orally to the Committee. Future traffic movement and generation will be analyzed by both the applicant and the Staff as the park develops over time.
 3. The applicant shall be required to submit detailed storm water detention/retention plans for the 76.6 acre site. Adequate on-site detention/retention shall be required so as to not adversely impact any adjoining properties.
 4. The applicant shall be required to extend the proposed sanitary sewer line towards the western lot line, or at a minimum, place the manhole which serves Lot A in the street right-of-way, in order to possibly serve future growth west of Point Pleasant Road. The applicant shall negotiate with the Boone County Water and Sewer District to determine the final design size of the proposed sanitary sewer line.
 5. The applicant shall be required to coordinate the review of development plans with the Boone County Planning Commission and the appropriate utility agencies/companies (e.g. Boone County Water and Sewer District, Union Light, Heat, and Power Co., Chevron Oil and Owen County Rural Electric).
 6. Adequate buffering that is sufficient in size and in number shall be required to screen the proposed development from the single-family residences west of Point Pleasant Road. The buffering shall be a combination landscaped berm and tree plantings and the final landscaping plans will be examined at subsequent reviews when building elevations are finally known.
 7. The following Commercial Services (C-3) uses shall not be allowed on Lot M.
 - a. Commercial parking facilities;
 - b. Sales and service of new and used motor vehicles including tires, batteries and accessories;
 - c. Sales and service of new and used marine craft, recreational vehicles, camping trailers and motorcycles;
 - d. Sale of mobile homes;
 - e. Farm and garden supply outlets including equipment and vehicles;
 - f. Food lockers, including preparation facilities and individualized household goods storage lockers (mini warehouses);
 - g. Sale of satellite dishes;
 - h. Grocery stores and supermarket; and
 - i. Automobile repair, autobody maintenance or wash services.

All C-3 principally permitted and accessory uses will be permitted and C-3 conditional uses will be allowed only with Board of Adjustment approval.


8. The applicant shall be allowed to construct 9' x 18' parking stalls and 24' driveway aisles for the entire site with the exception of Site M, of which 10' x 20' parking stalls and 25' driveway aisles will be required. The allowance is based upon the Planned Development designation and with the intention of planting additional landscaping in the parking lots.
9. The applicant shall be required to negotiate an agreement with the Point Pleasant Fire District in order to provide effective fire fighting services at the 76.6 acre site. This agreement may involve the donation, sale, or lease of a small parcel on the site for a relocated fire station or the provision of other services.
10. The uses and building intensities shall be limited for the following lots.


<u>Lot</u>	<u>Use</u>	<u>Building Intensity</u>
K	Sit down restaurant	10,000 square feet
M	Commercial/retail	15,000 square feet

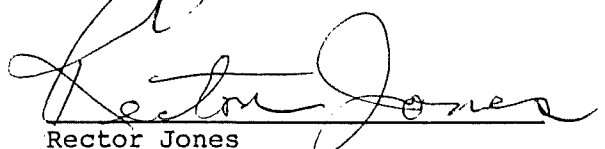
The remaining uses and building intensities are indicated on the Concept Development Plan, which was submitted to the Committee on February 16, 1988.

Conclusion


The Committee feels that the proposed request as presented demonstrates a proper mixture of uses similar to the uses either planned or existing near the Mineola Pike/I-275 Interchange. The site is highly visible and is part of an important corridor near the airport. The proposed plan, if properly implemented, will fulfill the goals and objectives of the Boone County Comprehensive Plan.


