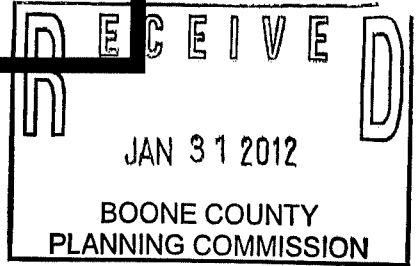


1/30/12

APPLICATION FORM

**ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION**



FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

1. Name of Project Circleport Retail Center
2. Location of Project Mineola Pike (Access from 3331 + 3333 Mineola Pike)
3. Total Acreage of Site 0.5 Acres
4. Current Zoning of Site I-1
5. Proposed Zoning (Classification being requested) I-1PD
6. Proposed Uses (please specify each use) _____

7. Names of Applicant(s) James W. Berling
Phone Number 331-9191 Fax No. 344-7422
8. Address of Applicant(s) 1671 Park Road, Suite One
Ft. Wright, Kentucky 41011
City State Zip
9. Name of Property Owner(s) Corporex Parks of Ky., Inc.
Phone Number 292-5500 Fax No. 292-5599
10. Address of Property Owner(s) 100 E. RiverCenter Blvd., Suite 1100
Covington, Kentucky 41011
City State Zip
11. Proposed Building Intensities (please specify) _____

12. Are there any existing buildings on the site? No
How many? _____
13. Deed Book 375 Page No. 24 Group No. 594
14. Are you also applying for:
No Conditional Use Permit
No Dimensional Variance
15. Have you submitted a Concept Development Plan? Yes
16. Have you had a pre-application meeting with BCPC Staff? Yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

☐ Boone County Water District
☐ Florence Public Services Dept.
☐ Duke Energy
☐ Sanitation District #1
☐ Cincinnati Bell
☐ Owen Electric Cooperative, Inc.
☐ Boone County Public Works Department
☒ Kentucky Transportation Cabinet
☐ Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)

(over)

**ZONING MAP AMENDMENT
APPLICATION
PAGE 2**

- _____ Boone County Building Department
_____ Northern Kentucky Health District
_____ USDA NRCS/Boone County Conservation District
_____ KY Division of Water
_____ Local School District
_____ Local Fire District
_____ Other: _____

18. Project Jurisdiction/Location
_____ XXX Unincorporated Boone County _____ Walton
_____ Florence _____ Union

19. **ORIGINAL Property Owner's Signature** Therese Bant 1225
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

ORIGINAL Applicant's Signature [Signature]
(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

CORPORATE PARKS OF KY, LLC

SECTION B (To be completed by BCPC Staff)

1. Date Received 1-31-12
2. Review Fee \$ 2292.00 R# 64240
3. Check what has been submitted:
_____ Application
_____ Fee
_____ Legal Description
_____ Concept Development Plan
_____ Address of Adjoining Property Owners
_____ Number of copies of plan received**
4. Is application complete? Yes _____ No
5. Staff Reviewer Todd Morgan
6. Committee Chairman _____
7. Scheduled Public Hearing Date _____
8. Boone County Planning Commission Action:
_____ Approval
4/4/12 Approval with Conditions
_____ Denial
9. Other: _____

Boone County Planning Commission
Boone County Administration Building
2950 Washington Street, Room 317
P.O. Box 958
Burlington, Kentucky 41005
(859) 334-2196 - Phone
(859) 334-2264 - Fax
plancom@boonecountyky.org - E-mail
www.boonecountyky.org - Web Page

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

APPLICATION FORM

**CONCEPT DEVELOPMENT PLAN
BOONE COUNTY PLANNING COMMISSION**

FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

(See Boone County Zoning Regulations)

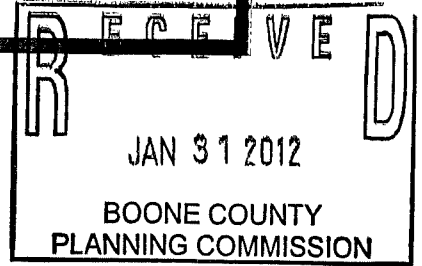
SECTION A (To be completed by applicant)

1. Check One:

- _____ Concept Development Plan (Includes Utilization of an Underlying Zone in a Planned Development)
- XXX _____ Change in an Approved Concept Development Plan
- _____ Long Range Planning Committee Review (As stated in the Houston-Donaldson Study)
- _____ Long Range Planning Committee Review (As stated in the Union Town Plan)
- _____ Zone Change Committee Review of previously approved Concept Development Plan Conditions or Zoning Map Amendment Conditions
- _____ Zoning Administrator Review (As stated in the Central Florence Strategic Plan, An Update of the Parkway Corridor Study)

2. Name of Project Circleport Retail Center
3. Location of Project Mineola Pike & Olympic Blvd.
4. Total Acreage of Site 8.49 Acres
5. Current Zoning I-1PD
6. Date of Previous Zoning Map Amendment or Approved Concept Development Plan (if applicable) _____
7. Is the site subject to a specialized Land Use Study approved by the Boone County Planning Commission? (If so, indicate the name of the Study) No
8. Proposed Uses (please specify each use) See attached
9. Proposed Building Intensities (please specify) _____
6,535 - 18,000 Sq. Ft. of building per acre
10. Have you submitted a Concept Development Plan? Yes
11. Are you also applying for:
No Conditional Use Permit
No Dimensional Variance
12. Name of Applicant(s) James W. Berling
Phone Number 331-9191 Fax No. 344-7422
13. Address of Applicant(s) 1671 Park Road, Suite One
Ft. Wright, Kentucky 41011
City State Zip
14. Name of Property Owner(s) Corporex Parks of Ky., Inc.
Phone Number 292-5500 Fax No. 292-5599
15. Address of Property Owner(s) 100 E. RiverCenter Blvd., Suite 1100
Covington, Kentucky 41011
City State Zip
16. Are there any existing buildings on the site? No
How many? N/A 93
17. Deed Book 280 - 375 Page No. 93 - 24 Group No. 594
18. Have you had a pre-application meeting with BCPC Staff? Yes

(over)



Concept Development Plan
Page 2

19. Please check the following organizations/agencies which you have discussed the proposed development with in the last several months:

☐ Boone County Water District
☐ Florence Public Services Dept.
☐ Duke Energy
☐ Sanitation District #1
☐ Cincinnati Bell
☐ Owen Electric Cooperative, Inc.
☐ Boone County Public Works Department
☒ Kentucky Transportation Cabinet
☐ Boone County Building Department
☐ Northern Kentucky Health District
☐ USDA NRCS/Boone County Conservation District
☐ KY Division of Water
☐ Local School District
☐ Local Fire District
☐ Other: _____

20. Concept Development Plan Jurisdiction/Location

☒ Unincorporated Boone County ☐ Walton
☐ Florence ☐ Union

21. ORIGINAL Property Owner's Signature

(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

22. ORIGINAL Applicant's Signature

(Faxed, Photocopied or Scanned Signatures will NOT be Accepted)

SECTION B (To be completed by BCPC Staff)

1. Date Received 1-31-12 Fee Received \$ 2170.00 R# 64240
2. Check what has been submitted:
☐ Application ☐ Fee ☐ Legal Description
☐ Concept Development Plan ☐ Addresses of Adjoining Property Owners
☐ No. of copies of plan received **
3. Is application complete? ☐ YES ☐ NO
4. Staff Reviewer Ed Morgan
5. Committee Chairperson _____
6. Scheduled Public Hearing Date _____
7. Boone County Planning Commission Action:
☐ Approved 4/4/12 ☐ Approved With Conditions
☐ Denied
8. Other: _____

Boone County Planning Commission
Boone County Administration Building
2950 Washington Street, Room 317
P.O. Box 958
Burlington, Kentucky 41005
Phone (859) 334-2196 - Fax (859) 334-2264
plancom@boonecountky.org - E-Mail
www.boonecountky.org - Web Page

Note: See Boone County Planning Commission Fee Schedule for Concept Development Plan Fees. An application consists of all fees paid in full, submitted drawings and a completed application form.

BCPC: 8/11

EXHIBIT

“A”

STAFF REPORT

Request of **James W. Berling (applicant)** for **Corporex Parks of KY, Inc. (owner)** for a Zoning Map Amendment from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike, Boone County, Kentucky and a Change in an Approved Concept Development Plan for an approximate 8.49 acre site bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest, Boone County, Kentucky. The request is for a Zoning Map Amendment and a Change in an Approved Concept Development Plan to allow commercial, office, and industrial uses in an Industrial One/Planned Development (I-1/PD) zone.

March 7, 2012

REQUEST

1. A Zoning Map Amendment from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike.
2. A Change in Concept Development Plan to allow commercial, office, and industrial uses on an approximate 8.49 acre tract bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest. While the submitted Concept Plan shows defined buildings and uses, the applicant's narrative states that flexibility is being sought to allow multiple uses on each lot.

Lot	Acreage	Building Square Footage	Building Intensity (sq. ft./acre)	Proposed Uses
1	1.33	3,000	2,256	Gas station, convenience store, restaurant (with or without drive through), bank, office, service retail
2	1.50	8,630	5,753	Bank, service retail, restaurant (with or without drive through), office, day care
3	1.39	7,160	5,151	Service retail, restaurant (with or without drive thru), daycare, office, bank
4	0.94	4,200	4,468	Restaurant, service retail, office, bank, daycare, industrial uses
5	0.81	6,400	7,901	Office, service retail, daycare, industrial uses
6	2.49	26,150	10,502	Office, service retail, industrial uses

*The narrative and application indicates that lots 4, 5, and 6 may be combined for industrial or office uses at a permitted intensity of 18,000 square feet of building per acre of land.

The submitted Concept Development Plan shows that access to the lots is proposed from a new curb cut on Mineola Pike, an existing curb cut on Mineola Pike (will become a shared driveway), two new curb cuts on Olympic Boulevard, and two new curb cuts on Circleport Drive. All six parking lots would be interconnected with a shared driveway system.

The applicant has provided the following notes on the Concept Development Plan:

- A. Multi-story buildings are permitted in the development.
- B. Pedestrian walkways will be provided between parking lots and along Olympic Boulevard and Circleport Drive.
- C. Parking and driving lanes will be in accordance with the existing regulations.
- D. Drive through lanes will be 10 feet wide.
- E. Office and industrial buildings will be constructed in accordance with existing covenants.
- F. Architecture for commercial uses will consist of any combination of brick masonry, glass, EIFS, stone, or architectural metal panels. Utility units on roofs will be screened from view.
- G. Signage will be in conformance with the Special Sign District for this area or be in conformance with the Boone County Zoning Regulations.
- H. Outside open space will be provided.
- I. The homes along the southeast side of Mineola Pike will be shielded from headlight glare by special grading or landscaping.

The submitted plan shows that the following Planned Development (PD) Waivers are being sought with the request:

- A. Eliminate the 10' shared landscaping buffers between lots to allow shared driveways or parking.
- B. Eliminate some of the required Vehicular Use Area (VUA) landscaping islands on lot 6. VUA islands are required when rows of parking are unbroken for 180 linear feet or more.
- C. Some of the sidewalks between parking spaces and the building do not appear to be 6 feet wide.

PERTINENT SITE HISTORY

1986 - Boone County Planning Commission and Boone County Fiscal Court approve a Zoning Map Amendment from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for a 32.505 acre site. The approved plan showed approximately 300,000 square feet of office space, 270 hotel suites, 58,000 square feet of commercial space, and 1,590 parking stalls on both sides of a future road (Olympic Boulevard). The 8.49 acre area that is currently being reviewed was shown with an 8,000 square foot bank, 50,000 square feet of retail shops (commercial uses and restaurants), 366 parking stalls, and a 0.491 acre out parcel that was not part of the review.

Access to the 8.49 acre area was shown from Olympic Boulevard and Circleport Drive only. Seven conditions were imposed on the approval (see attachments). Some of the notable conditions state that drive through restaurants are prohibited, a 35 foot wide easement shall be provided along the Mineola Pike frontage for road widening, and significant berming and landscaping shall be provided along Mineola Pike to screen the adjoining households.

1996 - Boone County Planning Commission and Boone County Fiscal Court approve a Zoning Map Amendment for a Special Sign District for a 32.505 acre site. The sign district allows the following signage on the subject site:

- A. A 30 foot tall, 180 square foot freestanding sign at the northwest corner of Mineola Pike and Olympic Boulevard to identify users within the park (Sign C).
- B. Three ground mounted signs up to 30 square feet in size (Sign D)
- C. Building mounted signs on commercial, office, and multi-tenant buildings (Signs E & F).

SITE CHARACTERISTICS

The 8.49 acre site is currently undeveloped and has approximately 728 feet of frontage on Mineola Pike, 756 feet of frontage on Olympic Boulevard, and 397 feet of frontage on Circleport Drive. The Olympic Boulevard frontage contains numerous berms and a mix of mature evergreen and deciduous trees. Other areas of the site contain mature deciduous trees. Boone County G.I.S. shows that the topography of the parcel falls from 900 feet above sea level near the center to 884 feet above sea level at the southeast property corner. Water mains are located along Mineola Pike, Olympic Boulevard, and Circleport Drive and a sanitary sewer main runs through the center of the property. Overhead utilities are located along the frontage of Mineola Pike.

ADJACENT LAND USES AND ZONING

- Northeast: Olympic Boulevard, Courtyard by Marriott, Office Building (I-1/PD)
- Northwest: Circleport Drive, Residence Inn by Marriott (I-1/PD)
- Southeast: Mineola Pike and Single-Family Residential Dwellings (RS)
- Southwest: Office/Warehouse Buildings (I-1)

RELATIONSHIP TO COMPREHENSIVE PLAN

The 2005 Boone County Comprehensive Plan's "2030 Land Use Plan" designates the site for "Business Park" uses. This designation is described as "a mix of office warehouse, research, office, and light industrial uses in a park-like, office campus setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation facilities, constant architectural and signage theme, extensive landscaped areas, and attractive entrance treatment. This land use is recommended for high visibility areas and transition areas between industrial and residential land uses."

The Land Use Element (Airport Area, pp. 152-153) makes the following statements regarding the general area:

- A. "This section of Boone County contains the I-275/Mineola Pike interchange, Mineola Pike, Donaldson Road, and Turfway Road. Major developments within this section include the Airport Exchange Business Park, Circleport I and III, the Mineola Industrial Park, Turfway Race Track, and part of the Houston-Donaldson area. This section of the County should experience a wide variety of substantial growth. This area will also be affected by the proposed South Airfield Road between the Mineola area and KY 18. To the north, the Mineola Interchange area has experienced, and should continue to experience, significant Business Park development. The Airport Exchange Business Park and Circleport Industrial Parks should continue to develop. As a result of this growth, the residential uses along Mineola Pike and Booneland Trail should eventually be redeveloped in a business park manner, similar to the adjoining uses. Rolling Green Acres should likewise eventually redevelop as industrial uses. Because of increasing development, the road network in this section should be improved, including the widening of Mineola Pike and road connections across airport property to KY 18 and/or Limaburg Road. The Cincinnati/Northern Kentucky International Airport is considering alternative plans to construct a new north south runway in this area to operate as a pair with the existing 18L/36R runway. The new construction would be east of the existing runway, and therefore would require the relocation or displacement of Donaldson Highway, Mineola Pike, O'Hara Road, and Turfway Road, as well as existing industrial developments, a church, some low density residential uses, and a portion of the Turfway Race Track operation. If this concept becomes a reality, a joint Airport/Boone County/City of Florence study needs to be conducted to properly plan this area."

The Land Use Element provides the following Future Land Use Development Guidelines that relate to the proposal.

- A. Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole, rather than leveling an entire site to meet a pre-conceived project design. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined (Utilization of Existing Vegetation and Topography, pg. 140).
- B. Developments in Boone County must include landscaping to accompany the proposed project. This landscaping should be designed to improve the public view of a development, and should be incorporated into parking lots and other vehicle circulation areas, as well as within open spaces and around structures. Landscaping is intended to minimize the visual impacts of the development from adjoining properties and roadways (Landscaping, pg. 141).
- C. Developments in Boone County must recognize the potential impacts of stormwater runoff. Developments must design and incorporate adequate provisions for the channelization and control of the rate of stormwater flow on and from the site. One goal of local storm water programs should be to minimize the amount of storm water generated by decreasing the amount of pavement and encouraging green rooftops. Creating less runoff is a method of managing runoff (Stormwater Management and Erosion Control, pg. 141).

The Transportation Element provides the following comments that relate to the proposal:

- A. The Transportation plan has served as a guide for long range transportation improvement decisions. The thoroughfare component has assisted in the preservation of right-of-ways for transportation facilities and established a consistent framework for the design of new transportation facilities (Boone County Transportation Plan, pg. 128).
- B. The Transportation Plan is not an amendment to the Comprehensive Plan. Rather, it is intended to be one of many planning tools utilized during the review of applications submitted for development in this county (Boone County Transportation Plan, pg. 128).

The 2010 Boone County Comprehensive Plan's Goals and Objectives include the following pertinent statements:

- A. New development or redevelopment shall attempt to design sites utilizing existing topography and vegetation, and encourage preservation of the existing character of the land. Development design should minimize grading work as opposed to clearing the entire site. Existing trees and pasture land shall be evaluated during the design and construction process as a visual and economic benefit to the community (Environment, Objective).
- B. Existing vegetation shall be considered as both an important site characteristic and a community resource (Environment, Objective).
- C. The incremental effects of developments on the environment, including, but not limited to storm water, erosion, woodlands, streams, and views shall be evaluated and addressed with public involvement (Environment, Objective).
- D. Boone County shall promote a vibrant and sustainable economy that encourages innovation and prosperity with meaningful employment opportunities for all its citizens and respects the physical environment (Economy, Goal).
- E. Boone County businesses are developed in appropriate locations and are compatible with their surrounding areas (Business Activity, Goal).
- F. Commercial uses shall be designed and located to coordinate with the surrounding land uses and shall have safe and effective access and ample parking spaces (Business Activity, Commercial Objective).
- G. The large scale mixing of commercial and non-commercial uses shall occur in planned developments or in areas where consideration has been given to assure compatibility with surrounding land uses. The location of large scale commercial uses shall take into consideration existing or planned infrastructure conditions so as to protect the existing and future population and businesses. Small scale mixing of commercial uses within residential areas shall be carefully assessed and properly placed so as to enhance the neighborhood. Architectural Design Review and consistent sign standards shall be implemented on a corridor by corridor basis, when justified by legitimate land use planning principles (Business Activity, Commercial Objective).
- H. Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport and on Airport owned land. Future Industrial development must be located where infrastructure exists or is planned. Future Industrial districts shall be identified in advance of residential development so that the potential impacts are known and can be addressed (Business Activity, Industrial Objective).

- I. Safe, efficient and environmentally sound public services and facilities shall exist for all development (Public Services and Facilities, Goal).
- J. The incremental effects of developments on public facilities and services shall be evaluated and addressed (Public Services and Facilities, Objective).
- K. Priority shall be given toward maintaining, protecting, and improving the capacity and safety of the existing road system (Transportation, Objective).
- L. Transportation opportunities for pedestrians and bicyclists shall be provided by the development of a network of sidewalks, pathways and roadway lanes (Transportation, Objective).
- M. Proper vehicular and pedestrian access to adjoining property shall be provided and/or retained when a property develops or redevelops (Transportation, Objective).

RELATIONSHIP TO THE BOONE COUNTY TRANSPORTATION PLAN 2030

The following passages and information relate to the request:

- A. 8,739 average daily trips occur on Mineola Pike, between Jamike Avenue and Olympic Boulevard, and the Level of Service (LOS) is C. In the year 2030, 10,580 average daily trips are projected with LOS D (Exhibit 3-9).
- B. 13,108 average daily trips occur on Mineola Pike, between Olympic Boulevard and I-275 westbound ramp, and the Level of Service (LOS) is D. In the year 2030, 28,439 average daily trips are projected with LOS F (Exhibit 3-9).
- C. One of the recommended long range transportation improvements states that "Mineola Pike serves an area of mixed residential and light industrial use. Substandard geometry and heavy traffic demand contribute to congestion and safety problems. The recommendation is to widen Mineola Pike from two lanes to four from KY 236 to I-275" (Exhibit 6-1).

PLANNED DEVELOPMENT STANDARDS

The Concept Development Plan application needs to be evaluated in terms of the Planned Development Standards that are found in Section 1514 of the Boone County Zoning Regulations. The entire 8.49 acre property will be zoned Industrial One/Planned Development (I-1/PD) if the Zoning Map Amendment application is approved. A proposed Concept Development Plan shall fulfill the criteria outlined in this section unless a portion of the criteria do not apply or relate, in whole or part, to a specific proposal (see attachments).

STAFF COMMENTS

- 1. Staff recommends that the following Planned Development (PD) Standards should be analyzed by Boone County Planning Commission and Boone County Fiscal Court:
 - A. Mixed Use Development and Pedestrian Orientation: Planned Developments shall generally have a mixed use orientation (combination of differing types of residential, commercial, and/or industrial uses) and a pedestrian orientation.

- The subdivision currently doesn't have sidewalks along any of the street frontages and Staff observed people walking in the streets. A note on the Concept Plan indicates that sidewalks will be provided along the Olympic Boulevard and Circleport Drive (subject site only) and that pedestrian walkways will be provided between parking lots.
- B. Compatibility of Uses: Measures shall be taken to assure compatibility of land uses within a Planned Development itself and adjacent sites.
- Staff would like the applicant and property owner to clarify which Industrial One (I-1) uses they are seeking approval for on a lot by lot basis. Although a narrative has been prepared listing potential uses, it is Staff's understanding that the owner wants the flexibility to develop more principally permitted I-1 uses on the lots. Staff would also like the applicant to clarify what the permitted building intensity would be for the commercial, office, and industrial lots.
 - The number of permitted restaurants (fast food and sit down) and other high traffic generating uses needs to be carefully considered because of the potential impacts on the development itself and Mineola Pike during peak traffic times. A condition of approval from 1986 prohibited drive-through restaurants.
 - Could any of the retail businesses be open 24 hours?
 - The maximum permitted height of the light poles should be analyzed because there are adjoining single-family residential dwellings to the southeast.
 - The note on the plan indicating that multi-story buildings will be permitted in the development needs to be better defined. The square footage and use of the buildings will impact the parking requirements and multi-story buildings could impact the adjoining single-family residential properties to the southeast.
- C. Open Space: Useable open space(s), in an amount over and above setback and buffer yard areas and open areas required by the underlying zone, shall be provided. These spaces may be provided in the form of greenways, parks, plazas, arcades, etc.
- A note has been provided on the plan indicating that outside open space will be provided but no areas or features are delineated on the plan.
- D. Landscaping: Substantial landscaping shall be provided in Planned Developments with emphasis given to street scape areas and buffer zones.
- The application includes a Waiver to reduce the 10 foot wide buffer yard between some of the lots. The Waiver would allow shared driveways and a minimal number of parking stalls to encroach into the required buffers.
 - A condition of approval from the 1986 zone change required a landscape buffer to be provided between the commercial building parking lot and Mineola Pike. A note on the current plan indicates that the southeast side of Mineola Pike will be shielded from headlight glare by special grading or landscaping. Staff recommends a more defined landscaping or berming condition should be drafted.

- The 1986 Concept Development Plan showed the landscaped berms would be provided along Olympic Boulevard to screen the parking lots. Staff would like the applicant to explain if any berms are proposed on the new plan.

E. Architecture: A consistent architectural theme shall exist in a Planned Development.

- A note on the Concept Plan indicates that office and industrial buildings will be constructed in accordance with existing Covenants (see Exhibit 1). Staff has reviewed the Covenants and has the following concerns:
 1. Paragraph 23 states that the developer reserves and retains the right, from time to time, to amend, waive, release, modify or terminate any or all of the Covenants.
 2. Paragraph 15 states that the exterior walls of buildings shall be constructed with one or more of the following: (a) brick or architectural masonry units (excluding concrete block or cinder block), (b) natural stone, (c) decorative precast concrete, (d) glass wall panels, (e) glass materials, or (f) their equivalent as approved by the developer.
 3. Paragraph 15 states that all mechanical equipment, utility meters, roof mounted material and storage tanks shall be located and/or screened in a manner approved by the Developer.
- A note on the Concept Development Plan indicates that architecture for commercial uses will consist of any combination of brick masonry, glass, EIFS, stone or architectural metal panels. Utility units on roofs will be screened from view.

Staff recommends conditions should be drafted to define the architectural requirements. The Covenants can be modified or waived by the developer at any time and the proposed commercial buildings could be constructed entirely of metal panels or EIFS and bear little relationship to one another.

E. Signage: A consistent signage theme shall be provided within a planned development. Building mounted signs shall be the predominate signage on the project site. Freestanding signs shall be monument style and of a limited size and height. Signage shall visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors.

- A note on the Concept Plan indicates that signage will be in conformance with the Special Sign District (see Site History and attached exhibits) or the Boone County Zoning Regulations. Article 34 of the zoning regulations would permit each lot to have a monument sign that is 10' tall and up to a 100 square feet in area (dependent on road frontage) and building mounted signage.

F. Transportation Connections and Entry Points: The provision of transportation connections (street connections, pedestrian paths, multi-purpose trails, sidewalks, and bicycle facilities) shall be provided in all planned development unless physically unfeasible or unsafe.

- The 1986 approved Concept Development Plan showed that the 8.49 acre area would be accessed from Olympic Boulevard, Circleport Drive, and a shared driveway system that connected the lots.

The proposed Concept Development Plan shows a full access point on Mineola Pike, which is located approximately 310 feet to the southwest of the Olympic Boulevard/Mineola Pike intersection. The plan also shows that motorists will be able to access the development from a shared driveway on Mineola Pike. This curb cut currently serves the adjoining office/warehouse businesses and is located approximately 415 feet to the southwest of the full access point that is proposed.

The applicant submitted a preliminary Traffic Study addressing the proposed uses, traffic generation, and level of service (see Exhibit 2). At the time the Staff Report was written, the applicant was still in the process of making revisions and submitting for permit approval from Kentucky Transportation Cabinet. Staff has the following comments:

- A. The recommendations section of the Traffic Impact Study states that "no physical improvements are needed at this time to effectively serve the proposed development and maintain effective service of vehicles on Mineola Pike. Therefore, the only recommendation of this study is to approve the encroachment permit for this project."

Staff is concerned that the trip generation figures and recommendations are based on the land uses shown on the graphic Concept Plan (Convenience Market with gas pumps and 16,000 square feet of retail shopping) because the application would allow three fast food restaurants with drive throughs on the Mineola Pike frontage lots.

- B. The recommendations section states that overall Level of Service at the Mineola Pike/Olympic Boulevard intersection will change to C in the 2022 PM Build scenario because there is a slight increase in delay from the No-Build scenario. The delay could be reduced with an increase in the overall cycle length of the signal with additional green time provided to the north bound thru movement.

- C. The proposed development section of the report indicates that "since the southern driveway (shared driveway) has already been in operation, it was not studied in depth for this report."