Larry Barnett, Chairman

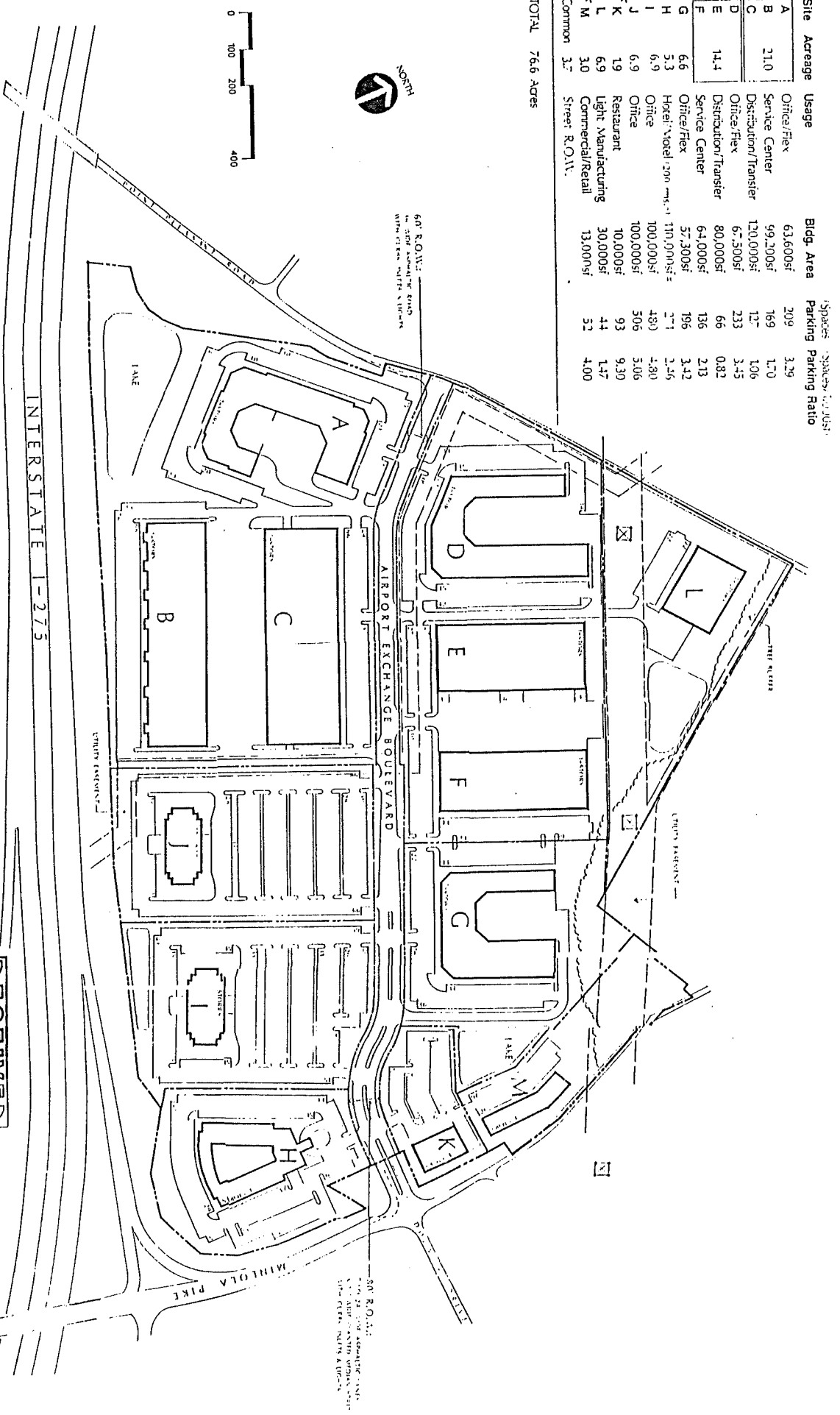

Fred Burch


Rector Jones


Donald McMillian


Carol Smith

Site	Acres	Usage	Bldg. Area	Spaces	Spa./1000sf
A		Office/Flex	63,600sf	209	3.29
B	21.0	Service Center	99,200sf	169	1.70
C		Distribution/Transfer	120,000sf	127	1.06
D		Office/Flex	67,500sf	233	3.45
E	14.4	Distribution/Transfer	80,000sf	66	0.82
F		Service Center	64,000sf	136	2.13
G	6.6	Office/Flex	57,300sf	196	3.42
H	3.3	Hotel/Hotel/200 rms.	110,000sf	271	2.45
I	6.9	Office	100,000sf	480	4.80
J	6.9	Office	100,000sf	506	5.06
*K	19	Restaurant	10,000sf	93	9.30
L	6.9	Light Manufacturing	30,000sf	44	1.47
*M	3.0	Commercial/Retail	13,000sf	52	4.00
Common	3.7	Street R.O.W.			
TOTAL	76.6 Acres				



*Amended per Committee Report
 Lot K 10,000 square foot sit-down restaurant
 Lot M 15,000 square foot commercial/retail