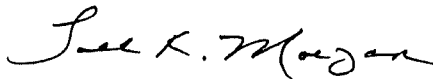
Staff is concerned that the proposed retail businesses will add a significant number of trips to this curb cut because it is currently a secondary access for office/warehouse uses. This curb cut is located in close proximity to two vertical curves in Mineola Pike. Staff recommends that sight distance calculations be provided for this curb cut and the other access point that is proposed. Section 3217 of the Boone County Zoning Regulations requires 360 feet of sight distance for a vehicle entering a thoroughfare from a proposed access point and 250 feet of stopping distance for a vehicle which is on a thoroughfare and approaching a proposed access point when the speed limit is 35 miles per hour.

2. Mrs. Carol Callan-Ramler, with the Kentucky Transportation Cabinet, informed Staff that there are no current plans to widen or improve Mineola Pike. The Concept Development Plan does show a 35' easement for the future widening of Mineola Pike.
3. Chief Michael J. Giordano, with Point Pleasant Fire Protection District, submitted a letter regarding the request. The letter expresses concern about the proposed curb cut located closest to Mineola Pike and Olympic Boulevard (see attachments).

CONCLUSION

The requests needs to be evaluated by the Boone County Planning Commission and Boone County Fiscal Court in terms Articles 3 and 15 of the Boone County Zoning Regulations and potential impacts on existing and planned uses in the area.

Respectfully Submitted,



Todd K. Morgan, AICP
Senior Planner, Zoning Services

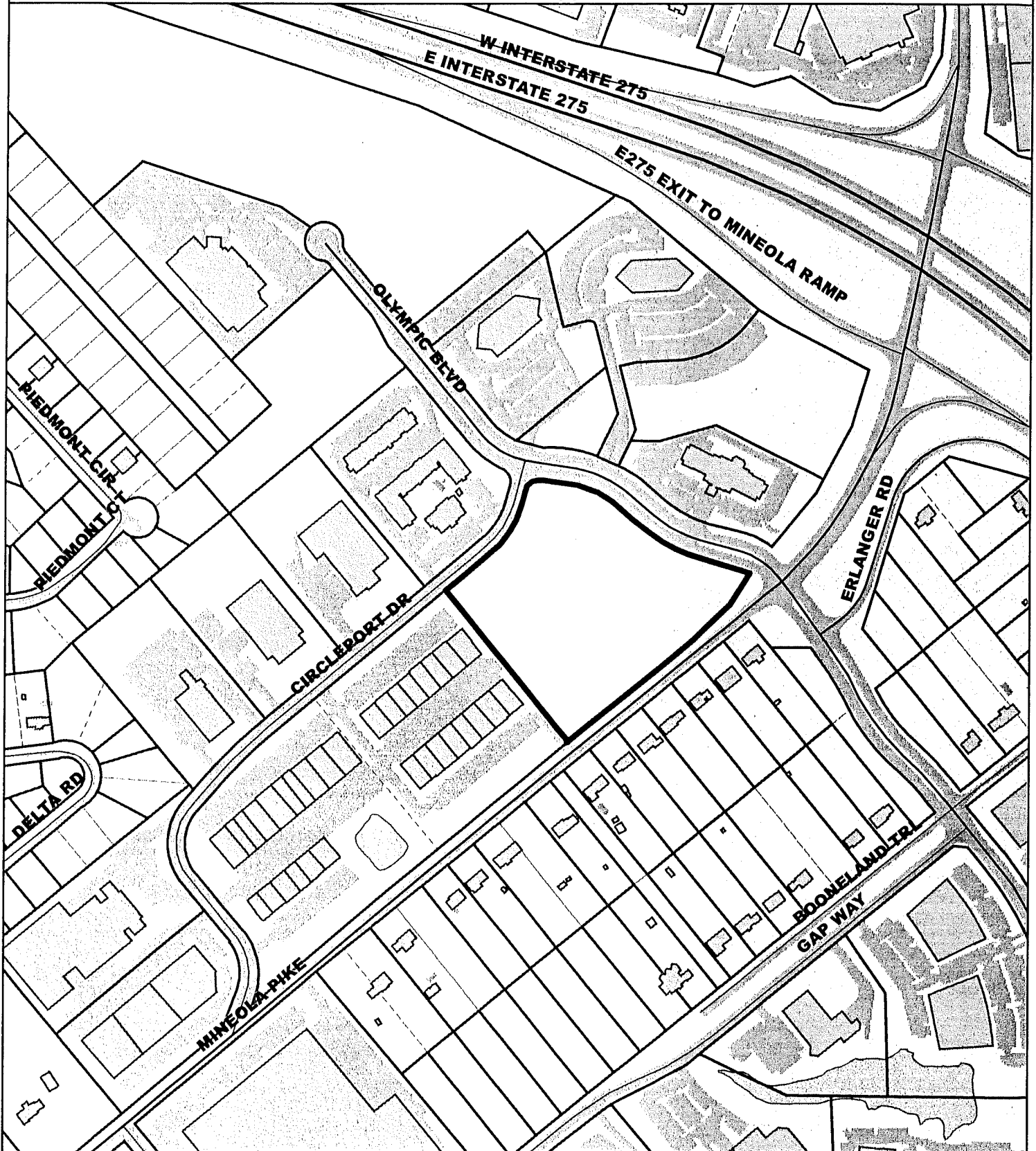
TKM/dw

Attachments:

- *Site Vicinity Map
- *2012 Concept Development Plan with Zone Change Area
- *2012 Concept Development Plan
- *Applicant's Narrative
- *1/30/12 Traffic Impact Study Summary
- *1986 Concept Development Plan
- *1986 Committee Report
- *1996 Special Sign District for Circleport I
- *2009 Aerial Map
- *Zoning Map
- *Future Land Use Map
- *Planned Development Standards
- *Principally Permitted I-1 uses
- *Letter from Chief Michael J. Giordano, Point Pleasant Fire Protection District
- *Letter from Greg Sketch, Boone County Engineer
- *Applications

SITE VICINITY MAP

www.boonecountygis.com



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Date used to create this map were compiled from sources that comply with National Map Accuracy Standards. Boone County GIS extends no warranty with respect to the accuracy or content of the information provided by this map. This map should be used for general planning purposes only.



0 205 410 820 1,230 1,640 Feet

1 inch = 400 feet



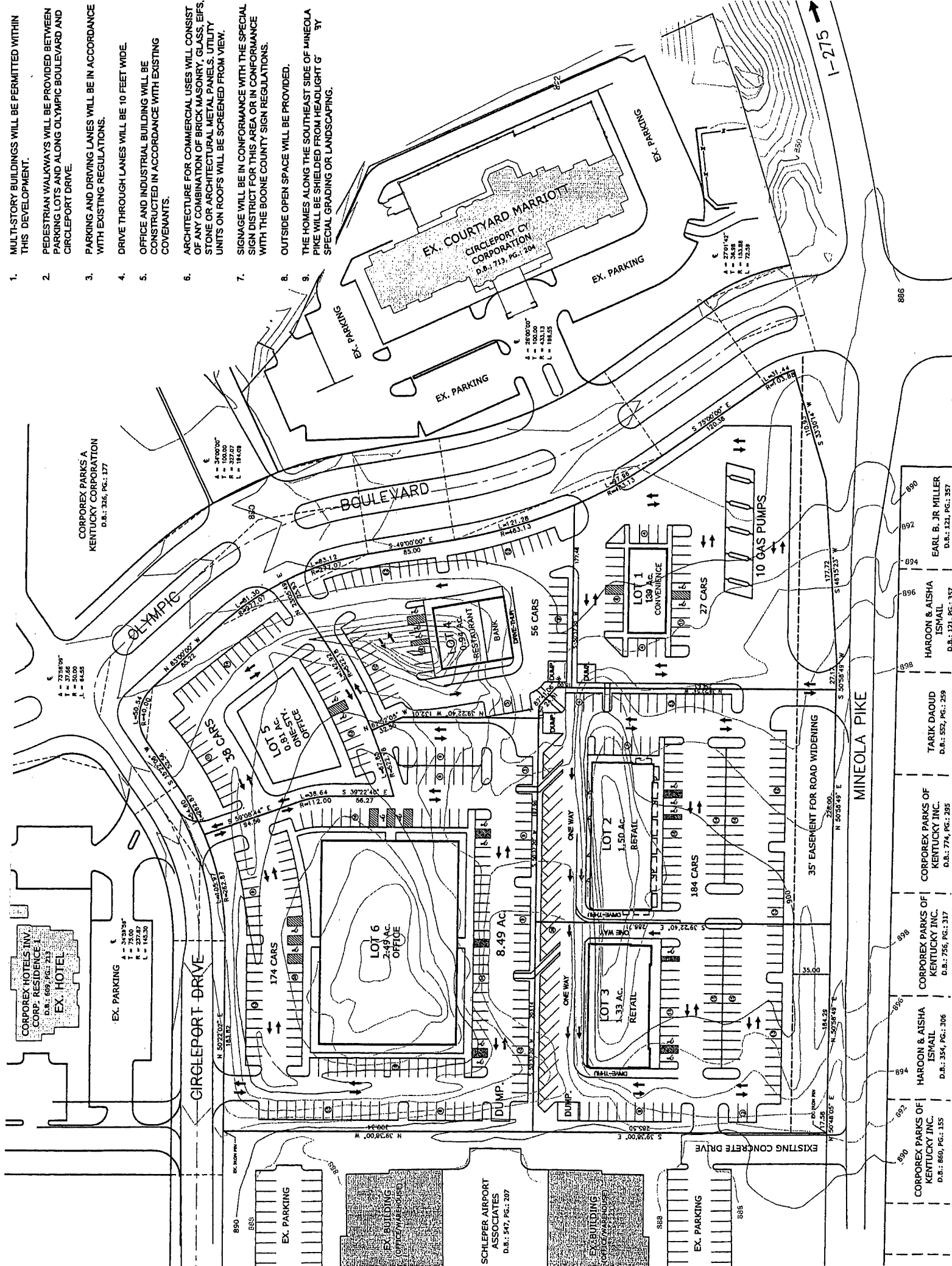
Boone County GIS - Putting Northern Kentucky on the Map

Map Created: 01/01/2008

Boone County GIS - Putting Northern Kentucky on the Map
ArcMap Document: *.mxd

NOTES:

1. MULTI-STORY BUILDINGS WILL BE PERMITTED WITHIN THIS DEVELOPMENT.
2. PEDESTRIAN WALKWAYS WILL BE PROVIDED BETWEEN PARKING LOTS AND ALONG OLYMPIC BOULEVARD AND CIRCLEPORT DRIVE.
3. PARKING AND DRIVING LANES WILL BE IN ACCORDANCE WITH EXISTING REGULATIONS.
4. DRIVE THROUGH LANES WILL BE 10 FEET WIDE.
5. OFFICE AND INDUSTRIAL BUILDING WILL BE CONSTRUCTED IN ACCORDANCE WITH EXISTING COVENANTS.
6. ARCHITECTURE FOR COMMERCIAL USES WILL CONSIST OF ANY COMBINATION OF BRICK, MASONRY, GLASS, EIFS, STONE OR ARCHITECTURAL METAL PANELS. UTILITY UNITS ON ROOFS WILL BE SCREENED FROM VIEW.
7. SIGNAGE WILL BE IN CONFORMANCE WITH THE SPECIAL SIGN DISTRICT FOR THIS AREA OR IN CONFORMANCE WITH THE BOONE COUNTY SIGN REGULATIONS.
8. OUTSIDE OPEN SPACE WILL BE PROVIDED.
9. THE HOMES ALONG THE SOUTHEAST SIDE OF MINEOLA PIKE WILL BE SHIELDED FROM HEADLIGHT GLASS BY SPECIAL GRADING OR LANDSCAPING.





JAMES W. BERLING ENGINEERING, PLLC

Land Surveying • Site Development • Civil Engineering Services • Land Planning

KY License No. 5745

1671 PARK ROAD, SUITE ONE • FT. WRIGHT, KENTUCKY 41011 • (859) 331-9191 • FAX (859) 344-7422

Land Surveyor License KY 206

1/27/12

PHASE ONE

CIRCLEPORT RETAIL CENTER

MINEOLA PIKE, BOONE COUNTY, KENTUCKY

Corporex is planning to develop the 8.50 acres that they own lying along the southwest side of Olympic Boulevard, the southeast side of Circleport Drive and the northwest side of Mineola Pike. This parcel is now platted as all of Lot No. 4 of Circleport Resubdivision and recorded on Plat No. 359A at the Boone County Clerk's office in Burlington, Kentucky.

The land is bordered by public roads on three sides. The entire 8.50 acres is served by all of the public utilities necessary for development. Storm water detention required for development has been provided in the large lake in the Circleport development southeast of Mineola Pike.

The site includes approximately 8.0 acres of land zoned Industrial One (I-1) Planned Development (PD), and a 0.5-acre piece is zoned Industrial One (I-1).

1. Applicant is seeking approval to rezone the 0.5-acre piece to Industrial One (I-1) Planned Development (PD).
2. The applicant shall develop the site according to the submitted Concept Development Plan. The types of land use are indicated on the Concept Development Plan and listed below. These uses are proposed to provide amenities to the Circleport Business Park, surrounding businesses, and the airport. The applicant has commitments from several food groups who are interested in locating along Mineola Pike.
3. Applicant is showing sidewalks to inter-connect the parcels and reduce the need for tenants in the Business Park to drive to the amenities along Mineola Pike. Applicant may also pursue shared parking arrangements amongst the tenants and parcels.

4. The applicant is seeking permission to build drive-thru facilities (including associated drive-thru menu signage) for restaurants and banks on the site.
5. The applicant is seeking permission to eliminate the 50' greenbelt along Mineola Pike. This greenbelt was established before Circleport Business Park was developed in an effort to protect the residences across the street from the industrial uses in the park. Based on the quality of the development, the existing protective covenants in the park, the high quality of the buildings, and tenants in the business park, this greenbelt is no longer necessary. In addition, the applicant has purchased the following lots across the street from the park: 3337, 3339, 3341. The future land use across the street is no longer residential, but designated as Business Park on the 2030 Future Land Use Map.
6. Architecture will be consistent with the buildings in Circleport Business Park and adhere to the Circleport I Covenants for the Business Park.
7. A 35' ROW exists along Mineola Pike for future road widening.
8. A minimum of 10' buffer yards will be provided around the perimeter of the site and centered on the parcel lines. Buffer yards are not proposed where shared parking and/or shared drives are planned.

The proposed development includes the following:

Lot No. 1

Uses:

Gas station/convenience store including canopied gas pumps
Bank branch
Restaurant with or without drive through
Small office
Service retail
Restaurant/Sports Bar

Lot No. 2

Uses:

- Branch bank
- Service Retail
- Restaurant/Sports Bar
- Restaurant with or without drive through
- Small office
- Day Care

Lot No. 3

Uses:

- Service Retail
- Restaurant/Sports Bar
- Restaurant with or without drive through
- Day care
- Small office
- Branch Bank

Lot No. 4

Uses:

- Restaurant
- Service Retail
- Industrial
- Office
- Branch Bank
- Day Care

Lot No. 5

Uses:

- Office
- Service Retail
- Industrial
- Day Care

Lot No. 6

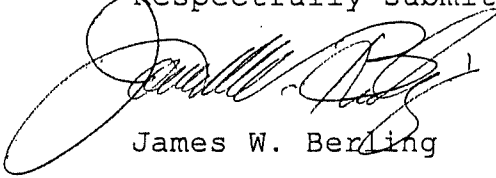
Uses:

- Office
- Service Retail
- Industrial

*Lots 4, 5, and 6 may be combined for industrial or office use

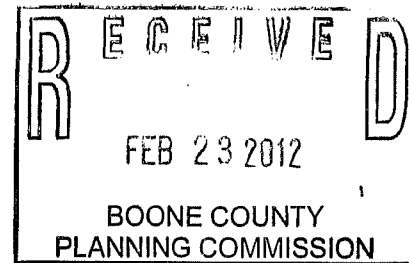
Landscaping will be done in conformance with the Boone County Zoning Ordinance and the existing covenants governing development in Circleport One.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "James W. Berling", written over the printed name.

James W. Berling

TRAFFIC IMPACT STUDY
MINEOLA PIKE RETAIL DEVELOPMENT
BOONE COUNTY, KY
JANUARY 30, 2012
12019



BRANDSTETTER CARROLL INC.
ARCHITECTS ENGINEERS PLANNERS

Background/History of Site

Over the past 20 years, Corporex has been involved in the development of the Circleport development located east of the Cincinnati/Northern Kentucky International Airport and west of I-75, generally on both the north and south sides of I-275. The development has included various uses including hotel, office, and light industrial complexes. Other developments have taken place within the general vicinity of Circleport and have contributed to an overall economic success along Mineola Pike.

Proposed Development

As a result of this long term growth, Corporex is proposing to add a retail related development at the intersection of Mineola Pike and Olympic Boulevard to serve the existing development and other vehicles which pass this intersection enroute to other destinations. The proposed development is a 3,000 SF Convenience Market with Gas Pumps (ITE Land Use Code 851) and a total of 16,000SF of retail shopping (ITE Land Use Code 820) split into two separate buildings.

BCI met with KYTC staff on January 23, 2012 to discuss the proposed development and the appropriate Land Use Codes used for Trip Generation for this study. A copy of the AM and PM Trip Generation for this development is included in the Appendix of this study.

A TIS is being completed for this project because Corporex is requesting an Encroachment Permit from KYTC to be located just south of the intersection of Mineola Pike and Olympic Boulevard. There is an existing previously permitted intersection at the southern edge of the property which will also be used for access to this site. Since the southern driveway has already been in operation, it was not studied in-depth for this report.

As a result, access to this site will be from three locations. The existing southern driveway, the proposed access point, and the existing access point off of Olympic Boulevard. The proposed access point is being requested to allow for full traffic movement onto and from Mineola Pike.

KYTC requested that BCI evaluate the following scenarios for this study. A growth rate of 1% per year was used for the projection of traffic from 2012 to 2022. The growth rate was not applied to the additional trip generation volumes.

- 2012 No -Build (AM and PM)
- 2022 No-Build (AM and PM)
- 2012 Build (AM and PM)
- 2022 Build (AM and PM)

BCI gathered the background data by manual methods on January 24th, 2012 using a two-person counting team. The weather on this day was Clear and Sunny. Counts were taken from 7:00AM to 9:00AM and from 4:00PM to 6:00PM with resulting peak hour occurring from 7:30AM to 8:30AM and from 4:30PM to 5:30PM. A copy of the existing volumes is included in the Appendix.

Existing Conditions

The Mineola Pike corridor mainly serves the existing development of Circleport, along with a relatively high percentage of likely airport employees who utilize Mineola Pike to access the CVG employee parking lots and airport service employers such as DHL. As a result, the main movement at the intersection of Mineola Pike and Olympic Boulevard is the through movement providing access between the airport and I-275.

Olympic Boulevard provides access to the Circleport developments on either side of Mineola Pike. At this time the following turning movements are provided at the intersection of Olympic Boulevard and Mineola Pike:

- North bound Mineola Pike
 - o Left turn lane (with protected arrow)
 - o Thru lane
 - o Right turn lane
- South bound Mineola Pike
 - o Left turn lane (with protected arrow)
 - o Combination thru and right turn lane
- West bound Olympic Boulevard
 - o Combination left and thru lane (with protected arrow)
 - o Right turn lane
- East bound Olympic Boulevard
 - o Left turn lane (with protected arrow)
 - o Combination thru and right turn lane

Proposed Development

As is discussed above, Corporex is requesting a new full movement access point just south of the existing intersection of Olympic Boulevard and Mineola Pike. Along with this, a new access point will be added on Olympic Boulevard. The resulting three access points provide drivers with multiple opportunities to access and leave the site. This allowed for the new trips associated with the development to be spread across the access points.

The trip distribution assumes that the majority of the traffic will access the site from the north in the AM peak and that the volumes will be flipped in the PM peak with the majority of vehicles accessing the site from the south. The presence of the signal provides a convenient means of going north on Mineola Pike in both the AM and PM time periods.

Proposed Conditions

This report shows that the proposed development will have a minimal effect on the operation of the existing traffic signal at Mineola Pike and Olympic Boulevard. BCI utilized the existing signal timing provided by KYTC to model the intersection operation in Synchro traffic modeling software. A copy of the output for each scenario and intersection is included in the Appendix of this study.

In addition, the report shows that the new access point will not have a degrading effect on the efficiency of Mineola Pike. The addition of the full movement on the north bound section of the road may cause temporary delay; however, the gaps provided by the south bound traffic in the PM peak will not cause unacceptable levels of delay. This is shown in the attached Left Turn Movement Warrant Analysis using the KYTC provided spreadsheet for Left Turn Warrants. The

input data does not warrant a left turn at this location based upon the turning volumes and opposing vehicle volumes. The same can be said for the Right Turn Lane Warrant for south bound Mineola Pike. The vehicle volumes do not warrant a right turn lane at this location.

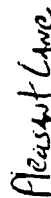
Even though left and right turn lanes are not warranted at this time, Corporex has allocated land between the proposed parking lot and the existing right-of-way for a future Mineola Pike widening project. The location of the proposed parking lot would not require the relocation of parking when this project is initiated in the future.

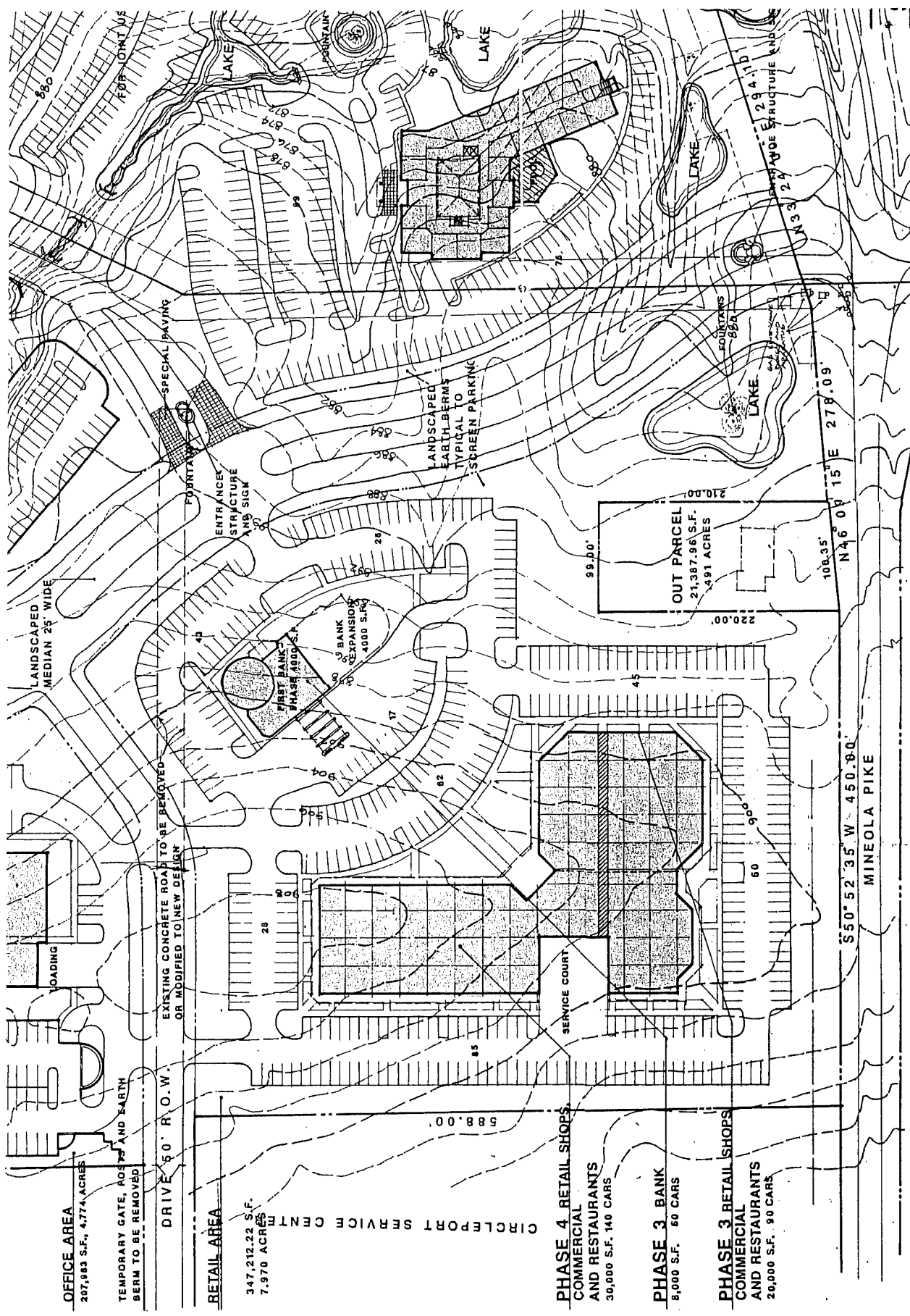
Recommendations

The TIS shows that no physical improvements are needed at this time to effectively serve the proposed development and maintain effective service of vehicles on Mineola Pike. Therefore, the only recommendation of this study is to approve the encroachment permit for this project.

BCI did review the operation of the signal at Mineola Pike and Olympic Boulevard. The current overall Level of Service is a "C" in the 2022 PM Build scenario. This is a slight increase in delay from the No-Build scenario. The main cause of the intersection delay in the PM time frame is the north bound thru movement. This could be reduced with an increase in the overall cycle length of the signal with the additional green time provided to this movement. This signal is in coordination with the signals for both ramps on I-275, so those signals would need to be adjusted accordingly as well. It is recommended that KYTC review the operation of the signal once the development has been complete and make any adjustments to the signal timing at that time.

8/27/86 (32.505 Acre Site)





8/27/86 Concept Development Plan
 Blowup of 8.49 Acre Site Currently Being Reviewed

Committee Report

TO: Boone County Planning Commission

FROM: Larry Barnett, Chairman

DATE: September 17, 1986

RE: Request of Corporex Parks of Kentucky, Inc. (owner) for a Zoning Map Amendment for a 32.505 acre site. The property located west of Mineola Pike, north of Donaldson Road and south of I-275 is presently zoned Industrial One, I-1 and is being proposed to be zoned Industrial One/Planned development Overlay, I-1/PD Overlay.

REMARKS:

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

Findings of Fact

- 1) The proposed zoning map amendment is in agreement with the adopted Comprehensive Plan (the Land Use Element of the 1980 Comprehensive Plan, the first 9 Elements of the 1986 Comprehensive Plan and the Goals and Objectives of the 1986 Comprehensive Plan).

Reference to the 1980 and the 1986 Comprehensive Plan are made in the staff report. The proposed zoning map amendment is consistent with the Land Use Element of the Business Activity Element (p. B-15) and the Goals and Objectives section (p. G-3) of the 1986 Comprehensive Plan.

- 2) In summary, the proposed zoning map amendment and submitted Concept Development Plan demonstrates a unique approach to mixing both industrial and commercial land uses in Planned Development in order to provide related services such as two lodging facilities, a bank, restaurants, and a retail center. The office space also adds a different dimension to the project.

Conditions

- 1) The applicant shall be required to develop the 32.505 acre site according to submitted Concept Development Plan. The types of land use and the total building square footage indicated on the Concept Development Plan are regarded as maximum intensities for development of the site.
- 2) The applicant shall not be granted permission to build any drive-thru restaurants on the site.
- 3) The applicant shall be required to dedicate land or provide a 35 foot easement for road widening from the southwest lot line along Mineola Pike to the main entrance of the site. At the appropriate time, the applicant shall be required to provide a traffic signal at the intersection of Mineola Pike and both entrances for Circleport I and Circleport III (Circleport Distribution Park).

- 4) The applicant shall be required to develop the proper storm water runoff system for the site. Storm water shall be detained for 20 minutes. Storm water runoff shall be controlled so that peak flows from the development site shall not exceed peak flow from the undeveloped site.
- 5) The applicant shall be required to provide an adequate landscaped buffer for the area located between the commercial building parking lot and Mineola Pike. This buffer should include types of trees sufficient in size at planting to serve as a screen between the proposed development and the residences along Mineola Pike. The buffer should be dense and may include the utilization of existing vegetation and the creation of a berm. If the applicant does not obtain the out parcel in the area, a dense buffer should be created or maintained surrounding the lot lines of the site and the out parcel.
- 6) The Committee prefers that the applicant combine driveway aisles and parking lots, and provide vertical parking structures where appropriate in order to create larger buffer and landscaped open space area. The Committee would also recommend that there may be a need to expand the main entrance to the commercial/office park in order to allow better turning movement both in and out of the development. This entrance is the only permitted entrance on Mineola Pike and it should be carefully aligned with Pleasant Drive across Mineola Pike.
- 7) Any change in the Concept Development Plan shall be reviewed by the Zone Change Request Committee or the Technical Committee to decide whether it is a major or minor change. Any change that is determined to be major shall require a new application and public hearing.

Conclusion

In conclusion, the submitted Concept Development Plan demonstrates an innovative design for a 32.5 acre site and offers a variety of support services to an existing industrial center. The proposed zone change is consistent with the intent of the Comprehensive Plan and with the spirit of Planned Development. If approved by Boone County Fiscal Court, the future land use map would not have to be changed.

Larry Barnett, Chairman

Fred Burch

Donald Davis

Melvin Delong

Rector Jones

William Viox

CIRCLEPORT I

SPECIAL SIGN DISTRICT

I. OVERALL OBJECTIVE

The objective of this special sign district is to provide a comprehensive signage regulation to ensure that the high-quality environment established at CirclePort I will continue to develop in a controlled, coordinated manner. The Special Sign District will be coextensive with the existing 32 acre planned development. The planned development allows for a variety of activities at the site that include commercial office and hotel uses.

Because the planned development envisions a mix of activities, it is important that as this area is developed, it is governed by a signage regulation that at once meets diverse signage needs and also results in a pleasing coordinated appearance. The underlying zone at this site is I-1. Signage requirements under the I-1 zone are designed to meet the needs of I-1 uses. As such, the I-1 signage regulation is not designed to meet the diversity of uses that are called for in the planned development. The special sign district is designed to coordinate signage for the various uses on the site, as well as maintain connectedness to the overall CirclePort project.

II. THE SUBJECT AREA

The Special Signage District will govern a 32.505 acre area located in the southwest quadrant of the I-275 and Mineola interchange. A legal description is provided in Appendix A.

III. SIGN TYPES

The general requirements for signage within the Special Sign District shall conform to Article 34, Section 3400-3410, 3440 & 3460 of the Boone County Zoning Regulations 1991. Additionally, the CirclePort I sign district shall address park identity signage, interstate signage, free-standing signage, ground mounted signage and building mounted signage.

- A. Park Identity Signage Sculpture - The signage sculpture is intended to establish identity of the park itself and enhance its perception. Its height shall not exceed fifty (50) feet. The signage sculpture will incorporate high-tech and international imagery. The signage sculpture will be designed to appeal to international and high-tech companies seeking to expand and relocate within the Park.
- B. Interstate Sign - Interstate signage is intended to be visible to travelers on the adjoining interstate highway. It will be used for the planned Residence Inn parcel and any one other future hotel parcel. The overall height of the sign shall not exceed seventy-five (75) feet. No sign shall exceed two hundred fifty (250) square feet. There shall be no more than two such signs located on the pole. This sign will identify the hotel's location to travelers unfamiliar with the area. It will allow drivers the opportunity to get in the proper lane to exit safely. The sign will also inform travelers leaving the airport area of a choice of hospitality services in Boone County. Every feasible effort will be made to make this sign attractive and aesthetically appealing.
- C. Free-Standing Sign - The free-standing sign is an upright sign that shall not exceed thirty (30) feet in height. This sign type is used to consolidate and organize signage at the primary park entrance by identifying users within the park. The sign shall consist of a series of small signs. The total area of signage will vary depending upon the number of businesses in the park, but in no event shall the signage area exceed one hundred eighty (180) square feet.
- D. Ground Mounted Sign - Ground mounted sign are mounted directly to foundation fixed in the ground. The signs may have either a vertical or horizontal orientation but in either case shall not exceed thirty (30) square feet in size. A vertically-oriented sign shall be ten (10) feet in height and three (3) feet in width. A horizontally-oriented sign shall be four (4) feet in height and ten (10) feet in length. The purpose of these signs shall be for secondary identification or identification where traffic flow and elevation makes this signage type effective.
- E. Building Mounted Signs - Building mounted signs on commercial or hotel parcels shall be used to identify specific businesses and buildings. This sign

type can be used for primary or secondary identification depending upon such factors as effective readability, reaction time after recognition and angle of view. The size of building mounted signage shall not exceed two (2) square feet per lineal foot of building width.

In the event more than one building mounted sign is utilized, the primary signs shall be sized at two (2) square feet per lineal foot of building width and secondary signage shall be sized at one square foot per lineal foot of building width. These signs shall not exceed two hundred (200) square feet each.

Building mounted signs on office parcels shall be limited to one (1) property sign subject to the following requirements: the sign shall not project further than four (4) feet from the face of the building; the bottom of the sign shall be at least ten (10) feet above grade; and the surface area of the sign shall not exceed one-half (1/2) square feet for each lineal foot of building width, provided that no projecting sign shall exceed a maximum sign area of thirty-two (32) square feet.

- F. Building Mounted Signage on Commercial Multi-Tenant Building - This signage type is intended to identify individual businesses within the building. The signage will be located on a signage system to be incorporated with the building's architecture. An individual tenant's signage shall not exceed one (1) square foot per lineal foot of store frontage.

IV. SIGN LOCATION GUIDELINES

As of the adoption of this Special Sign District, the approved signage plan is as follows:

A. Park Identity Signage Sculpture

The Park Identity Signage Sculpture shall be located near the intersection of the north and east property lines. This location will establish park identity to visitors approaching the park from the I-275 interchange.

B. Common Entrance

Signage identifying businesses located within the park shall be located on a single free-standing sign. The free-standing sign will consolidate the signage of businesses in the park on a single sign that is coordinated with ground signage throughout the park. Each parcel within the park may have signage on this sign. Individual tenants within a multi-tenant commercial building may have signage located on this sign. This sign will be located at the main entrance to the park at the intersection of Olympic and Mineola.

C. Residence Inn

The signage plan for the Residence Inn parcel consist of the following elements:

- Two (2) Ground Mounted Signs not to exceed fifty (50) square feet each.
- One (1) Building Mounted Sign located on the gatehouse building not to exceed thirty (30) square feet, and one (1) Building Mounted Sign on the residential building not to exceed two hundred (200) square feet.
- One (1) Interstate Sign not exceeding seventy-five (75) feet in height located near the intersection of the north and west property lines. The sign shall not exceed two hundred fifty (250) square feet. The pole shall be painted a color coordinated with buildings in the park.

D. Future Hotel Uses

The signage for future Hotel parcels shall consist of the following elements:

- Two (2) Ground Mounted Signs not to exceed fifty (50) square feet each.
- Two (2) Building Mounted Signs.
- One (1) Interstate Sign located on the same pole described in B above and subject to the same limitations. Only one additional sign shall be allowed on such pole and no additional poles shall be allowed.

E. Commercial Signage

The signage for a multi-tenant commercial parcel shall consist of the following:

- Ground mounted signs at major access points within the park.
- Up to one building mounted sign identifying the name of the commercial building.
- A uniform Building Mounted Sign system for the purpose of identifying individual tenants within the multi-tenant building. The signage system shall be incorporated into the architectural design of the building.

The signage for a free-standing, single-tenant commercial parcel shall consist of the following:

- One Ground Mounted Sign.
- Building Mounted Signs.

F. Office Signage

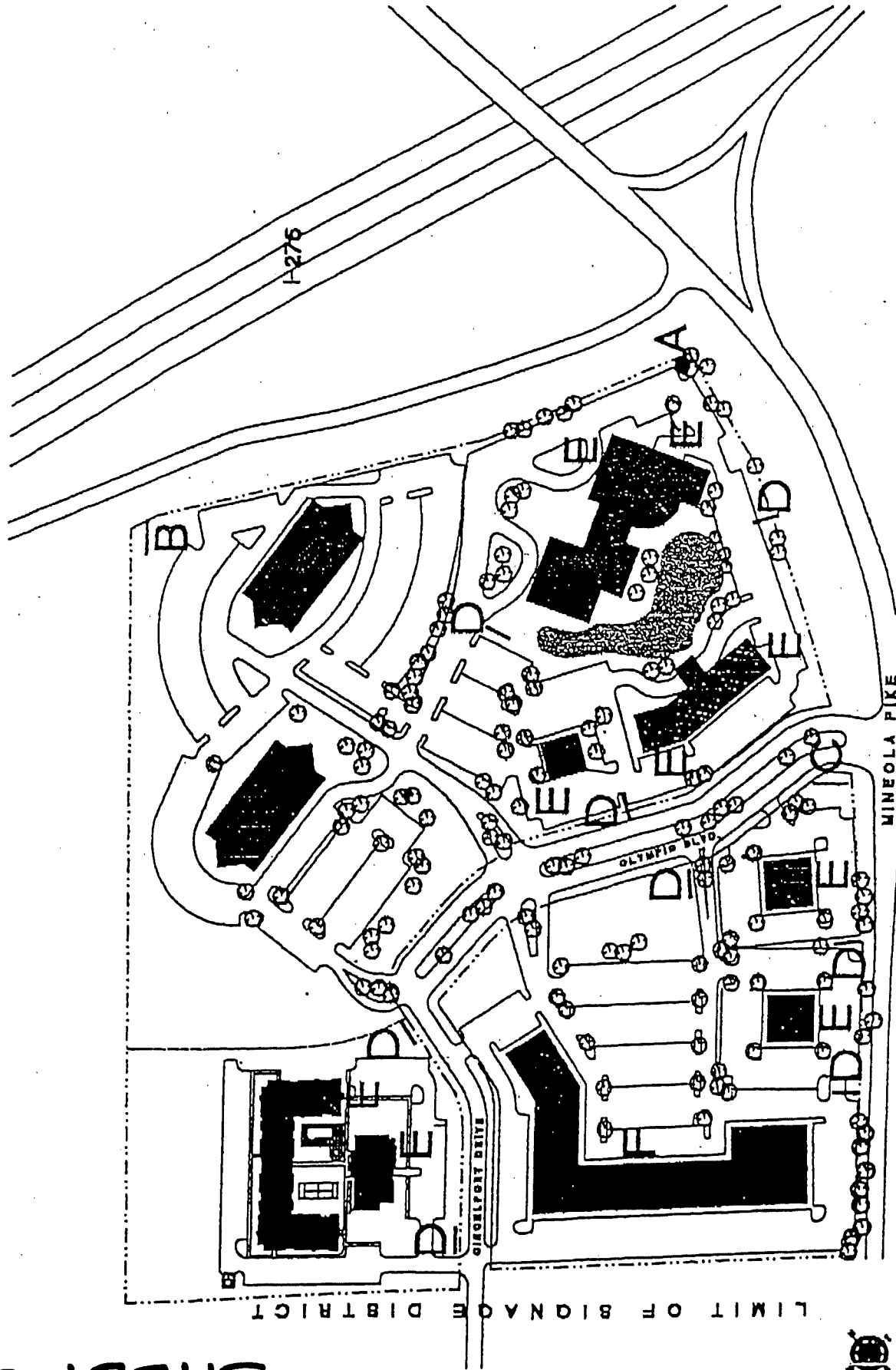
The signage for office parcels shall consist of the following elements:

- One Ground Mounted Sign.
- One Building Mounted Sign.

G. Existing Signage

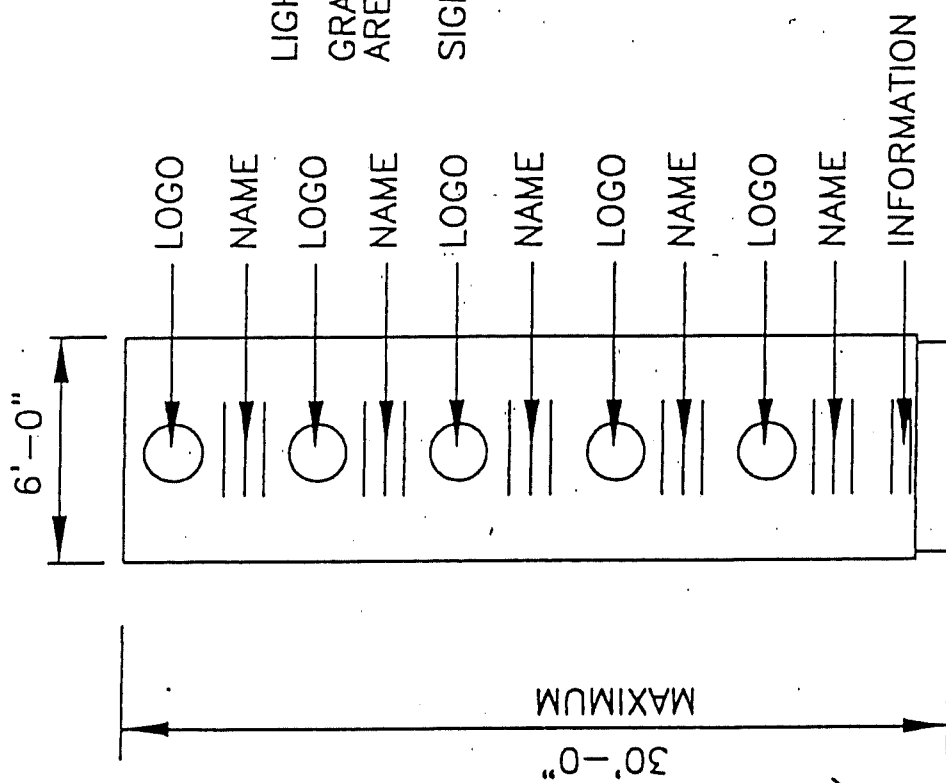
All signs in existence shall be allowed to be maintained.

SHEET 6



SIGNAGE FOR CIRCLEPORT 1

C/PX
 CONSTRUCTION, INC.
 13 DECEMBER 1985



ALUMINUM SIGN AND BASE
GRAPHICS, COLORS AND COPY
TO BE SUBMITTED

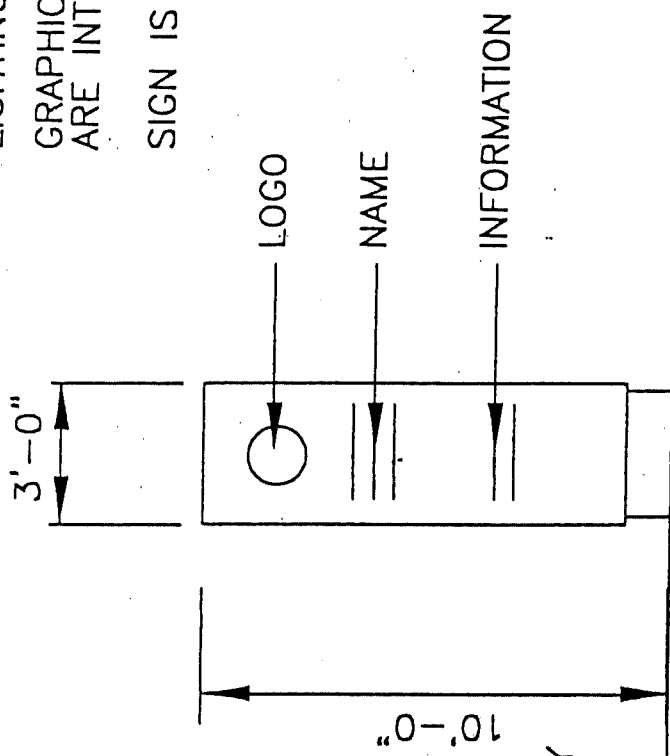
LIGHTING:
GRAPHICS AND LETTERING
ARE INTERNALLY ILLUMINATED
SIGN IS GROUND ILLUMINATED.

CIRCLEPORT 1

PYLON SIGN C

LIGHTING:
GRAPHICS AND LETTERING
ARE INTERNALLY ILLUMINATED

SIGN IS GROUND ILLUMINATED.



ALUMINUM SIGN AND BASE
GRAPHICS, COLORS AND COPY
TO BE SUBMITTED

CIRCLEPORT 1

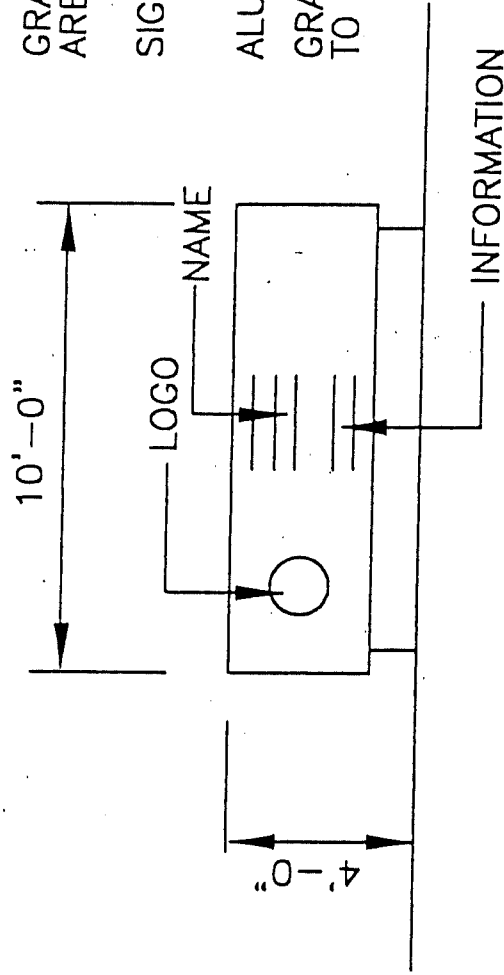
GROUND SIGN D
ALTERNATIVE 1

LIGHTING:

GRAPHICS AND LETTERING
ARE INTERNALLY ILLUMINATED

SIGN IS GROUND ILLUMINATED.

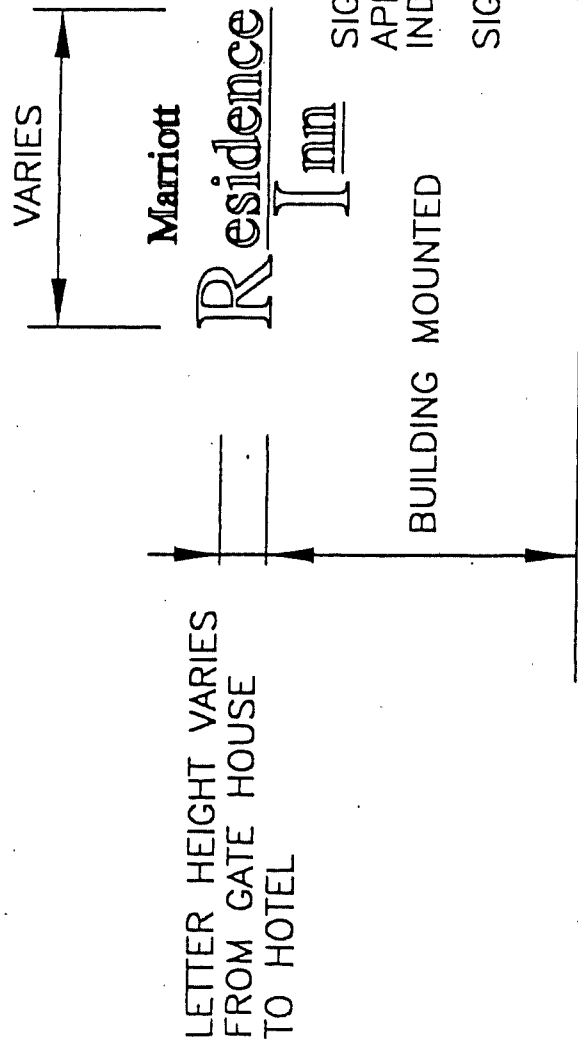
ALUMINUM SIGN AND BASE
GRAPHICS, COLORS AND COPY
TO BE SUBMITTED



CIRCLEPORT 1

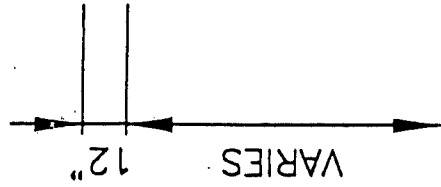
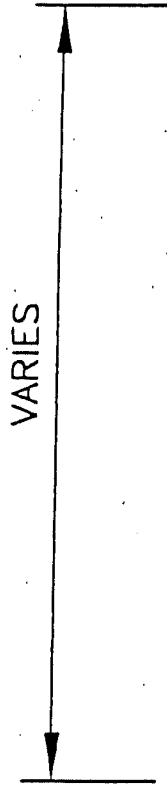
GROUND SIGN D

ALTERNATIVE 2



CIRCLEPORT 1

EXTERIOR BUILDING SIGN E



TYPICAL TENANT NAME

SIGN IS INTERNALLY LIUMINATED

CIRCLEPORT 1

EXTERIOR BUILDING SIGN F

BOONE COUNTY PLANNING COMMISSION



2995 Washington Street, Burlington, KY 41005
606-334-2196 FAX 606-334-2264

February 2, 1996

Mr. William Butler, President
Corporex Development Services, Inc.
50 E. RiverCenter Blvd.
Covington, KY 41011

RE: Recommended Conditions of Approval for a Special Sign District, located within Circleport I, Boone County, Kentucky

Dear Mr. Butler:

The following represents the conditions of approval as agreed to by the Boone County Planning Commission's Zone Change Committee. If you, as the applicant agree to the following conditions, please indicate so by signing at the space provided at the end of this letter and returning it to the Planning Commission office by 4:00 P.M., Tuesday, February 6, 1996.

Conditions of Approval

1. The Special Sign District for Circleport I will be limited to the area indicated within the dashed lines on the map that was resubmitted January 29, 1996 at the Zone Change Committee meeting.
2. The Monument Highway Sign labeled "B" on the map, located along I-275, will accommodate only the Special Sign District and/or Lot 9 within Circleport I.
3. The creation of this Special Sign District does not alter, change, modify or otherwise affect the 1986 approved Concept Development Plan for Circleport I or the 1995 revised Concept Development Plan for Lot 9.

Mr. William Butler
February 2, 1996
Page 2

4. All proposed signs are to be located only where designated on the map within the Special Sign District boundaries. All designs, dimensions, and types of signs shall conform with the proposal submitted to and approved by the Committee.

Sincerely,



Edward Coleman
Planner

AEC\par

cc: Bob Millay, Zone Change Committee
Marty McGrory, Development Associate, Corporex Inc.

Agreement

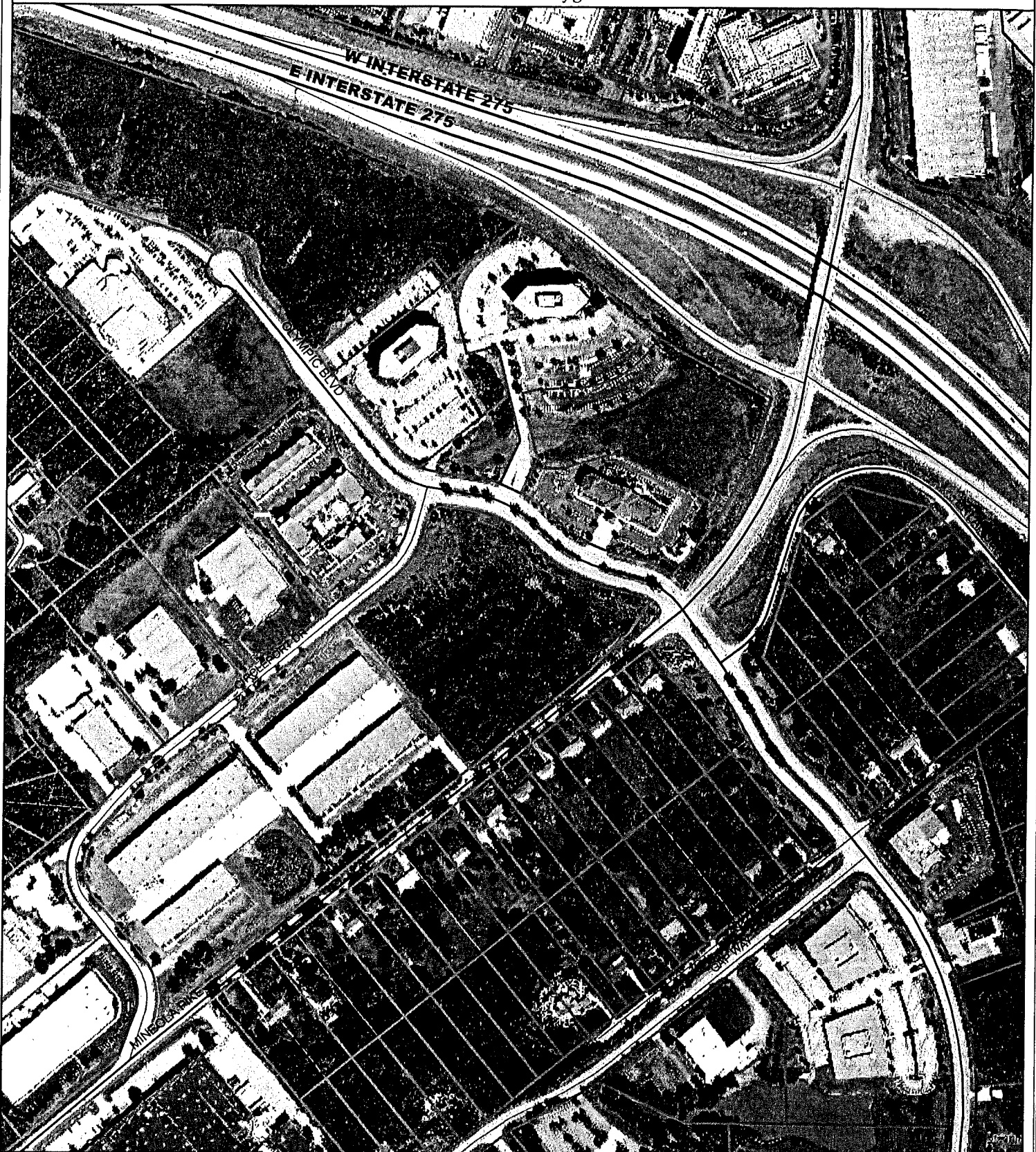
I, the applicant, agree to the above listed conditions of approval for the requested Zoning Map Amendment for a Special Sign District in Circleport I, Boone County, Kentucky.