LJ Hooker Developments
 Cincinnati, Ohio

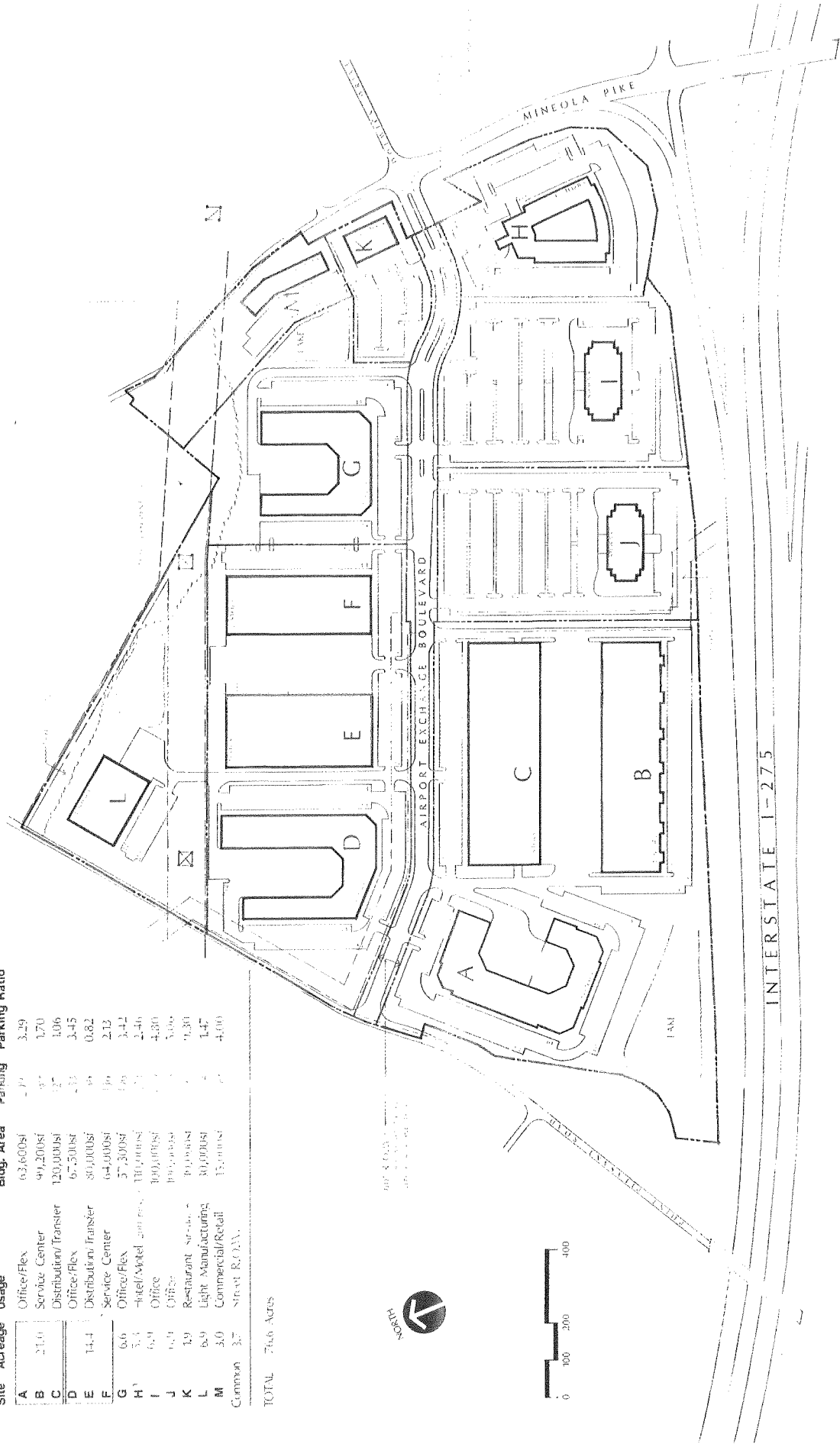


Smith, Stevens, & Young
 ARCHITECTURE-ENGINEERING-PLANNING-INTERIORS
 Cincinnati, Ohio

Site Plan

Site	Acreege	Usage	Bldg. Area	Parking Spaces	Spaces/10,000sf Parking Ratio
A	21.0	Office/Flex	63,600sf	37	3.29
B	21.0	Service Center	97,200sf	37	1.70
C	14.4	Distribution/Transfer	120,000sf	37	1.06
D	14.4	Office/Flex	67,500sf	37	3.45
E	14.4	Distribution/Transfer	80,000sf	37	0.82
F	6.6	Service Center	64,000sf	37	2.12
G	3.3	Office/Flex	57,300sf	37	3.44
H	6.9	Hotel/Motel	180,000sf	37	2.46
I	6.9	Office	100,000sf	37	4.30
J	6.9	Office	100,000sf	37	3.00
K	3.9	Restaurant	80,000sf	37	1.30
L	6.9	Light Manufacturing	30,000sf	37	1.47
M	3.0	Commercial/Retail	15,000sf	37	4.00
Common	3.7	Street R.O.W.			

TOTAL 76.6 Acres



AIRPORT EXCHANGE BUSINESS PARK, Boone County, Kentucky:

LJ Hooker Developments
Cincinnati, Ohio

Site Plan

Smith, Stevens, & Young
ARCHITECTS-ENGINEERS-PLANNING-INTERIORS
Cincinnati, Ohio

Schematic Plan, 10/1/99



John Smith
BOONE COUNTY
Cincinnati, Ohio
(Cincinnati Area Office)
Cincinnati, Ohio