William Butler, Applicant
Corporex Development Services, Inc.

2009 AERIAL MAP

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0 205 410 820 1,230 1,640 Feet

1 inch = 400 feet



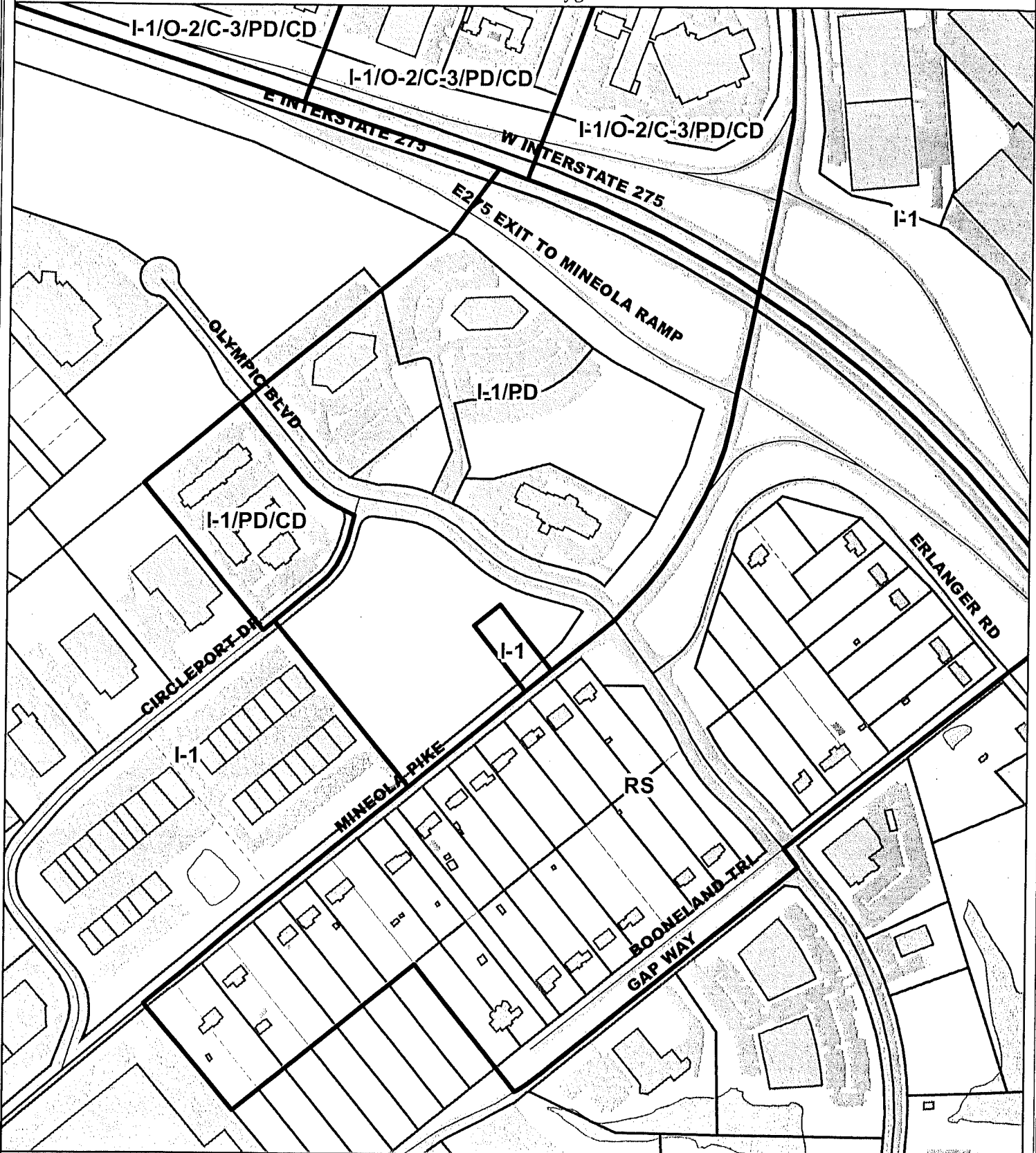
Boone County GIS - Putting Northern Kentucky on the Map

Map Created: 01/01/2008

Boone County GIS
Aerial Map Document: "aerial"

ZONING MAP

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0 8,750 17,500 35,000 52,500 70,000

Feet
1 inch = 83,333 feet



Boone County GIS - Putting Northern Kentucky on the Map

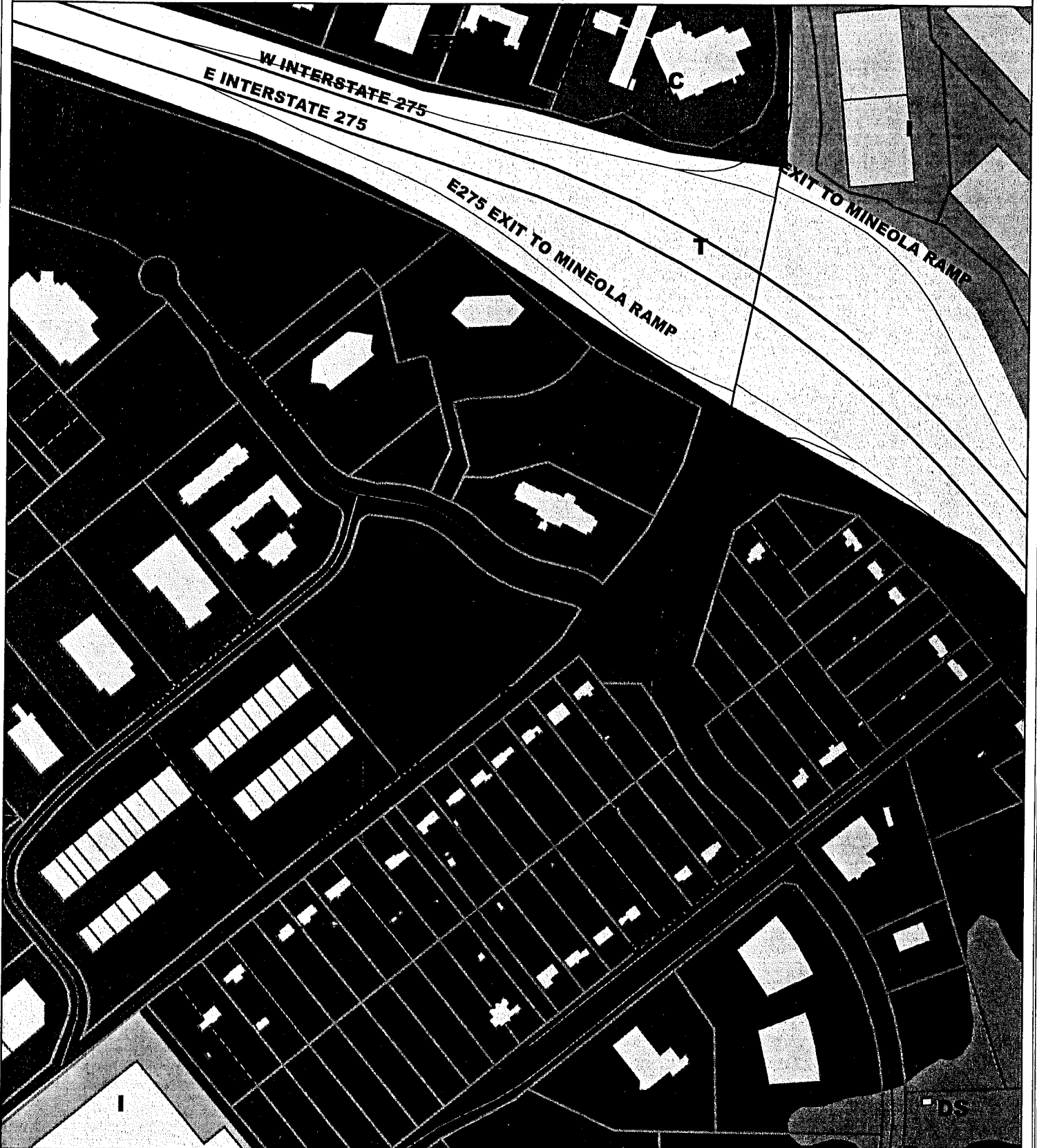
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ArcMap Document: Untitled

FUTURE LAND USE MAP

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Feet

1 inch = 83,333 feet

Boone County GIS - Putting Northern Kentucky on the Map



SECTION 1514

Planned Development Criteria

Concept Development Plan proposals in a Planned Development shall be primarily evaluated against the criteria listed below. The Concept Development Plan shall fulfill the following criteria unless a portion of the criteria do not apply or relate, in whole or part, to a specific proposal. The examples listed in this section are for illustrative purposes. Specific solutions used to fulfill these criteria are contingent upon the size, scale, site conditions, design, uses and impacts of a proposed development.

1. **Mixed Use Development and Pedestrian Orientation:** Planned Developments shall generally have a mixed use orientation (combination of differing types of residential, commercial, and/or industrial uses) both within the development itself and relative to the relationship between the proposed planned development and adjacent sites. The additional intensity allowed in a Planned Development by Section 1500 shall only be permitted when a true mixed use and/or an amenity - oriented development with community and recreation facilities as described in this standard is provided.

In general, planned developments shall have a pedestrian orientation, where it is possible to live, work, shop, and play in the same immediate vicinity without a required dependence on the automobile. This may be accomplished through the use of comprehensive pedestrian circulation networks including multi-purpose paths and walks along main routes and open spaces such as stream corridors, between major destinations within the development and adjoining areas, secondary walk connections to the multi-purpose paths, the creation of a designed pedestrian environment including street trees in addition to other required landscaping, decorative street lights and other street furniture, and seating areas, and the use of integral curb walks where appropriate along streets. Disruptions in major paths due to street and drive intersections shall be minimal. Additionally in commercial areas, pedestrian orientation can be accomplished by placing buildings in close proximity to the street with parking areas to the side and rear of buildings, mixing uses within the same multi-story buildings, building entrances directly facing streets with reduced setbacks, architectural design which employs display windows, projecting signs, and awnings at street level, and designed outdoor seating and gathering spaces at the street level. Each development proposal must demonstrate in detail how the project will be made walkable throughout.

2. **Compatibility of Uses:** Measures shall be taken to assure compatibility of land uses within a planned development itself and adjacent sites. Such measures may include the provisions of buffer zones, common open space areas and landscape features, transitional land uses, or a mixed-use development in which no specific type of land use is dominate. When applicable, the design methods recommended in the "Development Layout, Lot Sizes, and Setbacks" section of the Comprehensive Plan's Land Use Element shall be employed. Compatibility measures/mitigation measures shall exceed the usual minimum standards of this order when needed to address impacts of the proposed development.
3. **Open Space:** Useable open space(s), in an amount over and above setback and buffer yard areas and open areas required by the underlying zone, shall be provided. These spaces may be provided in the form of greenways, parks, plazas, arcades, commons, trails, sports courts or other athletic and recreational areas, outdoor areas for the display of sculptural elements, etc. Land reservations for community facilities may be considered in lieu of useable open space. The use of single loaded streets to provide greenways with multi-purpose paths, park areas, or to protect stream corridors, may be proposed for this purpose. Open Space areas are encouraged to have street frontage and visibility. Any site proposed to be publically dedicated or donated for park or open space purposes shall comply with the appropriate legislative body's requirements for acceptance of such dedications or donations.
4. **Multi-Modal Transportation System:** Planned developments shall incorporate multi-modal transportation elements through the development, depending on the foreseeable needs of future residents and users of the site, and the relationship of the project site to the community at large. Such multi-modal elements may include provisions for mass transit stops or stations, car pooling lots, pedestrian and bicycle paths and lanes, bicycle parking areas, etc. Multi-modal facilities are encouraged to be combined with the pedestrian systems and open spaces described in Sections 1 and 3.

5. **Preservation of Existing Site Features:** Existing topography, significant tree cover, tree lines along property lines, cemeteries, and water courses and water bodies shall be largely preserved and incorporated into the project design, where appropriate and consistent with the remainder of this article. The retention of such features may also fulfill portions of the requirements in Section 3 "Open Space" and Section 6 "Landscaping."
6. **Landscaping:** Substantial landscaping shall be provided in a planned development with emphasis given to street scape areas, buffer zones, and the provision of significant landscaping (in terms of size of landscape areas, and quantity and quality of landscape materials) within the developed portions of the site. The use of landscape design guidelines is required for multi-phased projects. The retention of existing healthy, substantial trees should occur wherever possible. Properly designed street tree plantings may be permitted to fulfill some landscaping requirements as part of an overall amenity package.
7. **Architecture:** Sites which are subject to architectural requirements through adopted overlay districts or land use studies shall follow said requirements. For all other sites, a consistent architectural theme shall be provided in planned developments. The theme shall largely use traditional, regionally influenced architectural forms and elements and shall allow variations within it. Traditional styles such as Georgian, Federal, I-House, Cape Cod, Craftsman, Tudor, Queen Anne, Italianate, early 20th century commercial structures, and local farm structures may be used as models. The architectural theme shall also relate to existing structures on the project site and adjacent sites, especially if such existing structures are historic.

For attached or multi-family residential developments and commercial or office developments, the predominant building materials shall have a solid appearance, such as could be achieved with brick, stone, and architectural grade cast concrete products designed to replicate natural materials. Roof designs shall have a finished appearance through the use of three dimensional pitched roof forms with architectural grade roofing and/or the use of defined parapets with cornice lines. Long building facades and roof planes shall be interrupted through the use of three dimensional jogs in the building footprint and secondary roof forms such as hips, dormers, and gables. Such buildings shall include architectural detailing for cosmetic enhancement, largely use natural colors, and use a consistent design treatment on all facades. The use of architectural guidelines or building prototypes is required for all multi-phased projects.

Developments should be mixed-use in character with multi-level buildings where commercial services are proposed. Walkability must be planned for when locating commercial and residential uses in proximity to each other. Office and residential uses are strongly advocated above commercial uses in business districts to decrease dependence on the automobile.

8. **Historic and Prehistoric Features:** Historic and prehistoric features on the project site shall be retained, utilized, and incorporated into the overall project design if physically and economically feasible.
9. **Signage:** A consistent signage theme shall be provided within a planned development. Building mounted signs shall be the predominate signage on the project site. Freestanding signs shall be monument style and of a limited size and height. Signage shall visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors. The use of signage design guidelines is required for multi-phased projects.
10. **Transportation Connections and Entry Points:** The provision of transportation connections (street connections, pedestrian paths, multi-purpose trails, sidewalks, and bicycle facilities) shall be provided in all planned development unless physically unfeasible or unsafe. This shall include connections to adjoining properties and developments, and inter-connectivity within the development itself, and contain minimal use of cul-de-sacs or other dead-end types of streets only when necessary. Transportation connections shall account for the County's adopted Transportation Plan and any adopted greenway, trails, bikeway, and/or pedestrian plans. In addition, the various entry points (streets, paths, etc.) into a planned development shall be marked or otherwise defined through the use of landscaping, low-key signage on retaining walls, architectural or sculptural elements, archways, markers, etc. Any structures used to demarcate entry points shall visually correlate to the planned architectural theme by the use of consistent design details, materials, and colors.

11. Conformance with Comprehensive Plan: All planned developments shall conform to the provisions of the adopted Comprehensive Plan and take into account the limitations of existing or planned infrastructure.

Further, Concept Development Plan proposals within areas that are subject to a specific land use or corridor study shall be evaluated against the criteria or requirements of such study as well as the criteria in this section.

A Planned Development and its uses, buildings or structures shall be minimally subject to the supplemental performance and development standards of this order, unless superseded by any special requirements, conditions, variances or other particulars imposed by the Planning Commission during the concept or preliminary application and hearing phases described in this article. Such special conditions may include provisions governing, common open space, lands or facilities, disposition of open land, infrastructure provisions including any physical design and/or any other requirement found to be necessary, appropriate or desirable for the purposes of this district.

Such conditions shall be made a part of the terms under which the development is approved. Any violation of such conditions shall be deemed a violation of this order.

SECTION 1515

Procedure

After review and recommendation by the Planning Commission and upon approval by the legislative body or Fiscal Court, a planned development zoning district or classification may be applied to any other existing district in this order. The zoning of property with a Planned Development overlay district and an underlying zone can occur without approval of a Concept Development Plan, however, a Concept Development Plan must be approved before a Planned Development overlay district can be utilized. Upon approval of a Concept Development Plan, the Official Zoning Map shall be annotated for the land area involved so that the district name includes the notation, "CD", which gives notice that a development for that property has been approved pursuant to this article. Planned Development districts shall be approved by the legislative body or Fiscal Court. Planned Development districts may originate from the Planning Commission, appropriate legislative unit or a private property owner. Applications for a Concept Development Plan review and approval shall originate from the property owner.

For development plans on sites within the Houston-Donaldson Study Area, the recommended Implementation procedure in that study shall be followed. This may result in a development not following the normal Planned Development process if those development plans are consistent with the recommendations of the Houston-Donaldson Study. This shall be determined through a Long Range/Comprehensive Planning Committee (or equivalent committee) recommendation to the full Planning Commission at the next regular Business Meeting. Decision as to the review process to be followed shall be by simple majority vote.

SECTION 1516

Pre-Application Meeting

If a property owner proposes a Planned Development district, he or she shall meet with an appropriate staff person of the Planning Commission prior to the submission of a Concept Development Plan. The purpose of the meeting will be to discuss early and informally the purpose and effect of this order and the criteria and standards which may apply, and to familiarize the developer with the detailed objectives of the Comprehensive Plan and its elements, this order and this article.

For development plans within the Houston-Donaldson Study Area, a pre-application meeting of the applicant with the Long Range/Comprehensive Planning Committee (or equivalent committee) of the Planning Commission shall also be held. The purpose of this meeting is to arrive at a recommendation to the full Planning Commission as to whether or not the developer's plans are consistent with the recommendations of the Houston-Donaldson Study. The Long Range/Comprehensive Planning Committee meeting may be held immediately prior to a Business Meeting, and recommendation of the committee may be verbal.

ARTICLE

11

EMPLOYMENT DISTRICTS

SECTION 1110

OFFICE ONE (O-1)

The purpose of the Office One district is to create a low density, low rise office environment and to provide professional and personal services and employment opportunities in close proximity to and compatible with residential districts. The Office One district shall accommodate smaller scale and independent office uses, which are not located within a larger Office Two district or which do not need or desire to be located in a commercial district. Office One districts are located on suitable lands within established or planned urban entities where adequate infrastructure and services are available or proposed.

SECTION 1111

Principally Permitted Uses

The following uses are permitted:

1. Bank related services or credit unions;
2. Business and personal credit services and title services;
3. Security brokers, investment services and finance companies;
4. Insurance agents, brokers and services;
5. Real estate agents, brokers and management services;
6. Real estate management services and builders offices excluding any outside storage equipment and the like;
7. Photographic services;
8. Eating and drinking establishments including alcoholic beverages;
9. Direct mail and advertising services;
10. Stenographic services and other duplicating and mailing services;
11. News syndicate services and employment services;
12. Research, development and testing services of an office nature;
13. Business and management consulting services and associations;

14. Motion picture, audio-visual and similar media production and distribution services;
15. Physician and dental services including medical, dental laboratories and clinics;
16. Legal, engineering, architectural, education and scientific research services;
17. Accounting, auditing and bookkeeping services;
18. Charitable and social services administration offices;
19. Professional membership organizations and labor organizations and civic associations;
20. Telephone exchange stations, telegraph message centers, radio broadcasting studios, television broadcasting studios and other communication centers and offices excluding any relay, transmitting or receiving towers or similar unattached, erected equipment;
21. The administration, management and any related office use or activity of commercial, business, service, professional, industrial, religious, private institutional, or similar organization, incorporation, companies, associations and such uses. Includes all integral stenographic reproduction, mailing, research, sales and similar office functions, as determined by the Zoning Administrator;
22. Veterinary services not including the boarding of animals;
23. Business colleges or schools;
24. Recreation centers, gymnasiums and other related recreational facilities;
25. The retail sale of office supplies and equipment;
26. Funeral homes and crematoriums excluding cemeteries or mausoleums.
27. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.

SECTION 1112

Accessory Uses

Accessory uses, buildings, and structures customarily incidental and subordinate to the purposes of the district including:

1. Recreation uses or spaces of integral relation to the developed portions of the district including:
 - a. Temporary exhibit spaces;
 - b. Aquariums, botanical gardens and other natural exhibitions;
 - c. Stages and similar assembly areas;
2. Accessory uses for an office facility:
 - a. Garages and parking;
 - b. Structures such as fences and walls;
 - c. Buildings such as storage sheds;
3. Signage (See Article 34);

4. Parking (See Article 33);
5. Automatic teller machines;
6. Single-family dwelling unit;
7. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
8. Recycling collection containers.

SECTION 1113

Conditional Uses

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 office use; or b) the arrangement of uses, buildings, or structures will be compatible with the organization of permitted and accessory uses to be protected in the district:

1. Child and adult care centers;
2. Convenient stores;
3. Beauty and barber services and tanning salons;
4. Laundering, dry cleaning and dyeing services, including self-service;
5. Shoe repair, shoe shining and hat cleaning services;
6. Florists, excluding greenhouses;
7. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(C).

SECTION 1114

Intensity

The maximum total intensity of all uses in an Office One district shall not exceed 16,000 square feet of gross floor area per acre.

SECTION 1115

Minimum Size

The minimum size or extent required of an Office One District is one acre.

SECTION 1116

Minimum Standards

See Article 31 for dimensional standards. (Site Plan Review is required for all permitted uses) (See Article 30).

THE FOLLOWING PASSAGE APPLIES TO THE CITY OF FLORENCE CITY LIMITS ONLY.

No dwelling used as a residence can be altered, converted or remodeled to satisfy any of the standards as uses authorized in the Office One (O-1) zone as permitted uses or conditional uses. Newly constructed structures are necessary to satisfy the requirements and standards of the Office One (O-1) zone.

SECTION 1120

OFFICE TWO (O-2)

The purpose of the Office Two District is to consolidate those types of professional, research, business, service and similar uses which are based in office structures and which require and desire high levels of personal interaction. Such districts will be organized to provide employment labor markets. Districts will be located on suitable lands with convenient access from expressways, arterials or collectors. District plans will be organized to provide direct, central, convenient and safe collection of vehicles and pedestrian circulation.

SECTION 1121

Principally Permitted Uses

The following uses are permitted:

1. All principally permitted uses of an Office One (O-1) District;
2. Retail sales of newspapers and magazines, drugs, and proprietary goods;
3. Banking and credit union services, including drive-through teller services.
4. Convenient stores;
5. Beauty and barber services and tanning salons;
6. Laundering, dry cleaning and dyeing services, including self-service;
7. Shoe repair, shoe shining and hat cleaning services;
8. Florists, excluding greenhouses.
9. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.

SECTION 1122

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to the purposes of the district including:

1. Recreation uses or spaces of integral relation to the purpose of the district defined to be:
 - a. Museum, art and craft galleries, conservatories and other cultural exhibits;
 - b. Aquariums, botanical gardens and arboretums, nature preserves, wildlife sanctuaries and other natural exhibitions;
 - c. Historic sites, structures, monuments and other exhibits available for public viewing;
 - d. Amphitheaters, motion picture theaters, legitimate theaters, playhouses and other entertainment assemblies;
 - e. Auditoriums, exhibition halls and other public or miscellaneous assembly;
 - f. Golf courses, tennis courts, ice and roller skating, bowling and other sports activities;
 - g. Play lots or tot lots, playfields or athletic fields, recreation centers, gymnasiums, clubs and other athletic uses and structures;
 - h. Swimming beaches and swimming pools;
 - i. Picnicking, hiking areas, exercise trails and other recreational uses;
 - j. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;

2. Public transit stations and terminals;
3. Postal, travel and transportation ticket or forwarding services;
4. Detective, protective and other police services;
5. Signage (See Article 34);
6. Parking (See Article 33);
7. Automatic teller machines;
8. Retail defined as:
 - a. Books and stationery;
 - b. Florists excluding greenhouse or outdoor storage or growing areas;
 - c. Cigars and cigarettes;
 - d. Beauty and barber services;
9. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
10. Recycling collection containers.

SECTION 1123

Conditional Uses and Criteria

The following uses and appropriate accessories subject to the approval and qualifications of the Board of Adjustments and Zoning Appeals provided: a) the activity is provided primarily and obtains the bulk of its trade from the use and support of the public employed in the district; or b) the activity is of integral relation to the purposes of the district; c) the use, building or structure is subservient to and not of scale, nature, trade or other character which will compete, detract or conflict with the purpose and permitted uses of the district; and d) provided the arrangement of uses, buildings or structures is mutually compatible with the organization of permitted accessory uses to be protected in the district:

1. Hotels, tourist courts and motels only where the primary trade is of direct relation or support of the uses and purposes of the district;
2. The writing, publishing of newspapers, periodicals and books provided any printing operation is subservient to the writing and publishing activity and does not conflict with the purposes of permitted uses of the district;
3. Telephone, telegraph, radio and television relay, transmitting and receiving equipment provided the equipment is in direct support of the defined accessory use and does not physically or visually overpower, detract or conflict with the building design, scale or character proposed in this district;
4. Gasoline filling stations and auto repair facilities provided the use is in direct support of and primarily trades from the employees of the district;
5. Blueprinting and photocopying services;
6. Window cleaning, disinfecting and exterminating, dwelling and building services;
7. Automobile leasing or rental agencies (maximum storage of 50 vehicles);

8. Adult and child care centers;
9. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(C).

SECTION 1124

Intensity

The maximum total intensity of all uses in an Office Two district shall not exceed 30,000 square feet of gross floor area per acre.

SECTION 1125

Minimum Size

The minimum size or extent required of an Office Two district is three (3) acres.

SECTION 1126

Minimum Standards

See Article 31 for dimensional standards. (Site Plan Review required for all permitted uses) (See Article 30)

SECTION 1130

INDUSTRIAL ONE (I-1)

The purpose of the Industrial One district is to allow different types of small to large scale light manufacturing, warehouse, distribution and related service uses, which require direct accessibility to a regional transportation system. Manufacturing operations in this district will generally not utilize unrefined raw materials, whose processing may potentially create undesirable noise, odors, dust, smoke, hazardous materials or waste or be delivered in large bulk transportation forms. Such districts are located in areas which provide employment opportunities for community and regional labor markets. Districts will be located on suitable lands accessible from expressways and/or arterials. In addition, this zoning district allows for integrated office campus and/or industrial/warehouse developments with a business park setting, characterized by landscaped entrances, boulevard streets, large amounts of green space and low building coverage ratio, multi-level buildings, constant architectural and signage theme, parking structures, and integrated pedestrian and recreation facilities. This district is also to provide for appropriate public facilities and/or services to the permitted uses identified in the district.

This zoning classification can range from a compact multi-level office development on several acres to an extensive mixed office/warehouse/distribution development that is located on many acres. This zoning classification often includes some limited commercial wholesale and retail uses intended to serve the district and constructed to blend in visually with the character of the area.

SECTION 1131

Principally Permitted Uses

Permitted are the wholesale distribution, storage, manufacturing and assembly of industrial products:

1. All principally permitted uses in an Office Two (O-2) zone;
2. Food and kindred products, including the manufacture or processing of grain, sugar, oil, fat, glues, grease, tallow, lard, gelatin, vinegar, yeast, starch, dextrin, glucose and sauerkraut but excluding the primary manufacture of meat and fish, which includes the stocking and storing of live animals or garbage, offal or dead animal reduction or dumping or any tanning, curing or storage of rawhides or skins;
3. Textile mill products except primary manufacture of dyes, fibers, felt, rubber goods;
4. Apparel and other finished products made from fabrics, leather and similar materials except primary manufacture of rubber;

5. Fabricated wood products including containers, building components, structural members, but excluding the primary manufacture of wood or wood products;
6. Furniture and fixtures;
7. Paper products including envelopes, bags, boxes and containers, but excluding the primary manufacture of pulp, paper, paperboard or paper products;
8. Printing industries;
9. Pharmaceutical preparations, perfumes, cosmetics and other toiletry preparations;
10. Soaps and other detergents;
11. Fabrication of metal products except firearms and accessories, large scale machinery, and transportation vehicles;
12. Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks;
13. Electric and electronic equipment;
14. Jewelry and precious metals, musical instruments and parts, toys, amusement, sporting and athletic goods, pens, pencils and other office and artists materials, brooms and brushes, lamp shades, signs and advertising displays, umbrellas, parasols and canes and other miscellaneous fabrication activities.
15. Technology and research centers including medical and hospital research establishments;
16. Educational and governmental institutions;
17. Wholesale trade of automobile accessories and parts;
18. Wholesale trade of drugs, drug proprietaries and sundries;
19. Wholesale trade of dry goods and apparel;
20. Wholesale trade of groceries and related products in enclosed facilities except animals or raw farm materials or products;
21. Wholesale trade of electrical and electronic parts;
22. Wholesale trade of hardware, plumbing, heating, equipment and supplies;
23. Wholesale trade of small machinery, equipment (light) and supplies except transportation or farm vehicles;
24. Other wholesale trade except non-containerized or bulk raw metals and minerals, petroleum products, scrap and waste materials;
25. Laundering, dry cleaning and dyeing services including rugs, linen supply and industrial laundry services;
26. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services;
27. Refrigerated, household goods (mini-warehouses) and other general refrigerated warehousing and storage;

28. Research, development and testing services;
29. Detective and protective services;
30. Photo finishing and other photographic laboratories;
31. Electrical repair and armature rewinding services;
32. Reupholstery and furniture repairing and refinishing services;
33. Scientific research services and laboratories;
34. Building construction, general contractor, plumbing, heating, air conditioning, painting, paper handling, decorating, electrical, masonry, stonework, tile setting, plastering, carpentry, wood flooring, roofing and sheetmetal, water-well drilling, septic and other special construction trade offices, supply, storage and related activities;
35. Postal services and related storage, distribution and transfer activities;
36. Agricultural contract sorting, grading and packaging services of fruits and vegetables;
37. Motor freight terminals, public warehousing, freight garaging and equipment maintenance;
38. Freight forwarding, packing and crating services;
39. Blueprinting and photocopying services, stenographic services and other duplicating, mailing and delivering services;
40. Equipment (light) rental and leasing services including automobiles and trucks, and sales of tractor-trailers and other commercial trucks and trailers;
41. Wholesale trade of containerized paints, varnishes, chemicals and allied products;
42. Manufacture of plastic products but not the primary manufacture of plastics;
43. Welding shops for the repair of industrial machinery and heavy equipment;
44. Truck stops;
45. Recycling centers;
46. Fire stations or fire related or protective services including rescue services;
47. Auto repair facilities, repair for tractor-trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking;
48. Commercial parking facilities and commercial recreational vehicle parking facilities;
49. Landscape contracting and wholesale nurseries;
50. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.
51. Crematoriums.

SECTION 1132

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to the purpose of the district including:

1. Recreational uses or spaces of integral relation to the purposes of the district defined to be:
 - a. Nature preserves, wildlife sanctuaries, open spaces and other natural areas;
 - b. Historic sites, structures, monuments and other exhibits available public viewing;
 - c. Auditoriums, exhibition halls and other public or miscellaneous assembly;
 - d. Golf course and tennis courts;
 - e. Swimming beaches and swimming pools;
 - f. Picnicking, hiking areas, exercise trails and other recreational uses;
 - g. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;
 - h. Recreation/Health centers.
2. The administration management, stenographic reproductions, research, sales (including industrial retail sales, exhibit or display) and any related or integral office use or activity of the permitted use;
3. Railroad right-of-way including switching and marshaling trackage and freight terminals;
4. Marine freight terminals;
5. Employment services;
6. Signage (See Article 34);
7. Parking (See Article 33);
8. Outside storage, display, loading, uncrating or unpacking areas which are an integral function of a permitted use, and which are conducted in accordance with Section 3154;
9. Food service for office, manufacturing or distribution uses;
10. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
11. Recycling collection containers.

SECTION 1133

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 provided primarily in support of and obtains its trade from the employees of the district; or b) the activity is of integral relation to the purpose of the district; c) the use, building or structure is subservient to and not of scale, nature, trade or other character which will compete, detract or conflict with the purpose and permitted uses of the district; and d) provided the arrangement of uses, buildings or structures is mutually compatible with the organization of permitted and accessory uses to be protected in the district:

1. Uses in which the primary business activity involves the following:
 - a. the storage of explosives or fireworks according to State law, gas, or petroleum;
 - b. bag cleaning;



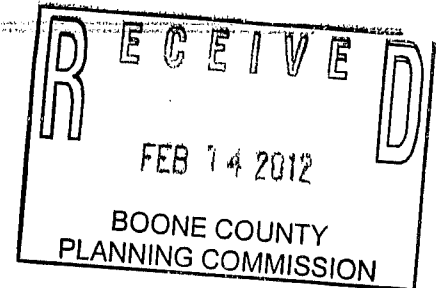
POINT PLEASANT FIRE PROTECTION DISTRICT

3444 Turfway Road · Boone County, KY 41018

(859) 283-2798 · Fax (859) 283-2104

February 13, 2012

Todd K. Morgan, AICP, Senior Planner, Zoning Services
Boone County Planning Commission
Boone County Administration Building
2950 Washington Street, Room 317
PO Box 958
Burlington, KY 41005



Dear Mr. Morgan,

This letter is in response to your request for our department's review of the proposed zoning change and change in the Concept Development Plan for the I-1PD zone along Mineola Pike submitted by James W. Berling on behalf of Corporex Parks of KY, Inc.

Zone Change Request

We are in support of the proposed change from I-1 to I-1PD as it is in agreement with the comprehensive plan and is better suited as part of that development since most of it is already zoned as I-1PD. rather than the I-1 zone.

Change in the Concept Development Plan

We are also in support of the proposed change in the Concept Development plan with two comments.

1. We have concerns regarding the proposed curb cut closest to the intersection of Mineola Pike and Olympic Boulevard. This curb cut is located relatively close to the intersection of Mineola Pike and Olympic Boulevard. This curb cut is also located along Mineola Pike where there is an existing grade difference (hump in the road) which may be an issue with vehicular traffic going in and out of the development from Mineola Pike at both curb cuts. Should the development be approved as proposed, we believe that the change should include a requirement to shave down the grade change (hump) on Mineola in this area to reduce the possibility of motor vehicle accidents at this location

and improve sight distance. Another option would be to allow an in only from southbound Mineola into the site at the first curb cut.

2. In an effort to improve overall traffic flow in this site, as well as improve traffic flow in the development to the south west of the area in question, we believe that the existing concrete driveway off Mineola Pike should be extended. By extending this drive through the site to intersect with Circleport Drive it would provide better access to the site in question as well as the existing site to the south west.

Should you have any additional questions regarding this submittal please feel free to contact me at your convenience. In addition I am planning on attending the March 7th public hearing if possible if any additional information is needed.

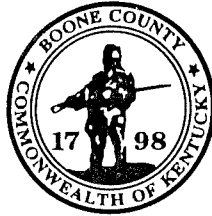
Cordially,

A handwritten signature in black ink, appearing to read "Michael J. Giordano", written over a horizontal line.

Michael J. Giordano, Fire Chief

Point Pleasant Fire Protection District

GARY W. MOORE
County Judge-Executive



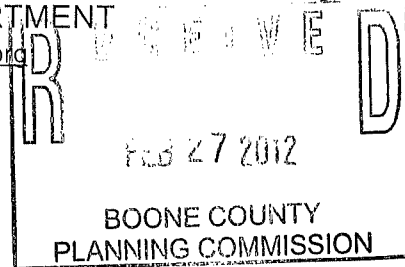
GREGORY V. SKETCH, PE, PLS
County Engineer

JEFFREY S. EARLYWINE
County Administrator

PUBLIC WORKS DEPARTMENT

www.BooneCountyKy.org

5645 Idlewild Road
Burlington, KY 41005
(859) 334-3600
Fax (859) 334-3598



M E M O R A N D U M

TO: Todd Morgan, Senior Planner, Zoning Services
Boone County Planning Commission

FROM: Greg Sketch, PE, PLS
Boone County Engineer

RE: **Proposed Zoning Map Amendment for Corporex Parks of KY, Inc. Located at the Intersection of Mineola Pike (KY 3076) and Circleport Drive**

DATE: February 24, 2012

This is in response to your request for input concerning the request for the approval of a zoning map amendment change by Corporex Parks of KY, Inc. located at the intersection of Mineola Pike (KY 3076) and Circleport Drive. The request is to change the current zone of Industrial One (I-1) to Industrial One/Planned Development (I-1/PD).

From the submitted Concept Development Plan, I do not have any comments on this proposal.

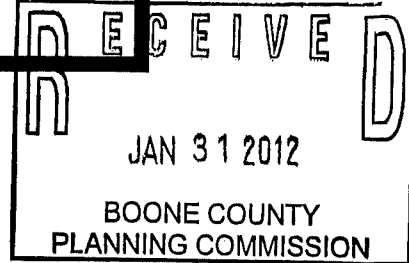
Thank you for the opportunity for input in this matter.

c: Jeff Earlywine, Boone County Administrator

1/30/12

APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION



FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

1. Name of Project Circleport Retail Center
2. Location of Project Mineola Pike (Access from 3331 + 3333 Mineola Pike)
3. Total Acreage of Site 0.5 Acres
4. Current Zoning of Site I-1
5. Proposed Zoning (Classification being requested) I-1PD
6. Proposed Uses (please specify each use) _____

7. Names of Applicant(s) James W. Berling
Phone Number 331-9191 Fax No. 344-7422
8. Address of Applicant(s) 1671 Park Road, Suite One
Ft. Wright, Kentucky 41011
City State Zip
9. Name of Property Owner(s) Corporex Parks of Ky., Inc.
Phone Number 292-5500 Fax No. 292-5599
10. Address of Property Owner(s) 100 E. RiverCenter Blvd., Suite 1100
Covington, Kentucky 41011
City State Zip
11. Proposed Building Intensities (please specify) _____

12. Are there any existing buildings on the site? No
How many? _____
13. Deed Book 375 Page No. 24 Group No. 594
14. Are you also applying for:
No Conditional Use Permit
No Dimensional Variance
15. Have you submitted a Concept Development Plan? Yes
16. Have you had a pre-application meeting with BCPC Staff? Yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:

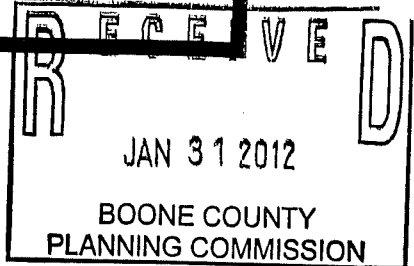
☐ Boone County Water District
☐ Florence Public Services Dept.
☐ Duke Energy
☐ Sanitation District #1
☐ Cincinnati Bell
☐ Owen Electric Cooperative, Inc.
☐ Boone County Public Works Department
☒ Kentucky Transportation Cabinet
☐ Cincinnati/N. KY International Airport (KY Airport Zoning Commission for height restrictions near the airport)

(over)

1/30/12

APPLICATION FORM

CONCEPT DEVELOPMENT PLAN
BOONE COUNTY PLANNING COMMISSION



FIVE (5) COPIES OF SUBMITTED DRAWINGS ARE REQUIRED

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

1. Check One:

- ☐ Concept Development Plan (Includes Utilization of an Underlying Zone in a Planned Development)
- ☒ XXX Change in an Approved Concept Development Plan
- ☐ Long Range Planning Committee Review (As stated in the Houston-Donaldson Study)
- ☐ Long Range Planning Committee Review (As stated in the Union Town Plan)
- ☐ Zone Change Committee Review of previously approved Concept Development Plan Conditions or Zoning Map Amendment Conditions
- ☐ Zoning Administrator Review (As stated in the Central Florence Strategic Plan, An Update of the Parkway Corridor Study)

2. Name of Project Circleport Retail Center
3. Location of Project Mineola Pike & Olympic Blvd.
4. Total Acreage of Site 8.49 Acres
5. Current Zoning I-1PD
6. Date of Previous Zoning Map Amendment or Approved Concept Development Plan (if applicable) _____
7. Is the site subject to a specialized Land Use Study approved by the Boone County Planning Commission? (If so, indicate the name of the Study) No
8. Proposed Uses (please specify each use) See attached
9. Proposed Building Intensities (please specify) 6,535 - 18,000 Sq. Ft. of building per acre
10. Have you submitted a Concept Development Plan? Yes
11. Are you also applying for:
☐ No Conditional Use Permit
☐ No Dimensional Variance
12. Name of Applicant(s) James W. Berling
Phone Number 331-9191 Fax No. 344-7422
13. Address of Applicant(s) 1671 Park Road, Suite One
Ft. Wright, Kentucky 41011
City State Zip
14. Name of Property Owner(s) Corporex Parks of Ky., Inc.
Phone Number 292-5500 Fax No. 292-5599
15. Address of Property Owner(s) 100 E. RiverCenter Blvd., Suite 1100
Covington, Kentucky 41011
City State Zip
16. Are there any existing buildings on the site? No
How many? N/A
17. Deed Book 280 - 375 Page No. 94 - 24 Group No. 594
18. Have you had a pre-application meeting with BCPC Staff? Yes

(over)

EXHIBIT

“B”

ZONE CHANGE/CONCEPT PLAN COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Kim Bunger, Chairman

DATE: April 4, 2012

RE: Request of **James W. Berling (applicant)** for **Corporex Parks of KY, Inc. (owner)** for a Zoning Map Amendment from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike, Boone County, Kentucky and a Change in an Approved Concept Development Plan for an approximate 8.49 acre site bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest, Boone County, Kentucky. The request is for a Zoning Map Amendment and a Change in an Approved Concept Development Plan to allow commercial, office, and industrial uses in an Industrial One/Planned Development (I-1/PD) zone.

REMARKS:

We, the Committee, recommend approval of the above referenced request based on the following findings of fact and with the following conditions:

FINDINGS OF FACT

1. The Committee has concluded that the request is in agreement with the 2005 Boone County Comprehensive Plan for the following reasons:
 - A. The 2005 Boone County Comprehensive Plan's "2030 Land Use Plan" designates the site for "Business Park" uses. This designation is described as "a mix of office warehouse, research, office, and light industrial uses in a park-like, office campus setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation facilities, constant architectural and signage theme, extensive landscaped areas, and attractive entrance treatment. This land use is recommended for high visibility areas and transition areas between industrial and residential land uses."
 - B. The request is in agreement with the following passages from the Business Activity Element:
 - Additional commercial growth based upon the expansion of the airport, and subsequent industrial growth, will be located at the Mineola 1-275 Interchange as evidenced by the Airport Exchange Business Park and the Circleport Industrial Park" (Recommended Areas of Commercial Activity, pp. 62-65).

- The KY 237 and Mineola Pike I-275 Interchanges will experience continued industrial development in addition to the previously outlined commercial/office development. The mixture of uses should be carefully designed and planned to minimize negative impacts. The existing and future residential uses must be adequately buffered from the new development in these two interchange areas. Future office development is recommended for the Marydale area" (Recommended Areas of Industrial and Office Activity, pp. 65-66).
- 2. The request is in conformance with the Planned Development (PD) Standards found in Section 1514 of the Boone County Zoning Regulations:
 - A. Mixed Use Development and Pedestrian Orientation: Planned Developments shall generally have a mixed use orientation (combination of differing types of residential, commercial, and/or industrial uses) and a pedestrian orientation.

The proposed development is a mixed use development and the applicant has agreed to install sidewalks on the Olympic Boulevard and Circleport Drive street frontages.
 - B. Compatibility of Uses: Measures shall be taken to assure compatibility of land uses within a Planned Development itself and adjacent sites.

The applicant has agreed to conditions which address lighting, building height, and the permitted Industrial One (I-1) uses.
 - C. Landscaping: Substantial landscaping shall be provided in a planned development with emphasis given to street scape, buffer zones, and the provision of significant landscaping (in terms of size of landscape area, and quantity and quality of landscape materials) within the developed portions of the site.

The applicant agreed to a condition that requires berms in the Mineola Pike street frontage buffers. Another condition requires berms in the Olympic Boulevard and Circleport Drive street frontage buffers when office or industrial uses develop.
 - D. Architecture: A consistent architectural theme shall be provided in planned developments.

The applicant agreed to conditions which require all the buildings to be complimentary to other buildings within Circleport.
 - E. Transportation Connections and Entry Points: The provision of transportation connections (street connections, pedestrian paths and sidewalks, bicycle facilities) shall be provided in all planned developments unless physically unfeasible or undesirable due to land use characteristics.

At the March 21, 2012 Zone Change Committee Meeting, the applicant provided an updated traffic study and a preliminary letter of approval from Kentucky Transportation Cabinet for the proposed curb cut on Mineola Pike (see attached March 20, 2012 letter from Matt Bogen).

3. The Committee has concluded that the attached conditions are necessary to achieve consistency with the specific goals, objectives, and policies of the 2005 Boone County Comprehensive Plan and Section 1514 of the Boone County Zoning Regulations. The Committee has also concluded that the attached conditions are necessary to mitigate any foreseeable community impacts that may be created by the development. The applicant and property owner have signed a letter demonstrating agreement with these conditions.

CONDITIONS

1. The permitted uses on the lots shall follow the applicant's narrative and the chart on page 1 of the Staff Report.

The Office One (O-1), Office Two (O-2), and Industrial One (I-1) use lists have been attached to the Committee Report and Condition Letter to better clarify which specific commercial, office, and industrial uses are permitted in the development. Prohibited uses are stricken out. Conditional uses that have not been stricken out or specifically approved with this request shall be subject to approval by the Boone County Board of Adjustment.

2. Truck docks on any permitted industrial building shall clearly be accessory to the use and building.
3. Multi-story buildings shall only be permitted on lots 4, 5, and 6.
4. Undulating, staggered berms shall be installed in the Mineola Pike street frontage buffers (lots 1, 2, and 3). The berming shall be high enough to prevent headlight glare from impacting the single-family residential dwellings across Mineola Pike.
5. All office and industrial lots in the development shall have berming in their required street frontage buffer.
6. The architecture of the buildings will be subject to a Staff Design Review process.
 - A. All buildings shall be complimentary to other buildings in Circleport.
 - B. Roof top mechanical units shall not be visible from public right-of-ways.
7. All light pole fixtures on lots 1, 2, and 3 shall be oriented downwards and inwards towards the subject site or be equipped with cutoff shields.
8. The note on the Concept Development Plan requiring outside open space to be provided is null and void.

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



TRANSPORTATION CABINET

Steven L. Beshear
Governor

Department of Highways District 6 Office
421 Buttermilk Pike
Covington, KY 41017
(859) 341-2700

Michael W. Hancock, P.E.
Secretary

March 20, 2012

To: Mr. Ben Brandstetter, PE
Brandstetter Carroll, Inc.

Subject: Boone County, 008-3076-0.75
KY 3076 (Mineola Pk.)
Permit Number pending

Dear Mr. Brandstetter,

After reviewing the preliminary plans and traffic impact study you have provided, the Transportation Cabinet is willing to grant access onto KY 3076 for the proposed Corporex development. Please present this letter to the local planning and zoning commission in order to proceed with their approval process.

Please note that this is only a preliminary approval, and that a formal encroachment permit submittal will need to be satisfied before any construction on state right-of-way can begin. Please contact Caroline Justice in our Permits section when you are ready to proceed with the submittal process.

If you have any questions, please do not hesitate to contact me by phone at (859) 341-2700 or by fax at (859) 341-3661.

Sincerely,

Matt Bogen, PE
Traffic Section
KY Department of Highways
District 6 - Covington
421 Buttermilk Pike
Covington, KY 41017

CC: Caroline Justice, PE, KYTC District 6 Permits Supervisor
Jim Berling, PE



An Equal Opportunity Employer M/F/D

SECTION 1110

OFFICE ONE (O-1)

The purpose of the Office One district is to create a low density, low rise office environment and to provide professional and personal services and employment opportunities in close proximity to and compatible with residential districts. The Office One district shall accommodate smaller scale and independent office uses, which are not located within a larger Office Two district or which do not need or desire to be located in a commercial district. Office One districts are located on suitable lands within established or planned urban entities where adequate infrastructure and services are available or proposed.

SECTION 1111

Principally Permitted Uses

The following uses are permitted:

1. Bank related services or credit unions;
2. Business and personal credit services and title services;
3. Security brokers, investment services and finance companies;
4. Insurance agents, brokers and services;
5. Real estate agents, brokers and management services;
6. Real estate management services and builders offices excluding any outside storage equipment and the like;
7. Photographic services;
8. Eating and drinking establishments including alcoholic beverages;
9. Direct mail and advertising services;
10. Stenographic services and other duplicating and mailing services;
11. News syndicate services and employment services;
12. Research, development and testing services of an office nature;
13. Business and management consulting services and associations;
14. Motion picture, audio-visual and similar media production and distribution services;
15. Physician and dental services including medical, dental laboratories and clinics;
16. Legal, engineering, architectural, education and scientific research services;
17. Accounting, auditing and bookkeeping services;
18. Charitable and social services administration offices;
19. Professional membership organizations and labor organizations and civic associations;
20. Telephone exchange stations, telegraph message centers, radio broadcasting studios, television broadcasting studios and other communication centers and offices excluding any relay, transmitting or receiving towers or similar unattached, erected equipment;
21. The administration, management and any related office use or activity of commercial, business, service, professional, industrial, religious, private institutional, or similar organization, incorporation, companies, associations and such uses. Includes all integral stenographic reproduction, mailing, research, sales and similar office functions, as determined by the Zoning Administrator;

22. Veterinary services not including the boarding of animals;
23. Business colleges or schools;
24. Recreation centers, gymnasiums and other related recreational facilities;
25. The retail sale of office supplies and equipment;
26. Funeral homes and crematoriums excluding cemeteries or mausoleums.
- ~~27. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.~~

SECTION 1112

Accessory Uses

Accessory uses, buildings, and structures customarily incidental and subordinate to the purposes of the district including:

1. Recreation uses or spaces of integral relation to the developed portions of the district including:
 - a. Temporary exhibit spaces;
 - b. Aquariums, botanical gardens and other natural exhibitions;
 - c. Stages and similar assembly areas;
2. Accessory uses for an office facility:
 - a. Garages and parking;
 - b. Structures such as fences and walls;
 - c. Buildings such as storage sheds;
3. Signage (See Article 34);
4. Parking (See Article 33);
5. Automatic teller machines;
6. Single-family dwelling unit;
7. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
8. Recycling collection containers.

SECTION 1120

OFFICE TWO (O-2)

The purpose of the Office Two District is to consolidate those types of professional, research, business, service and similar uses which are based in office structures and which require and desire high levels of personal interaction. Such districts will be organized to provide employment labor markets. Districts will be located on suitable lands with convenient access from expressways, arterials or collectors. District plans will be organized to provide direct, central, convenient and safe collection of vehicles and pedestrian circulation.

SECTION 1121

Principally Permitted Uses

The following uses are permitted:

1. All principally permitted uses of an Office One (O-1) District;
2. Retail sales of newspapers and magazines, drugs, and proprietary goods;

3. Banking and credit union services, including drive-through teller services.
4. Convenient stores;
5. Beauty and barber services and tanning salons;
6. Laundering, dry cleaning and dyeing services, including self-service;
7. Shoe repair, shoe shining and hat cleaning services;
8. Florists, excluding greenhouses.
9. ~~Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.~~

SECTION 1122

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to the purposes of the district including:

1. Recreation uses or spaces of integral relation to the purpose of the district defined to be:
 - a. Museum, art and craft galleries, conservatories and other cultural exhibits;
 - b. Aquariums, botanical gardens and arboretums, nature preserves, wildlife sanctuaries and other natural exhibitions;
 - c. Historic sites, structures, monuments and other exhibits available for public viewing;
 - d. Amphitheaters, motion picture theaters, legitimate theaters, playhouses and other entertainment assemblies;
 - e. Auditoriums, exhibition halls and other public or miscellaneous assembly;
 - f. Golf courses, tennis courts, ice and roller skating, bowling and other sports activities;
 - g. Play lots or tot lots, playfields or athletic fields, recreation centers, gymnasiums, clubs and other athletic uses and structures;
 - h. Swimming beaches and swimming pools;
 - i. Picnicking, hiking areas, exercise trails and other recreational uses;
 - j. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;
2. Public transit stations and terminals;
3. Postal, travel and transportation ticket or forwarding services;
4. Detective, protective and other police services;
5. Signage (See Article 34);
6. Parking (See Article 33);
7. Automatic teller machines;
8. Retail defined as:
 - a. Books and stationery;

- b. Florists excluding greenhouse or outdoor storage or growing areas;
 - c. Cigars and cigarettes;
 - d. Beauty and barber services;
9. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
 10. Recycling collection containers.

SECTION 1130

INDUSTRIAL ONE (I-1)

The purpose of the Industrial One district is to allow different types of small to large scale light manufacturing, warehouse, distribution and related service uses, which require direct accessibility to a regional transportation system. Manufacturing operations in this district will generally not utilize unrefined raw materials, whose processing may potentially create undesirable noise, odors, dust, smoke, hazardous materials or waste or be delivered in large bulk transportation forms. Such districts are located in areas which provide employment opportunities for community and regional labor markets. Districts will be located on suitable lands accessible from expressways and/or arterials. In addition, this zoning district allows for integrated office campus and/or industrial/warehouse developments with a business park setting, characterized by landscaped entrances, boulevard streets, large amounts of green space and low building coverage ratio, multi-level buildings, constant architectural and signage theme, parking structures, and integrated pedestrian and recreation facilities. This district is also to provide for appropriate public facilities and/or services to the permitted uses identified in the district.

This zoning classification can range from a compact multi-level office development on several acres to an extensive mixed office/warehouse/distribution development that is located on many acres. This zoning classification often includes some limited commercial wholesale and retail uses intended to serve the district and constructed to blend in visually with the character of the area.

SECTION 1131

Principally Permitted Uses

Permitted are the wholesale distribution, storage, manufacturing and assembly of industrial products:

1. All principally permitted uses in an Office Two (O-2) zone;
2. Food and kindred products, including the manufacture or processing of grain, sugar, oil, fat, glues, grease, tallow, lard, gelatin, vinegar, yeast, starch, dextrin, glucose and sauerkraut but excluding the primary manufacture of meat and fish, which includes the stocking and storing of live animals or garbage, offal or dead animal reduction or dumping or any tanning, curing or storage of rawhides or skins;
3. Textile mill products except primary manufacture of dyes, fibers, felt, rubber goods;
4. Apparel and other finished products made from fabrics, leather and similar materials except primary manufacture of rubber;
5. Fabricated wood products including containers, building components, structural members, but excluding the primary manufacture of wood or wood products;
6. Furniture and fixtures;
7. Paper products including envelopes, bags, boxes and containers, but excluding the primary manufacture of pulp, paper, paperboard or paper products;
8. Printing industries;
9. Pharmaceutical preparations, perfumes, cosmetics and other toiletry preparations;
10. Soaps and other detergents;

11. Fabrication of metal products except firearms and accessories, large scale machinery, and transportation vehicles;
12. Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks;
13. Electric and electronic equipment;
14. Jewelry and precious metals, musical instruments and parts, toys, amusement, sporting and athletic goods, pens, pencils and other office and artists materials, brooms and brushes, lamp shades, signs and advertising displays, umbrellas, parasols and canes and other miscellaneous fabrication activities.
15. Technology and research centers including medical and hospital research establishments;
16. Educational and governmental institutions;
17. Wholesale trade of automobile accessories and parts;
18. Wholesale trade of drugs, drug proprietaries and sundries;
19. Wholesale trade of dry goods and apparel;
20. Wholesale trade of groceries and related products in enclosed facilities except animals or raw farm materials or products;
21. Wholesale trade of electrical and electronic parts;
22. Wholesale trade of hardware, plumbing, heating, equipment and supplies;
23. Wholesale trade of small machinery, equipment (light) and supplies except transportation or farm vehicles;
24. Other wholesale trade except non-containerized or bulk raw metals and minerals, petroleum products, scrap and waste materials;
25. Laundering, dry cleaning and dyeing services including rugs, linen supply and industrial laundry services;
26. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services;
27. Refrigerated, household goods (mini-warehouses) and other general refrigerated warehousing and storage;
28. Research, development and testing services;
29. Detective and protective services;
30. Photo finishing and other photographic laboratories;
31. Electrical repair and armature rewinding services;
32. Reupholstery and furniture repairing and refinishing services;
33. Scientific research services and laboratories;
34. Building construction, general contractor, plumbing, heating, air conditioning, painting, paper handling, decorating, electrical, masonry, stonework, tile setting, plastering, carpentry, wood flooring, roofing and sheetmetal, water-well drilling, septic and other special construction trade offices, supply, storage and related activities;

35. Postal services and related storage, distribution and transfer activities;
36. Agricultural contract sorting, grading and packaging services of fruits and vegetables;
37. ~~Motor freight terminals~~, public warehousing, freight garaging and equipment maintenance;
38. Freight forwarding, packing and crating services;
39. Blueprinting and photocopying services, stenographic services and other duplicating, mailing and delivering services;
40. Equipment (light) rental and leasing services including automobiles and trucks, and sales of tractor-trailers and other commercial trucks and trailers;
41. Wholesale trade of containerized paints, varnishes, chemicals and allied products;
42. Manufacture of plastic products but not the primary manufacture of plastics;
43. Welding shops for the repair of industrial machinery and heavy equipment;
- ~~44. Truck stops;~~
45. Recycling centers (**Note - bulk recycling is not permitted**);
46. Fire stations or fire related or protective services including rescue services;
- ~~47. Auto repair facilities, repair for tractor-trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking;~~
48. Commercial parking facilities and commercial recreational vehicle parking facilities;
- ~~49. Landscape contracting and wholesale nurseries;~~
- ~~50. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 34.~~
51. Crematoriums.

SECTION 1132

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to the purpose of the district including:

1. Recreational uses or spaces of integral relation to the purposes of the district defined to be:
 - a. Nature preserves, wildlife sanctuaries, open spaces and other natural areas;
 - b. Historic sites, structures, monuments and other exhibits available public viewing;
 - c. Auditoriums, exhibition halls and other public or miscellaneous assembly;
 - d. Golf course and tennis courts;
 - e. Swimming beaches and swimming pools;
 - f. Picnicking, hiking areas, exercise trails and other recreational uses;
 - g. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;
 - h. Recreation/Health centers.

2. The administration management, stenographic reproductions, research, sales (including industrial retail sales, exhibit or display) and any related or integral office use or activity of the permitted use;
3. Railroad right-of-way including switching and marshaling trackage and freight terminals;
4. Marine freight terminals;
5. Employment services;
6. Signage (See Article 34);
7. Parking (See Article 33);
- ~~8. Outside storage, display, loading, uncrating or unpacking areas which are an integral function of a permitted use, and which are conducted in accordance with Section 3154;~~
9. Food service for office, manufacturing or distribution uses;
10. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
11. Recycling collection containers.

SECTION 1133

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 provided primarily in support of and obtains its trade from the employees of the district; or b) the activity is of integral relation to the purpose of the district; c) the use, building or structure is subservient to and not of scale, nature, trade or other character which will compete, detract or conflict with the purpose and permitted uses of the district; and d) provided the arrangement of uses, buildings or structures is mutually compatible with the organization of permitted and accessory uses to be protected in the district:

1. Uses in which the primary business activity involves the following:
 - ~~a. the storage of explosives or fireworks according to State law, gas, or petroleum;~~
 - b. bag cleaning;
 - ~~c. blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;~~
 - ~~d. creosote treatment;~~
 - ~~e. distillation of bones, coal or wood;~~
 - f. enameling, japanning or lacquering;
 - ~~g. radium or radioactive elements;~~
 - h. crushing or other reduction or waterproofing;
 - i. the storage of chemicals;

The permission of such uses will be decided on an individual basis;

- ~~2. Poultry and small game dressing and packing;~~
3. Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;

4. Telephone, telegraph, radio, television or other communication relay, transmitting and receiving uses, centers and equipment of a permitted use provided the structure does not physically or visually overpower, detract from or conflict with the building design, scale or character proposed in the district;
5. Gasoline filling stations and wash services; **(Note - The applicant specifically asked for a convenience store with gas sales on lot 1. The use is already approved on the lot);**
6. Labor unions and similar labor associations;
7. Nursery and child care centers **(Note - The applicant specifically asked for a daycare on lots 2, 3, 4, and 5. The use is already approved on these lots).;**
8. Hotels and motels;
9. Commercial recreation such as bowling centers, roller skating rinks, miniature golf courses, golf driving ranges, soccer fields and baseball fields;
10. Retail sales or leasing of new and used motor vehicles;
11. Wholesale vehicle sales or auctions;
12. Churches, synagogues, temples and other places of religious assembly for worship;
13. Kennels for household pets; "City of Florence only - kennels for household pets only when not adjoining a residential zoned property."
14. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(C).
15. Fireworks retail sales.

**BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
BOONE COUNTY FISCAL COURTROOM
PUBLIC HEARING
MARCH 7, 2012
7:30 P.M.**

COMMISSION MEMBERS PRESENT:

Mr. Randy Bessler
Mr. Kim Bunger, Secretary/Treasurer
Mr. Jim Longano
Mr. Don McMillian
Ms. Lisa Reeves
Mr. Charlie Reynolds
Mr. Charlie Rolfsen, Chairman
Ms. Susan Schultz
Mr. Bob Schwenke
Mr. Steve Turner

COMMISSION MEMBERS NOT PRESENT:

Mr. Ben Brandstetter, Temporary Presiding Officer
Mr. Greg Breetz
Mr. Mike Ford, Vice Chairman
Mr. Mark Hicks
Mrs. Janet Kegley

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin P. Costello, AICP, Executive Director
Mr. Todd K. Morgan, AICP, Senior Planner

Mr. Rolfsen, Chairman, called the Public Hearing to order at 7:30 P.M. and introduced the first item on the Agenda:

ZONING MAP AMENDMENT AND CHANGE IN AN APPROVED CONCEPT DEVELOPMENT PLAN - Todd Morgan, Staff

1. Request of **James W. Berling (applicant)** for **Corporex Parks of KY, Inc. (owner)** for a Zoning Map Amendment from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike, Boone County, Kentucky and a Change in an Approved Concept Development Plan for an approximate 8.49 acre site bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest, Boone County, Kentucky. The request is for a Zoning Map Amendment and a Change in an Approved Concept Development Plan to allow commercial, office, and industrial uses in an Industrial One/Planned Development (I-1/PD) zone.

Staff Member, Todd Morgan, presented the Staff Report, which included a power point presentation (see Staff Report). The site is 8.49 acres in size and has frontage on Mineola Pike, Olympic Boulevard and Circleport Drive. The first request is for a zone change from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for a half acre parcel. When the applicant originally went through the 1986 zone change process, there was an outparcel with a house located on it. It was not part of the original request. The second request involves a Change in an Approved Concept Development Plan to allow commercial, office and industrial uses. A narrative has been provided by the applicant, which describes different uses on each lot. Lot #1 can have gas station, convenience store, restaurant (with or without a drive-through) bank, office or service retail. Lot #2 could have a bank, service retail, a restaurant (with or without a drive-through) office or a day care. Lot #3 could be service retail, restaurant (with or with a drive-through) daycare, office or a bank. Lot #4 could be a restaurant, service retail, office, bank, day care or industrial uses. Lot #5 could be office, service retail, day care or industrial uses. Lot #6 could be office, service retail or industrial uses. Mr. Morgan stated that the applicant would like additional consideration for more of the principally permitted uses in the Industrial One (I-1) zoning district beyond the submitted list. The 1986 Concept Development Plan only allowed access from Olympic Boulevard and Circleport Drive. A new curb cut on Mineola Pike is being proposed with the application and the existing driveway on Mineola Pike which services the office/warehouse development to the southwest is proposed to be shared with the commercial lots. Mr. Morgan displayed the 1986 Concept Development Plan for comparison purposes. The 1986 plan allowed 50,000 square feet of retail shops, an 8,000 square foot bank and 366 parking spaces on the 8.49 acre site. There were many conditions imposed with the 1986 approval including: no drive-through restaurants were allowed, a 30 foot easement was to be provided for the widening of Mineola Pike, and there would be significant berming and landscaping along Mineola Pike to screen the development from the existing residences.

Circleport I also included the establishment of a Special Sign District. As part of the submitted application, the property owner has noted that they will follow the requirements of the 1996 Special Sign District requirements or follow the existing sign code - Article 34 of the Zoning Regulations. The Special Sign District allows a 30 square foot, 10 foot high monument sign on three lots. Mr. Morgan showed photographs of the site, which indicated heavy landscaped areas near the existing entrance at Olympic Boulevard and Circleport Drive, as well as other adjoining properties. Mr. Morgan noted the limited site distance from the existing office/warehouse driveway on Mineola Pike. The site is projected to be used

for Business Park (BP) uses. Mr. Morgan referred to the references to the Comprehensive Plan on page 5 of the Staff Report. He noted the language from the Business Activity Element. In regard to Staff comments, the applicant has noted that sidewalks will be provided on Circleport Drive and Olympic Drive. People are currently walking in the street and the proposed uses will generate more walking between the hotels/offices and the restaurants. The applicant needs to define the appropriate industrial uses for the site. The frontage lots could all have restaurants and thus traffic patterns should be evaluated. Will any of the retail businesses be open 24 hours? If so, these businesses may impact the residents across the street. The same is true with the height of light poles. There is a concern about multi-story buildings and their location and impact on parking. Depending on the number of restaurants, the applicant may have parking problems. A note has been provided on the Plan indicating that open space will be provided, but no areas or features are delineated on the plan. In Planned Developments, substantial landscaping should be provided but the applicant is asking to reduce the 10 foot wide buffer yard between some of the lots. Mr. Morgan suggested that more details be given about berming and landscaping along Mineola Pike to screen parking lot lighting from the residences. In regard to building architecture, the applicant notes that all building construction will follow the recorded covenants. Paragraph 23 of the covenants states that the developer reserves the right from time to time to amend, waive, release, modify or terminate any or all of the covenants. In theory, the commercial buildings could be constructed totally with metal panels and EIFs without bearing any relationship with each other. Mr. Morgan referred to the two options related to signage and the sight distance issue related to the shared existing curb cut. Sight distance calculations should be submitted. The Protective Covenants (Exhibit 1) and the Preliminary Traffic Impact Study (Exhibit 2) are included as exhibits for this request. A summary of the Preliminary Traffic Impact Study has been included in the Staff Report.

The recommendations section of the Preliminary Traffic Impact Study states that "no physical improvements are needed at this time to effectively serve the proposed development and maintain effective service of vehicles on Mineola Pike. Therefore, the only recommendation of this study is to approve the encroachment permit for this project." Staff is concerned that the trip generation figures and recommendations are based on the land uses shown on the graphic Concept Plan (Convenience Market with gas pumps and 16,000 square feet of retail shopping) because the application could allow three fast food restaurants with drive throughs on the Mineola Pike frontage lots. The recommendations section also states that overall Level of Service (LOS) at the Mineola Pike/Olympic Boulevard intersection will change to C in the 2022 PM Build scenario because there is a slight increase in delay from the No-Build scenario. The delay could be reduced with an increase in the overall cycle length of the signal with additional green time provided to the northbound thru movement. The proposed development section of the report indicates that "since the southern driveway (shared driveway) has already been in operation, it was not studied in depth for this report." Staff remains concerned about the existing curb cut and its close proximity to 2 vertical curves on Mineola Pike. There are sight distance requirements for vehicles entering and exiting a road. Ms. Carol Callan-Ramler, with the Kentucky Transportation Cabinet, informed Staff that there are no current plans to widen or improve Mineola Pike. The Concept Development Plan does show a 35' easement for the future widening of Mineola Pike. Chief Michael J. Giordano, with Point Pleasant Fire Protection District, submitted a letter regarding the request. The letter expresses concern about the proposed curb cut located closest to Mineola Pike and Olympic Boulevard.

At this time, Chairman Rolfsen asked if the applicant was ready to make their presentation about the request.

Mr. James Berling, Engineer for Corporex Parks of KY, Inc., stated that his client thinks it is time for a Change in an Approved Concept Development Plan. He noted that he worked on the project in the 1980s. The idea of light industrial was a good idea back then and the development has done well. Circleport is a service center full of good companies. There is a good employment base within the development and residents living in the area need additional services like gas pumps, multiple tenants and restaurants. The proposed Plan started out with 2 new curb cuts on Mineola Pike. Now there is only one new one proposed along with the use of an existing curb cut. There will be some banks. Lot #6 will most likely be a multi-story building since it is the largest lot. The subdivision was created with architectural covenants. Every thing has been built with them in mind. Mr. Berling indicated that he would review the list of Industrial One (I-1) uses. The open space areas will be generated when each lot goes through final design. The special grading and landscaping will include a berm along Mineola Pike. The parking lot will be sloped down from the building toward Mineola Pike. Corporex owns 3 of the 6 houses located along Mineola Pike. Mr. Berling also noted that they completed profile elevations down the centerline of the road. He spoke with Ed Thompson from the Kentucky Transportation Cabinet. Mr. Thompson told him the minimum site distances and they meet them in both directions. A permit would be needed to complete the work. A Traffic Impact Study was undertaken and the State is reviewing it. He should receive feedback prior to the Committee Meeting.

Chairman Rolfsen asked if there was anyone in the audience who wanted to speak in favor or against the request? Seeing no one, he inquired whether the Board members had questions or comments?

Mr. Bob Schwenke asked which residences along Mineola Pike were owned by Corporex? Mr. Lessel, of Corporex Parks of KY, Inc. pointed to a photograph showing the houses owned by Corporex. Mr. Schwenke expressed a concern that residents from these homes will be "backing up" from their driveways and mixing with the increased traffic from the proposed development. It would be ideal if Corporex owned the 3 residences closest to I-275 to avoid traffic conflicts.

Chairman Rolfsen asked what the plans were with the houses owned by Corporex? Mr. Lessel stated there is no plan to demolish the homes. They are being used as rental homes on a temporary basis. The intent is to keep the properties as they are until they become a contiguous parcel.

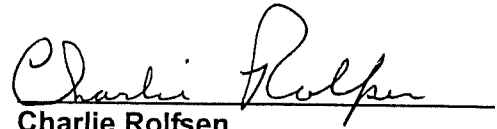
Mr. Schwenke asked whether the applicant could move the new curb cut closer to I-275 to avoid the conflicts with the residential traffic? Mr. Berling responded that he couldn't move it because of State requirements. The distance between Olympic Boulevard and the new curb cut is about 250 feet.

Chairman Rolfsen inquired about confirmed stores, tenants or businesses in the proposed development. Mr. Berling replied that they have been talking to many businesses but nothing is committed. Chairman Rolfsen asked about businesses being open 24 hours a day with neighbors living in the area? Mr. Berling answered that it could be something discussed in more detail. It depends on the use. It might be beneficial for the service center. It can be controlled somehow.

Mr. Lessel explained there are 3 retail tenants that are very close to locating on the site and it is the reason why they submitted a Change in an Approved Concept Development Plan. Construction could occur in the near future.

There being no further questions or comments, Chairman Rolfsen announced that the Committee Meeting for this item will be on March 21, 2012 at 5:00 P.M. in this room. This item will be on the Agenda for the Business Meeting on April 4, 2012 at 7:00 P.M. Chairman Rolfsen closed the Public Hearing at 8:00 P.M.

APPROVED:


Charlie Rolfsen
Chairman

Attest:

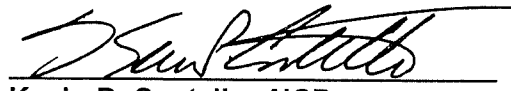

Kevin P. Costello, AICP
Executive Director

Exhibit 1 Recorded Protective Covenants Circleport I Business Park
Exhibit 2 Preliminary Traffic Impact Study prepared by Brandstetter & Carroll, Inc.

ZONE CHANGE/CONCEPT PLAN COMMITTEE VOTE

TO: Boone County Planning Commission

FROM: Kim Bunger, Chairman

DATE: March 21, 2012

RE: **ZONING MAP AMENDMENT AND CHANGE IN AN APPROVED CONCEPT DEVELOPMENT PLAN - Todd Morgan, Staff; Kim Bunger, Chairman**

Request of **James W. Berling (applicant)** for **Corporex Parks of KY, Inc. (owner)** for a Zoning Map Amendment from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike, Boone County, Kentucky and a Change in an Approved Concept Development Plan for an approximate 8.49 acre site bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest, Boone County, Kentucky. The request is for a Zoning Map Amendment and a Change in an Approved Concept Development Plan to allow commercial, office, and industrial uses in an Industrial One/Planned Development (I-1/PD) zone.

REMARKS:

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

James W. Berling for Corporex Parks of KY

March 21, 2012

Kim Bunger
Kim Bunger, Chairman
 For Project ☒ Absent ☐
 Against Project ☐
 Abstain ☐ Deferred ☐

Greg Breetz
Greg Breetz
 For Project ☒ Absent ☐
 Against Project ☐
 Abstain ☐ Deferred ☐

Janet Kegley
Janet Kegley
 For Project ☒ Absent ☐
 Against Project ☐
 Abstain ☐ Deferred ☐

Jim Longano
Jim Longano
 For Project ☒ Absent ☐
 Against Project ☐
 Abstain ☐ Deferred ☐

Susan Schultz
Susan Schultz
 For Project ☐ Absent ☐
 Against Project ☐
 Abstain ☐ Deferred ☐

Mark Hicks (Alternate)
Mark Hicks (Alternate)
 For Project ☐ Absent ☐
 Against Project ☐
 Abstain ☐ Deferred ☐

Charlie Reynolds (Alternate)
Charlie Reynolds (Alternate)
 For Project ☐ Absent ☐
 Against Project ☐
 Abstain ☐ Deferred ☐

TOTAL: ☐ DEFERRED 4 FOR PROJECT ☐ ABSENT
☐ AGAINST PROJECT ☐ ABSTAIN

SUPPORTING INFORMATION



March 27, 2012

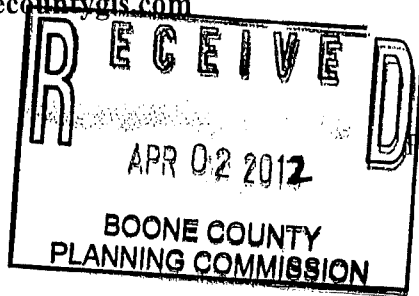
Mr. James W. Berling
1671 Park Road, Suite One
Ft. Wright, KY 41011

BOONE COUNTY PLANNING COMMISSION

www.boonecountky.org/pc
www.boonecountkygis.com

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

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



RE: Request of James W. Berling (applicant) for Corporex Parks of KY, Inc. (owner) for a Zoning Map Amendment from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike, Boone County, Kentucky and a Change in an Approved Concept Development Plan for an approximate 8.49 acre site bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest, Boone County, Kentucky. The request is for a Zoning Map Amendment and a Change in an Approved Concept Development Plan to allow commercial, office, and industrial uses in an Industrial One/Planned Development (I-1/PD) zone.

Dear Mr. Berling:

The following letter represents the conditions of approval for the above referenced request. The property owner and you need to sign the appropriate lines on the last page of this letter if you are in agreement with the conditions. Please return this letter to the Boone County Planning Commission office by April 3, 2012.

CONDITIONS

1. The permitted uses on the lots shall follow the applicant's narrative and the chart on page 1 of the Staff Report.

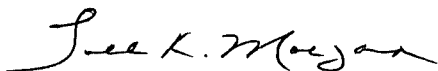
The Office One (O-1), Office Two (O-2), and Industrial One (I-1) use lists have been attached to the Committee Report and Condition Letter to better clarify which specific commercial, office, and industrial uses are permitted in the development. Prohibited uses are stricken out. Conditional uses that have not been stricken out or specifically approved with this request shall be subject to approval by the Boone County Board of Adjustment.

2. Truck docks on any permitted industrial building shall clearly be accessory to the use and building.
3. Multi-story buildings shall only be permitted on lots 4, 5, and 6.
4. Undulating, staggered berms shall be installed in the Mineola Pike street frontage buffers (lots 1, 2, and 3). The berming shall be high enough to prevent headlight glare from impacting the single-family residential dwellings across Mineola Pike.
5. All office and industrial lots in the development shall have berming in their required street frontage buffer.

Mr. James W. Berling
March 27, 2012
Page 2

6. The architecture of the buildings will be subject to a Staff Design Review process.
 - A. All buildings shall be complimentary to other buildings in Circleport.
 - B. Roof top mechanical units shall not be visible from public right-of-ways.
7. All light pole fixtures on lots 1, 2, and 3 shall be oriented downwards and inwards towards the subject site or be equipped with cutoff shields.
8. The note on the Concept Development Plan requiring outside open space to be provided is null and void.

Sincerely,



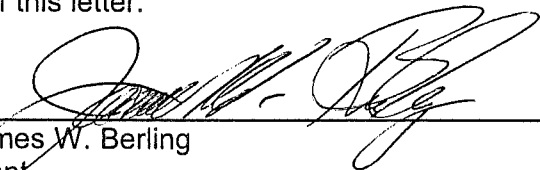
Todd K. Morgan, AICP
Senior Planner, Zoning Services

TKM\dw

Attachment

AGREEMENT

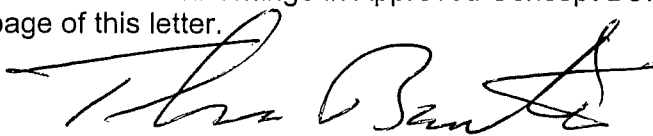
I, James W. Berling, do hereby agree to the listed conditions of approval for the Zoning Map Amendment and Change in Approved Concept Development Plan which is described on the first page of this letter.



Mr. James W. Berling
Applicant

3/28/12
Date

I, Thomas Banta, do hereby agree to the listed conditions of approval for the Zoning Map Amendment and Change in Approved Concept Development Plan which is described on the first page of this letter.



Mr. Thomas E. Banta
President and Chief Operating Officer
Corporex Parks of KY, Inc.

3/30/12
Date

SECTION 1110
OFFICE ONE (O-1)

The purpose of the Office One district is to create a low density, low rise office environment and to provide professional and personal services and employment opportunities in close proximity to and compatible with residential districts. The Office One district shall accommodate smaller scale and independent office uses, which are not located within a larger Office Two district or which do not need or desire to be located in a commercial district. Office One districts are located on suitable lands within established or planned urban entities where adequate infrastructure and services are available or proposed.

SECTION 1111

Principally Permitted Uses

The following uses are permitted:

1. Bank related services or credit unions;
2. Business and personal credit services and title services;
3. Security brokers, investment services and finance companies;
4. Insurance agents, brokers and services;
5. Real estate agents, brokers and management services;
6. Real estate management services and builders offices excluding any outside storage equipment and the like;
7. Photographic services;
8. Eating and drinking establishments including alcoholic beverages;
9. Direct mail and advertising services;
10. Stenographic services and other duplicating and mailing services;
11. News syndicate services and employment services;
12. Research, development and testing services of an office nature;
13. Business and management consulting services and associations;
14. Motion picture, audio-visual and similar media production and distribution services;
15. Physician and dental services including medical, dental laboratories and clinics;
16. Legal, engineering, architectural, education and scientific research services;
17. Accounting, auditing and bookkeeping services;
18. Charitable and social services administration offices;
19. Professional membership organizations and labor organizations and civic associations;
20. Telephone exchange stations, telegraph message centers, radio broadcasting studios, television broadcasting studios and other communication centers and offices excluding any relay, transmitting or receiving towers or similar unattached, erected equipment;
21. The administration, management and any related office use or activity of commercial, business, service, professional, industrial, religious, private institutional, or similar organization, incorporation, companies, associations and such uses. Includes all integral stenographic reproduction, mailing, research, sales and similar office functions, as determined by the Zoning Administrator;

22. Veterinary services not including the boarding of animals;
23. Business colleges or schools;
24. Recreation centers, gymnasiums and other related recreational facilities;
25. The retail sale of office supplies and equipment;
26. Funeral homes and crematoriums excluding cemeteries or mausoleums.
- ~~27. Sexually Oriented Business as defined in Article 40 and applicable standards in Article 34.~~

SECTION 1112

Accessory Uses

Accessory uses, buildings, and structures customarily incidental and subordinate to the purposes of the district including:

1. Recreation uses or spaces of integral relation to the developed portions of the district including:
 - a. Temporary exhibit spaces;
 - b. Aquariums, botanical gardens and other natural exhibitions;
 - c. Stages and similar assembly areas;
2. Accessory uses for an office facility:
 - a. Garages and parking;
 - b. Structures such as fences and walls;
 - c. Buildings such as storage sheds;
3. Signage (See Article 34);
4. Parking (See Article 33);
5. Automatic teller machines;
6. Single-family dwelling unit;
7. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
8. Recycling collection containers.

SECTION 1120

OFFICE TWO (O-2)

The purpose of the Office Two District is to consolidate those types of professional, research, business, service and similar uses which are based in office structures and which require and desire high levels of personal interaction. Such districts will be organized to provide employment labor markets. Districts will be located on suitable lands with convenient access from expressways, arterials or collectors. District plans will be organized to provide direct, central, convenient and safe collection of vehicles and pedestrian circulation.

SECTION 1121

Principally Permitted Uses

The following uses are permitted:

1. All principally permitted uses of an Office One (O-1) District;
2. Retail sales of newspapers and magazines, drugs, and proprietary goods;

3. Banking and credit union services, including drive-through teller services.
4. Convenient stores;
5. Beauty and barber services and tanning salons;
6. Laundering, dry cleaning and dyeing services, including self-service;
7. Shoe repair, shoe shining and hat cleaning services;
8. Florists, excluding greenhouses.
9. ~~Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.~~

SECTION 1122

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to the purposes of the district including:

1. Recreation uses or spaces of integral relation to the purpose of the district defined to be:
 - a. Museum, art and craft galleries, conservatories and other cultural exhibits;
 - b. Aquariums, botanical gardens and arboretums, nature preserves, wildlife sanctuaries and other natural exhibitions;
 - c. Historic sites, structures, monuments and other exhibits available for public viewing;
 - d. Amphitheaters, motion picture theaters, legitimate theaters, playhouses and other entertainment assemblies;
 - e. Auditoriums, exhibition halls and other public or miscellaneous assembly;
 - f. Golf courses, tennis courts, ice and roller skating, bowling and other sports activities;
 - g. Play lots or tot lots, playfields or athletic fields, recreation centers, gymnasiums, clubs and other athletic uses and structures;
 - h. Swimming beaches and swimming pools;
 - i. Picnicking, hiking areas, exercise trails and other recreational uses;
 - j. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;
2. Public transit stations and terminals;
3. Postal, travel and transportation ticket or forwarding services;
4. Detective, protective and other police services;
5. Signage (See Article 34);
6. Parking (See Article 33);
7. Automatic teller machines;
8. Retail defined as:
 - a. Books and stationery;

- b. Florists excluding greenhouse or outdoor storage or growing areas;
 - c. Cigars and cigarettes;
 - d. Beauty and barber services;
9. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
 10. Recycling collection containers.

SECTION 1130

INDUSTRIAL ONE (I-1)

The purpose of the Industrial One district is to allow different types of small to large scale light manufacturing, warehouse, distribution and related service uses, which require direct accessibility to a regional transportation system. Manufacturing operations in this district will generally not utilize unrefined raw materials, whose processing may potentially create undesirable noise, odors, dust, smoke, hazardous materials or waste or be delivered in large bulk transportation forms. Such districts are located in areas which provide employment opportunities for community and regional labor markets. Districts will be located on suitable lands accessible from expressways and/or arterials. In addition, this zoning district allows for integrated office campus and/or industrial/warehouse developments with a business park setting, characterized by landscaped entrances, boulevard streets, large amounts of green space and low building coverage ratio, multi-level buildings, constant architectural and signage theme, parking structures, and integrated pedestrian and recreation facilities. This district is also to provide for appropriate public facilities and/or services to the permitted uses identified in the district.

This zoning classification can range from a compact multi-level office development on several acres to an extensive mixed office/warehouse/distribution development that is located on many acres. This zoning classification often includes some limited commercial wholesale and retail uses intended to serve the district and constructed to blend in visually with the character of the area.

SECTION 1131

Principally Permitted Uses

Permitted are the wholesale distribution, storage, manufacturing and assembly of industrial products:

1. All principally permitted uses in an Office Two (O-2) zone;
2. Food and kindred products, including the manufacture or processing of grain, sugar, oil, fat, glues, grease, tallow, lard, gelatin, vinegar, yeast, starch, dextrin, glucose and sauerkraut but excluding the primary manufacture of meat and fish, which includes the stocking and storing of live animals or garbage, offal or dead animal reduction or dumping or any tanning, curing or storage of rawhides or skins;
3. Textile mill products except primary manufacture of dyes, fibers, felt, rubber goods;
4. Apparel and other finished products made from fabrics, leather and similar materials except primary manufacture of rubber;
5. Fabricated wood products including containers, building components, structural members, but excluding the primary manufacture of wood or wood products;
6. Furniture and fixtures;
7. Paper products including envelopes, bags, boxes and containers, but excluding the primary manufacture of pulp, paper, paperboard or paper products;
8. Printing industries;
9. Pharmaceutical preparations, perfumes, cosmetics and other toiletry preparations;
10. Soaps and other detergents;

11. Fabrication of metal products except firearms and accessories, large scale machinery, and transportation vehicles;
12. Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks;
13. Electric and electronic equipment;
14. Jewelry and precious metals, musical instruments and parts, toys, amusement, sporting and athletic goods, pens, pencils and other office and artists materials, brooms and brushes, lamp shades, signs and advertising displays, umbrellas, parasols and canes and other miscellaneous fabrication activities.
15. Technology and research centers including medical and hospital research establishments;
16. Educational and governmental institutions;
17. Wholesale trade of automobile accessories and parts;
18. Wholesale trade of drugs, drug proprietaries and sundries;
19. Wholesale trade of dry goods and apparel;
20. Wholesale trade of groceries and related products in enclosed facilities except animals or raw farm materials or products;
21. Wholesale trade of electrical and electronic parts;
22. Wholesale trade of hardware, plumbing, heating, equipment and supplies;
23. Wholesale trade of small machinery, equipment (light) and supplies except transportation or farm vehicles;
24. Other wholesale trade except non-containerized or bulk raw metals and minerals, petroleum products, scrap and waste materials;
25. Laundering, dry cleaning and dyeing services including rugs, linen supply and industrial laundry services;
26. Window cleaning, disinfecting, exterminating, grounds keeping, and other dwelling and building services;
27. Refrigerated, household goods (mini-warehouses) and other general refrigerated warehousing and storage;
28. Research, development and testing services;
29. Detective and protective services;
30. Photo finishing and other photographic laboratories;
31. Electrical repair and armature rewinding services;
32. Reupholstery and furniture repairing and refinishing services;
33. Scientific research services and laboratories;
34. Building construction, general contractor, plumbing, heating, air conditioning, painting, paper handling, decorating, electrical, masonry, stonework, tile setting, plastering, carpentry, wood flooring, roofing and sheetmetal, water-well drilling, septic and other special construction trade offices, supply, storage and related activities;

35. Postal services and related storage, distribution and transfer activities;
36. Agricultural contract sorting, grading and packaging services of fruits and vegetables;
37. ~~Motor freight terminals~~, public warehousing, freight garaging and equipment maintenance;
38. Freight forwarding, packing and crating services;
39. Blueprinting and photocopying services, stenographic services and other duplicating, mailing and delivering services;
40. Equipment (light) rental and leasing services including automobiles and trucks, and sales of tractor-trailers and other commercial trucks and trailers;
41. Wholesale trade of containerized paints, varnishes, chemicals and allied products;
42. Manufacture of plastic products but not the primary manufacture of plastics;
43. Welding shops for the repair of industrial machinery and heavy equipment;
44. ~~Truck stops;~~
45. Recycling centers (**Note - bulk recycling is not permitted**);
46. Fire stations or fire related or protective services including rescue services;
47. ~~Auto repair facilities, repair for tractor-trailers and other trucks, and towing and vehicle impound services excluding junkyards and wrecking;~~
48. Commercial parking facilities and commercial recreational vehicle parking facilities;
49. ~~Landscape contracting and wholesale nurseries;~~
50. ~~Sexually Oriented Business as defined in Article 40 and applicable standards in Article 31.~~
51. Crematoriums.

SECTION 1132

Accessory Uses

Accessory uses, buildings and structures customarily incidental and subordinate to the purpose of the district including:

1. Recreational uses or spaces of integral relation to the purposes of the district defined to be:
 - a. Nature preserves, wildlife sanctuaries, open spaces and other natural areas;
 - b. Historic sites, structures, monuments and other exhibits available public viewing;
 - c. Auditoriums, exhibition halls and other public or miscellaneous assembly;
 - d. Golf course and tennis courts;
 - e. Swimming beaches and swimming pools;
 - f. Picnicking, hiking areas, exercise trails and other recreational uses;
 - g. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;
 - h. Recreation/Health centers.

2. The administration management, stenographic reproductions, research, sales (including industrial retail sales, exhibit or display) and any related or integral office use or activity of the permitted use;
3. Railroad right-of-way including switching and marshaling trackage and freight terminals;
4. Marine freight terminals;
5. Employment services;
6. Signage (See Article 34);
7. Parking (See Article 33);
8. ~~Outside storage, display, loading, uncrating or unpacking areas which are an integral function of a permitted use, and which are conducted in accordance with Section 3154;~~
9. Food service for office, manufacturing or distribution uses;
10. Drive-through facilities operated in conjunction with a permitted use, and which are conducted in accordance with Section 3155;
11. Recycling collection containers.

SECTION 1133

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 provided primarily in support of and obtains its trade from the employees of the district; or b) the activity is of integral relation to the purpose of the district; c) the use, building or structure is subservient to and not of scale, nature, trade or other character which will compete, detract or conflict with the purpose and permitted uses of the district; and d) provided the arrangement of uses, buildings or structures is mutually compatible with the organization of permitted and accessory uses to be protected in the district:

1. Uses in which the primary business activity involves the following:
 - a. ~~the storage of explosives or fireworks according to State law, gas, or petroleum;~~
 - b. bag cleaning;
 - c. ~~blast furnaces, cupolas, rolling mills, coke ovens, forging, foundering, refining or smelting;~~
 - d. ~~creosote treatment;~~
 - e. ~~distillation of bones, coal or wood;~~
 - f. enameling, japanning or lacquering;
 - g. ~~radium or radioactive elements;~~
 - h. crushing or other reduction or waterproofing;
 - i. the storage of chemicals;

The permission of such uses will be decided on an individual basis;

2. ~~Poultry and small game dressing and packing;~~
3. Wholesale trade of non-containerized paints, varnishes, chemicals and allied products;

4. Telephone, telegraph, radio, television or other communication relay, transmitting and receiving uses, centers and equipment of a permitted use provided the structure does not physically or visually overpower, detract from or conflict with the building design, scale or character proposed in the district;
5. Gasoline filling stations and wash services; **(Note - The applicant specifically asked for a convenience store with gas sales on lot 1. The use is already approved on the lot);**
6. Labor unions and similar labor associations;
7. Nursery and child care centers **(Note - The applicant specifically asked for a daycare on lots 2, 3, 4, and 5. The use is already approved on these lots).;**
8. Hotels and motels;
9. Commercial recreation such as bowling centers, roller skating rinks, miniature golf courses, golf driving ranges, soccer fields and baseball fields;
10. Retail sales or leasing of new and used motor vehicles;
11. Wholesale vehicle sales or auctions;
12. Churches, synagogues, temples and other places of religious assembly for worship;
13. Kennels for household pets; "City of Florence only - kennels for household pets only when not adjoining a residential zoned property."
14. Horse related uses, including riding and boarding stables, as defined by KRS 100.111 (2)(C).
15. Fireworks retail sales.

KNOW ALL MEN BY THESE PRESENTS:

John J. Coleman, a single person,

for and in consideration of One Dollar (\$1.00) and other good and valuable consideration

the receipt whereof is hereby acknowledged, do as hereby bargain, sell and convey to the said

Corporex Parks of Kentucky, Inc., its successors and assigns

hereby assigns forever, the following described real estate, lying in Boone County, Kentucky to-wit:

Grantor Mailing Address 1717 Dixie Hwy - P.O. Box 75020 Cincinnati Ohio 45275 Group No. 594Present Street Address 3334 Mineola Pike, Erlanger, Ky. 41018 Plat No. 4 / 18419

Being all of Lot Twenty-Two (22) of Ed Deter's Ed's Ree Joan Subdivision as shown on Plat Book 4, Page 19, of the Boone County Clerk's records at Burlington, Kentucky. Said lot fronts one hundred (100) feet on the north side of Mineola Pike.

The above property is subject to the following restrictions:

1. The front of all houses shall be parallel to the front and shall set no nearer than fifty (50) feet to said front line and no house shall be built nearer than ten (10) feet to any side lot line.
2. Sewage shall be disposed as per Boone County Board of Health Regulations.

Being the same property conveyed to the Grantor herein by deed from Peggy C. Davis, Attorney in Fact for Mildred F. Coleman, an unmarried widow, on the 22 day of May, 1986, and recorded in Deed Book 345, page 63, of the Boone County Clerk's records at Burlington, Kentucky. Said deed was executed pursuant to a Power of Attorney from Mildred F. Coleman to Peggy C. Davis dated the 2nd day of May, 1986, and recorded in Miscellaneous Book 185, page 273, of the Boone County Clerk's records at Burlington, Kentucky.

Said Grantor having signed a Power of Attorney to Jane Dixon, which Power of Attorney is recorded in Miscellaneous Book 185, Page 273, of the Boone County Clerk's records at Burlington, Kentucky.

Being the same property conveyed to the Grantor by
by deed dated day of 19 and recorded in deed book page in the
office of the Clerk of the Boone County Court, Burlington, Kentucky.

Together with all the privileges and appurtenances to the same belonging. To have and to hold the same to the said Corporex Parks of Kentucky, Inc., its successors and assigns

D E E D

Property Transfer Tax Paid \$ 275.50
 Jerry W. Paine, Clerk D. C. Paine

KNOW ALL MEN BY THESE PRESENTS:

That Reuven J. Katz, Trustee, Isadore Bier and Eva Bier, his wife, for and in consideration of TWO HUNDRED SEVENTY FIVE THOUSAND SEVENTY THREE AND 32/100 (\$275,073.32) Dollars to them paid by Acres for Development-Kentucky, Inc., whose address is 2643 Crescent Springs Road, Crescent Springs, Kentucky 41007, the receipt whereof is hereby acknowledged, do hereby bargain, grant, sell and convey, with limited warranty covenants, to the said Acres for Development-Kentucky, Inc., a Kentucky corporation, its successors and assigns forever, an undivided eleven-fifteenth (11/15) interest in the real estate described in "Exhibit A" attached hereto and made a part hereof, lying and being in Boone County, Kentucky, Group No. 2022, 785, 786, 593 and 594, Plat Book 6, Page 21 and 4, Page 19.

Being the same property conveyed to the Grantors herein by deeds recorded in Deed Book 218, page 352, and Deed Book 218, page 354, and Deed Book 175, page 382, and Deed Book 142, page 331, of the Deed Records of Boone County, Kentucky.

And all the Estate, Title and Interest of the said Reuven J. Katz, Trustee, Isadore Bier and Eva Bier, either in law or in equity, of, in and to the said premises; Together with all the privileges and appurtenances to the same belonging, and all the rents, issues and profits thereof; TO HAVE AND TO HOLD the same to the only proper use of the said Acres for Development-Kentucky, Inc., its successors and assigns forever.

And the said Reuven J. Katz, Trustee, Isadore Bier and Eva Bier, for themselves and for their heirs, executors, administrators, successors and assigns, do hereby covenant with Acres for Development-Kentucky, Inc., its successors and assigns, that the said premises are free and clear from all incumbrances made by the said Grantors, and that they will warrant and defend the same, with the appurtenances, unto the said Acres for Development-Kentucky, Inc., its successors and assigns, against the lawful claims of all persons, claiming by, through or under the Grantors herein, but against none other..

IN WITNESS WHEREOF, the said Reuven J. Katz, Trustee, Isadore Bier and Eva Bier, have hereunto set their hands this 1st day of October, 1980.

WITNESS:

Carol Devenney
Patricia Sellers

Reuven J. Katz
 Reuven J. Katz, Trustee

Carol Devenney
Patricia Sellers

Isadore Bier
 Isadore Bier
Eva Bier
 Eva Bier

FOR LAND USE RESTRICTION SEE MISC

297 BY 78

FOR LAND USE RESTRICTION SEE MISC

297 BY 81

Land Surveying, Site Development, Civil Engineering Services
Ky. Registration No. 3743 • Land Surveyor Registration Ky. 706

September 16, 1980

Group Reference Nos.:
2022, 593, 594, 785 & 786

Beginning at a point in the northwest right of way line of Mineola Pike (30 foot right of way), said point also being the common corner of Edward L. Deters and Lot No. 1 of Holiday Heights Subdivision; thence with Edward L. Deters and Holiday Subdivision N 39°-32'-27"W 639.87 feet to the common corner of same; thence with the line of Rolling Green Acres Subdivision and Holiday Heights Subdivision and also Els-Ree-Joan Subdivision N 50°-43'-19"E 779.22 feet to a point; thence with the grantor's property and Rolling Green Acres Subdivision and also the lines of the Gallenstein Property N 39°-36'-17"W 551.29 feet, N 50°-22'-02"E 1,345.52 feet, and N 50°-47'-29"E 660.37 feet to a point in the grantor's northwest line and the center line of a easement to the Union Light, Heat and Power Company for an existing natural gas line; thence with said gas line and the west lines of a 15.944 acres parcel S 16°-46'-00"E 186.33 feet, S 13°-02'-00"E 463.43 feet, and S 38°-59'-00"E 596.88 feet to a point in the northwest right of way line of Mineola Pike (30 foot right of way); thence with same S 50°-58'-49"W 199.89 feet to the southeast corner of Lot No. 22 of the Els-Ree-Joan Subdivision; thence with the lines of said Lot No. 22, N 39°-01'-11"W 220.00 feet, S 50°-58'-49"W 100.00 feet, and S 39°-01'-11"E 220.00 feet to the northwest right of way line of Mineola Pike; thence with same S 50°-58'-49"W 439.47 feet, S 50°-48'-05"W 716.19 feet and S 49°-43'-13"W 1,044.34 feet to the place of beginning.

Containing 58.556 acres after exceptions; of Lot 5 only.

Group 593 - Part Lot 4, ^{Part of Lots 11 & 12} Lots 5-12, Eds. R. Town Sub of McNeil Tract.
Group 594 - Lots 14-21, Lot 23 and Part of Lot 24 Eds R. Town Sub.
of McNeil Tract.
Group 785 - Lots 1-3 and Lots 6-13 Holiday Heights Subdivision
Group 786 - Lots 15-21 and Lots 45-47, Holiday Heights Subdivision.

"EXHIBIT A"

STATE OF OHIO, COUNTY OF HAMILTON) SS:

The foregoing instrument was acknowledged before me this 1st day of October, 1980, by Reuven J. Katz, Trustee.

Teresa Sellers
Notary Public

TERESA SELLERS, Notary Public
State of Ohio, My Commission
Expires May 5, 1983

STATE OF OHIO, COUNTY OF HAMILTON) SS:

The foregoing instrument was acknowledged before me this 1st day of October, 1980, by Isadore Bier and Eva Bier.

Teresa Sellers
Notary Public

TERESA SELLERS, Notary Public
State of Ohio, My Commission
Expires May 5, 1983

STATE OF KENTUCKY, COUNTY OF BOONE) SCT:

I, Jerry W. Rouse, Clerk of the County Court in and for the County and State aforesaid, do certify that the foregoing instrument of writing from Reuven J. Katz, Trustee, Isadore Bier and Eva Bier, to Acres for Development-Kentucky, Inc. was this 12th day of November, 1980, produced to me, certified as above and ledged for record at 2:35 o'clock p. m.

Whereupon, the same with foregoing and this certificate have been duly recorded in my office.

Given under my hand this 12th day of November, 1980.

JERRY W. ROUSE, Clerk

By Brenda Cope, D.C.

Return to MARTIN C. BUTLER
11600 W. Main Street
2300 Central Trust Center
10102 5th Street
Cincinnati, Ohio 45202

This instrument was prepared by [Signature]
of Katz, Teller, Brant & Hild Co., 3406 Carew Tower, Cincinnati,
Ohio 45202.

MAIL TO



TRANSPORTATION CABINET

Steven L. Beshear
Governor

Department of Highways District 6 Office
421 Buttermilk Pike
Covington, KY 41017
(859) 341-2700

Michael W. Hancock, P.E.
Secretary

March 20, 2012

To: Mr. Ben Brandstetter, PE
Brandstetter Carroll, Inc.

Subject: Boone County, 008-3076-0.75
KY 3076 (Mineola Pk.)
Permit Number pending

Dear Mr. Brandstetter,

After reviewing the preliminary plans and traffic impact study you have provided, the Transportation Cabinet is willing to grant access onto KY 3076 for the proposed Corporex development. Please present this letter to the local planning and zoning commission in order to proceed with their approval process.

Please note that this is only a preliminary approval, and that a formal encroachment permit submittal will need to be satisfied before any construction on state right-of-way can begin. Please contact Caroline Justice in our Permits section when you are ready to proceed with the submittal process.

If you have any questions, please do not hesitate to contact me by phone at (859) 341-2700 or by fax at (859) 341-3661.

Sincerely,

A handwritten signature in cursive script, appearing to read "Matt Bogen".

Matt Bogen, PE
Traffic Section
KY Department of Highways
District 6 - Covington
421 Buttermilk Pike
Covington, KY 41017

CC: Caroline Justice, PE, KYTC District 6 Permits Supervisor
Jim Berling, PE



An Equal Opportunity Employer M/F/D

Ben Brandstetter

From: Ben Brandstetter
Sent: Tuesday, March 20, 2012 9:19 AM
To: 'Bogen, Matthew (KYTC-D06)'
Subject: RE: Mineola Pike TIS
Attachments: 2012 PM Build Optimization.pdf

Importance: High

Matt,

I have attached a revised signal timing option to this email for Mineola Pike. The queue length is down to 254 ft in the 95th percentile solution. In order to achieve this, I revised the operation of the southbound lanes as to change the left turn to "permitted". This helped with the through movement of the northbound traffic in the PM scenario. It did not create an excessive delay on the southbound through or left turn movements either.

I can go over this in a little more detail over the phone, if you would like.

Thanks,
Ben

Benjamin E. Brandstetter, P.E., LEED GA

Brandstetter Carroll Inc.
308 E. 8th Street
Cincinnati, Ohio 45202

From: Bogen, Matthew (KYTC-D06) [<mailto:Matthew.Bogen@ky.gov>]
Sent: Tuesday, March 20, 2012 8:13 AM
To: Ben Brandstetter
Subject: RE: Mineola Pike TIS

Ben,

I checked further up the ladder, and they requested that you provide us the optimized signal timing for Mineola & Olympic before I can send the conceptual approval.

Thanks,

Matt Bogen, PE
KYTC District 6
Traffic & Permits Section
Phone: (859) 341-2700 x303
Cell: (859) 462-8718

From: Ben Brandstetter [<mailto:Ben@bciaep.com>]
Sent: Thursday, March 15, 2012 10:33 AM
To: Bogen, Matthew (KYTC-D06)
Subject: Mineola Pike TIS

Matt,

I just wanted to follow up from our discussion yesterday. If you could send me an email with your concurrence with the study, that would be great.

Thanks,
Ben

Benjamin E. Brandstetter, P.E., LEED GA

Brandstetter Carroll Inc.

308 E. 8th Street

Cincinnati, Ohio 45202

513-651-4224

513-651-0147

ben.brandstetter@brandstettercarroll.com

www.brandstettercarroll.com

Connect with me on **LinkedIn** 



Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/20/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	9	25	27	7	515	2	442	5	51	204	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.891				0.850			0.850		0.972	
Flt Protected	0.950				0.962		0.950			0.950		
Satd. Flow (prot)	1770	1660	0	0	1792	1583	1770	1863	1583	1770	1811	0
Flt Permitted	0.733				0.800		0.488			0.489		
Satd. Flow (perm)	1365	1660	0	0	1490	1583	909	1863	1583	911	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				358			1		14	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	10	27	29	8	560	2	480	5	55	222	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	37	0	0	37	560	2	480	5	55	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	Perm		
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	4.0	12.0	12.0	12.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	8.0	22.6	22.6	22.6	22.6	
Total Split (s)	28.4	28.4	0.0	15.0	43.4	43.4	8.0	61.6	61.6	61.6	61.6	0.0
Total Split (%)	25.1%	25.1%	0.0%	13.3%	38.4%	38.4%	7.1%	54.5%	54.5%	54.5%	54.5%	0.0%

Mineola Pike TIS 1/27/2012 2012 AM Peak No-Build
BEB

Synchro 7 - Light: Report
Page 1

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/20/2012

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.3	22.3		11.5	37.3	37.3	4.0	55.0	55.0	55.0	55.0	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	0.5	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	4.0	6.6	6.6	6.6	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0	0	0	
Act Effct Green (s)	15.1	15.1			15.1	15.1	22.6	19.7	19.7	18.7	18.7	
Actuated g/C Ratio	0.31	0.31			0.31	0.31	0.46	0.40	0.40	0.38	0.38	
v/c Ratio	0.42	0.07			0.08	0.76	0.00	0.64	0.01	0.16	0.39	
Control Delay	17.5	7.6			13.4	13.4	9.0	16.9	9.8	14.4	14.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.5	7.6			13.4	13.4	9.0	16.9	9.8	14.4	14.3	
LOS	B	A			B	B	A	B	A	B	B	
Approach Delay		15.8			13.4			16.8			14.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	35	2			7	40	0	92	1	8	43	
Queue Length 95th (ft)	104	20			28	175	4	254	7	45	158	
Internal Link Dist (ft)		496			699			276			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	706	872			1199	1344	498	1804	1533	863	1716	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.25	0.04			0.03	0.42	0.00	0.27	0.00	0.06	0.16	

Intersection Summary

Area Type: Other
 Cycle Length: 113
 Actuated Cycle Length: 48.7
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 14.9
 Intersection Capacity Utilization 79.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 4: Olympic Blvd & Mineola Pike

↑ 2	↙ 3	→ 4
15.1	15.1	28.6
↙ 5	↓ 6	↙ 8
15.1	15.1	15.1

Mineola Pike TIS 1/27/2012 2012 AM Peak No-Build
 BEB

Synchro 7 - Light: Report
 Page 2

Ben Brandstetter

From: Ben Brandstetter
Sent: Tuesday, March 06, 2012 9:37 AM
To: Bogen, Matthew (KYTC-D06) (Matthew.Bogen@ky.gov)
Subject: Mineola Pike TIS - Response to comments
Attachments: 2012 AM Peak No-Build.pdf; 2012 PM Peak Build.pdf; 2012 PM Peak No-Build.pdf; 2022 AM Peak Build.pdf; 2022 AM Peak No-Build.pdf; 2022 PM Peak Build.pdf; 2022 PM Peak No-Build.pdf; 2012 AM Peak Build.pdf; 20120305 LOS and Delay Summary.pdf; 20120305 Left Turn Warrant.pdf; 20120305 Mineola Pike Exhibits.pdf

Matt,

Attached are the revised exhibit sheets for your use in the review of the Mineola Pike TIS. Your office had 4 comments regarding the study and below is how each one was addressed.

1. The 853 Land Use code has slightly less trip generation than does the 851 Land Use code which was used in this study. Since the 851 Land Use code is more conservative (by about 6 vehicles per hour), BCI continued to use this code.
2. The volumes were revised on the commented Build scenarios.
3. A note regarding the distance of the intersection was added to the Build exhibits.
4. The queue length was added to each of the scenarios.

As we discussed this morning, the queue length of the NB thru movement on Mineola Pike that is shown in the Build scenarios exceeds that of the distance from Olympic Boulevard to the proposed driveway. This is true for the 95th percentile of the model run. However, when you view the scenario in the traffic simulator not every cycle is affected by this queuing. As we discussed, the queuing can be mitigated by adjusting the timing of the existing signal at Olympic Blvd. This should be completed after complete build-out of the development has occurred and KYTC is seeing the actual impact to the corridor on the development. In addition, any timing revisions need to be coordinated with the other signals at the I-275 and Mineola Pike interchange.

Please feel free to give me a call if you have any questions.

Thank you,
Ben Brandstetter

Benjamin E. Brandstetter, P.E., LEED GA

Brandstetter Carroll Inc.
308 E. 8th Street
Cincinnati, Ohio 45202
513-651-4224
513-651-0147
ben.brandstetter@brandstettercarroll.com
www.brandstettercarroll.com

Connect with me on **LinkedIn** 



**TRAFFIC IMPACT STUDY
MINEOLA PIKE RETAIL DEVELOPMENT
BOONE COUNTY, KY
JANUARY 30, 2012
12019**

**BRANDSTETTER CARROLL INC.
ARCHITECTS ENGINEERS PLANNERS**

Background/History of Site

Over the past 20 years, Corporex has been involved in the development of the Circleport development located east of the Cincinnati/Northern Kentucky International Airport and west of I-75, generally on both the north and south sides of I-275. The development has included various uses including hotel, office, and light industrial complexes. Other developments have taken place within the general vicinity of Circleport and have contributed to an overall economic success along Mineola Pike.

Proposed Development

As a result of this long term growth, Corporex is proposing to add a retail related development at the intersection of Mineola Pike and Olympic Boulevard to serve the existing development and other vehicles which pass this intersection enroute to other destinations. The proposed development is a 3,000 SF Convenience Market with Gas Pumps (ITE Land Use Code 851) and a total of 16,000SF of retail shopping (ITE Land Use Code 820) split into two separate buildings.

BCI met with KYTC staff on January 23, 2012 to discuss the proposed development and the appropriate Land Use Codes used for Trip Generation for this study. A copy of the AM and PM Trip Generation for this development is included in the Appendix of this study.

A TIS is being completed for this project because Corporex is requesting an Encroachment Permit from KYTC to be located just south of the intersection of Mineola Pike and Olympic Boulevard. There is an existing previously permitted intersection at the southern edge of the property which will also be used for access to this site. Since the southern driveway has already been in operation, it was not studied in-depth for this report.

As a result, access to this site will be from three locations. The existing southern driveway, the proposed access point, and the existing access point off of Olympic Boulevard. The proposed access point is being requested to allow for full traffic movement onto and from Mineola Pike.

KYTC requested that BCI evaluate the following scenarios for this study. A growth rate of 1% per year was used for the projection of traffic from 2012 to 2022. The growth rate was not applied to the additional trip generation volumes.

- 2012 No-Build (AM and PM)
- 2022 No-Build (AM and PM)
- 2012 Build (AM and PM)
- 2022 Build (AM and PM)

BCI gathered the background data by manual methods on January 24th, 2012 using a two-person counting team. The weather on this day was Clear and Sunny. Counts were taken from 7:00AM to 9:00AM and from 4:00PM to 6:00PM with resulting peak hour occurring from 7:30AM to 8:30AM and from 4:30PM to 5:30PM. A copy of the existing volumes is included in the Appendix.

Existing Conditions

The Mineola Pike corridor mainly serves the existing development of Circleport, along with a relatively high percentage of likely airport employees who utilize Mineola Pike to access the CVG employee parking lots and airport service employers such as DHL. As a result, the main movement at the intersection of Mineola Pike and Olympic Boulevard is the through movement providing access between the airport and I-275.

Olympic Boulevard provides access to the Circleport developments on either side of Mineola Pike. At this time the following turning movements are provided at the intersection of Olympic Boulevard and Mineola Pike:

- North bound Mineola Pike
 - o Left turn lane (with protected arrow)
 - o Thru lane
 - o Right turn lane
- South bound Mineola Pike
 - o Left turn lane (with protected arrow)
 - o Combination thru and right turn lane
- West bound Olympic Boulevard
 - o Combination left and thru lane (with protected arrow)
 - o Right turn lane
- East bound Olympic Boulevard
 - o Left turn lane (with protected arrow)
 - o Combination thru and right turn lane

Proposed Development

As is discussed above, Corporex is requesting a new full movement access point just south of the existing intersection of Olympic Boulevard and Mineola Pike. Along with this, a new access point will be added on Olympic Boulevard. The resulting three access points provide drivers with multiple opportunities to access and leave the site. This allowed for the new trips associated with the development to be spread across the access points.

The trip distribution assumes that the majority of the traffic will access the site from the north in the AM peak and that the volumes will be flipped in the PM peak with the majority of vehicles accessing the site from the south. The presence of the signal provides a convenient means of going north on Mineola Pike in both the AM and PM time periods.

Proposed Conditions

This report shows that the proposed development will have a minimal effect on the operation of the existing traffic signal at Mineola Pike and Olympic Boulevard. BCI utilized the existing signal timing provided by KYTC to model the intersection operation in Synchro traffic modeling software. A copy of the output for each scenario and intersection is included in the Appendix of this study.

In addition, the report shows that the new access point will not have a degrading effect on the efficiency of Mineola Pike. The addition of the full movement on the north bound section of the road may cause temporary delay; however, the gaps provided by the south bound traffic in the PM peak will not cause unacceptable levels of delay. This is shown in the attached Left Turn Movement Warrant Analysis using the KYTC provided spreadsheet for Left Turn Warrants. The

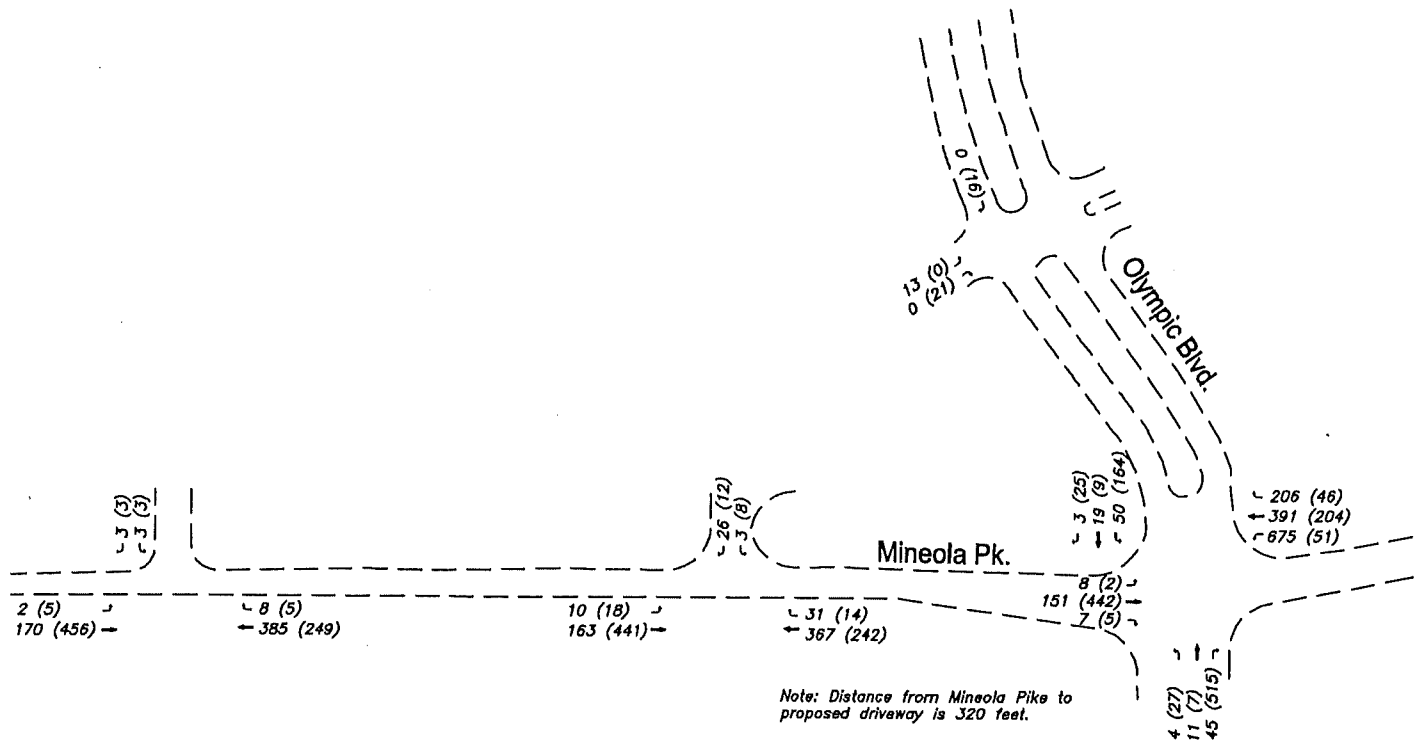
input data does not warrant a left turn at this location based upon the turning volumes and opposing vehicle volumes. The same can be said for the Right Turn Lane Warrant for south bound Mineola Pike. The vehicle volumes do not warrant a right turn lane at this location.

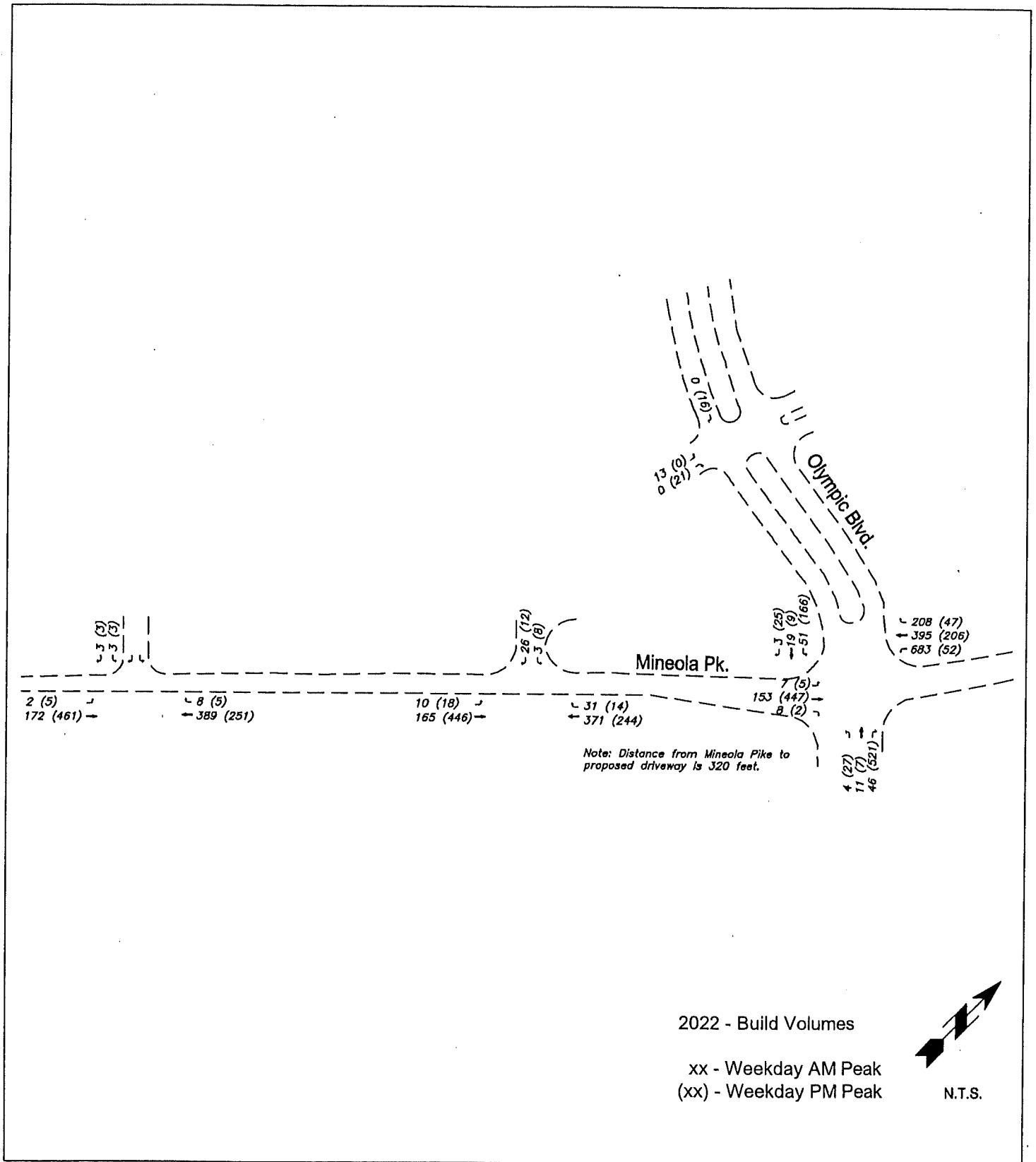
Even though left and right turn lanes are not warranted at this time, Corporex has allocated land between the proposed parking lot and the existing right-of-way for a future Mineola Pike widening project. The location of the proposed parking lot would not require the relocation of parking when this project is initiated in the future.

Recommendations

The TIS shows that no physical improvements are needed at this time to effectively serve the proposed development and maintain effective service of vehicles on Mineola Pike. Therefore, the only recommendation of this study is to approve the encroachment permit for this project.

BCI did review the operation of the signal at Mineola Pike and Olympic Boulevard. The current overall Level of Service is a "C" in the 2022 PM Build scenario. This is a slight increase in delay from the No-Build scenario. The main cause of the intersection delay in the PM time frame is the north bound thru movement. This could be reduced with an increase in the overall cycle length of the signal with the additional green time provided to this movement. This signal is in coordination with the signals for both ramps on I-275, so those signals would need to be adjusted accordingly as well. It is recommended that KYTC review the operation of the signal once the development has been complete and make any adjustments to the signal timing at that time.





Brandstetter Carroll Inc.
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Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	19	3	4	11	45	8	151	7	675	352	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850			0.850		0.947	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1770	1827	0	0	1840	1583	1770	1863	1583	1770	1764	0
Flt Permitted	0.909				0.907		0.441			0.444		
Satd. Flow (perm)	1693	1827	0	0	1690	1583	821	1863	1583	827	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				49			5		28	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			1602			682	
Travel Time (s)		15.7			21.2			31.2			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	21	3	4	12	49	9	164	8	734	383	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	24	0	0	16	49	9	164	8	734	593	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	8.9	8.9			8.9	8.9	18.6	13.8	13.8	31.0	30.9	
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.42	0.31	0.31	0.71	0.70	
v/c Ratio	0.16	0.06			0.05	0.14	0.02	0.28	0.02	0.78	0.47	
Control Delay	20.1	18.3			19.4	8.4	5.2	16.2	11.0	21.1	12.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	18.3			19.4	8.4	5.2	16.2	11.0	21.1	12.2	
LOS	C	B			B	A	A	B	B	C	B	
Approach Delay		19.6			11.1			15.4			17.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	14	5			4	0	1	40	1	~149	85	
Queue Length 95th (ft)	42	23			18	23	5	83	9	#390	#367	
Internal Link Dist (ft)		496			699			1522			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	951	1028			1452	1367	643	1024	872	941	1250	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.02			0.01	0.04	0.01	0.16	0.01	0.78	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 43.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 16.8
Intersection Capacity Utilization 72.8%
Analysis Period (min) 15

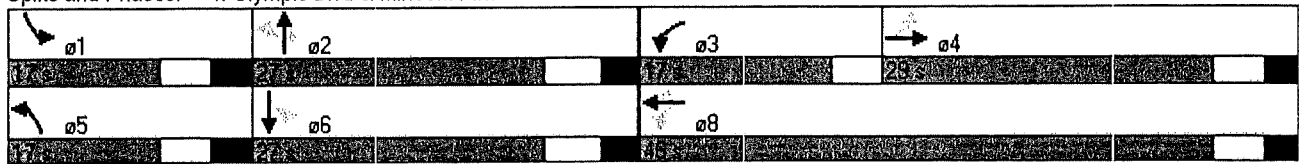
Intersection LOS: B
ICU Level of Service C

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 4: Olympic Blvd & Mineola Pike

3/5/2012

Splits and Phases: 4: Olympic Blvd & Mineola Pike



Lanes, Volumes, Timings
3: DW North & Mineola Pike

3/5/2012



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↓	
Volume (vph)	12	8	18	449	256	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945				0.993	
Flt Protected	0.971			0.998		
Satd. Flow (prot)	1709	0	0	1859	1850	0
Flt Permitted	0.971			0.998		
Satd. Flow (perm)	1709	0	0	1859	1850	0
Link Speed (mph)	30			35	30	
Link Distance (ft)	178			431	356	
Travel Time (s)	4.0			8.4	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	9	20	488	278	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	508	293	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 48.2%
Analysis Period (min) 15
ICU Level of Service A

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱			↰	↱	↰	↱		↰	↱	
Volume (vph)	164	9	25	27	7	515	2	442	5	51	204	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.891				0.850			0.850		0.972	
Flt Protected	0.950				0.962		0.950			0.950		
Satd. Flow (prot)	1770	1660	0	0	1792	1583	1770	1863	1583	1770	1811	0
Flt Permitted	0.733				0.785		0.592			0.305		
Satd. Flow (perm)	1365	1660	0	0	1462	1583	1103	1863	1583	568	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				413			1		12	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	10	27	29	8	560	2	480	5	55	222	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	37	0	0	37	560	2	480	5	55	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	14.3	14.3			14.3	14.3	25.8	21.6	21.6	28.3	26.9	
Actuated g/C Ratio	0.25	0.25			0.25	0.25	0.45	0.38	0.38	0.50	0.47	
v/c Ratio	0.52	0.08			0.10	0.79	0.00	0.68	0.01	0.12	0.32	
Control Delay	24.9	9.6			17.8	15.0	9.5	26.4	16.8	9.3	13.5	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.9	9.6			17.8	15.0	9.5	26.4	16.8	9.3	13.5	
LOS	C	A			B	B	A	C	B	A	B	
Approach Delay		22.3			15.1			26.2			12.8	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	59	3			11	47	0	154	1	8	42	
Queue Length 95th (ft)	111	21			30	151	4	#399	9	32	175	
Internal Link Dist (ft)		496			699			276			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	598	742			1086	1282	656	708	602	520	863	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.05			0.03	0.44	0.00	0.68	0.01	0.11	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 56.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 18.9

Intersection Capacity Utilization 79.9%

Analysis Period (min) 15

Intersection LOS: B

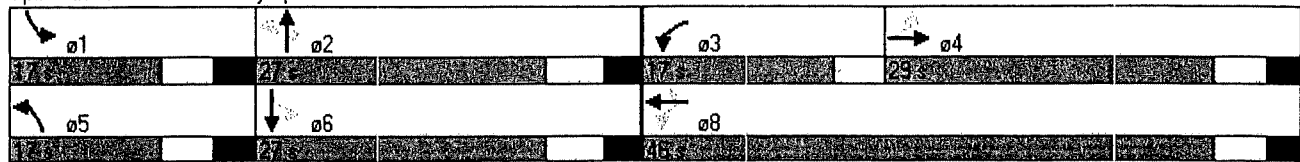
ICU Level of Service D

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 4: Olympic Blvd & Mineola Pike

3/5/2012

Splits and Phases: 4: Olympic Blvd & Mineola Pike



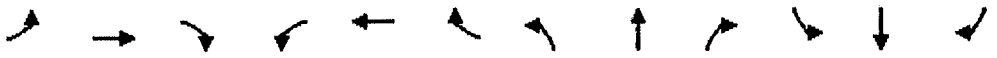
Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	159	9	9	23	7	515	2	434	5	51	186	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925				0.850			0.850		0.970	
Flt Protected	0.950				0.964		0.950			0.950		
Satd. Flow (prot)	1770	1723	0	0	1796	1583	1770	1863	1583	1770	1807	0
Flt Permitted	0.736				0.806		0.603			0.314		
Satd. Flow (perm)	1371	1723	0	0	1501	1583	1123	1863	1583	585	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				415			1		13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	10	10	25	8	560	2	472	5	55	202	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	20	0	0	33	560	2	472	5	55	252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	14.2	14.2			14.2	14.2	25.8	21.6	21.6	28.3	26.9	
Actuated g/C Ratio	0.25	0.25			0.25	0.25	0.46	0.38	0.38	0.50	0.47	
v/c Ratio	0.50	0.05			0.09	0.79	0.00	0.66	0.01	0.12	0.29	
Control Delay	24.6	12.6			17.7	15.0	9.5	25.8	16.8	9.2	13.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.6	12.6			17.7	15.0	9.5	25.8	16.8	9.2	13.2	
LOS	C	B			B	B	A	C	B	A	B	
Approach Delay		23.4			15.1			25.7			12.5	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	57	3			10	46	0	149	1	8	37	
Queue Length 95th (ft)	108	16			27	151	4	#389	9	32	161	
Internal Link Dist (ft)		496			699			276			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	602	762			1118	1285	663	710	603	527	864	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.03			0.03	0.44	0.00	0.66	0.01	0.10	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 56.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 18.8

Intersection Capacity Utilization 79.2%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

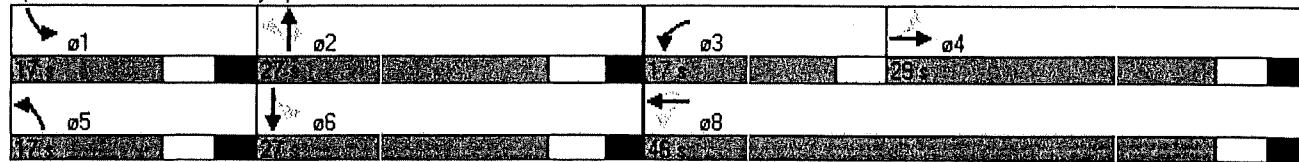
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 4: Olympic Blvd & Mineola Pike

3/5/2012

Splits and Phases: 4: Olympic Blvd & Mineola Pike



Lanes, Volumes, Timings
1: DW North & Mineola Pike

3/5/2012

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	YT			↑	↑	
Volume (vph)	3	26	10	166	398	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878				0.990	
Flt Protected	0.995			0.997		
Satd. Flow (prot)	1627	0	0	1857	1844	0
Flt Permitted	0.995			0.970		
Satd. Flow (perm)	1627	0	0	1807	1844	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28				12	
Link Speed (mph)	30			35	30	
Link Distance (ft)	152			1249	353	
Travel Time (s)	3.5			24.3	8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	28	11	180	433	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	191	467	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	20.0		20.0	20.0	20.0	
Total Split (s)	20.0	0.0	20.0	20.0	20.0	0.0
Total Split (%)	50.0%	0.0%	50.0%	50.0%	50.0%	0.0%
Maximum Green (s)	16.0		16.0	16.0	16.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	16.0			16.0	16.0	
Actuated g/C Ratio	0.40			0.40	0.40	
v/c Ratio	0.05			0.26	0.63	
Control Delay	4.2			9.3	13.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	4.2			9.3	13.9	
LOS	A			A	B	

Lanes, Volumes, Timings
1: DW North & Mineola Pike

3/5/2012



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay	4.2			9.3	13.9	
Approach LOS	A			A	B	
Queue Length 50th (ft)	0			27	76	
Queue Length 95th (ft)	10			57	146	
Internal Link Dist (ft)	72			1169	273	
Turn Bay Length (ft)						
Base Capacity (vph)	668			723	745	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.26	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 12.2
Intersection Capacity Utilization 32.8%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 1: DW North & Mineola Pike

 2	 4
 6	

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	19	3	4	11	46	7	153	8	683	395	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850			0.850		0.948	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1770	1827	0	0	1840	1583	1770	1863	1583	1770	1766	0
Flt Permitted	0.909				0.907		0.416			0.443		
Satd. Flow (perm)	1693	1827	0	0	1690	1583	775	1863	1583	825	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				50			5		27	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			353			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	21	3	4	12	50	8	166	9	742	429	226
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	24	0	0	16	50	8	166	9	742	655	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	9.0	9.0			9.0	9.0	18.6	13.8	13.8	31.0	31.0	
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.42	0.31	0.31	0.70	0.70	
v/c Ratio	0.16	0.06			0.05	0.14	0.02	0.28	0.02	0.79	0.52	
Control Delay	20.1	18.3			19.3	8.4	5.3	16.2	11.2	21.8	13.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	18.3			19.3	8.4	5.3	16.2	11.2	21.8	13.3	
LOS	C	B			B	A	A	B	B	C	B	
Approach Delay		19.6			11.0			15.5			17.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	14	5			4	0	1	40	1	~155	101	
Queue Length 95th (ft)	43	23			18	24	5	84	9	#398	#423	
Internal Link Dist (ft)		496			699			273			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	951	1027			1451	1366	632	1023	872	940	1251	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.02			0.01	0.04	0.01	0.16	0.01	0.79	0.52	

Intersection Summary

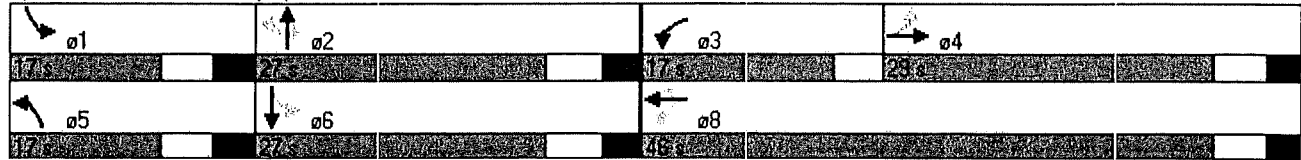
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 44
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 17.4
Intersection Capacity Utilization 73.3%
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service D

Lanes, Volumes, Timings
 4: Olympic Blvd & Mineola Pike

3/5/2012

Splits and Phases: 4: Olympic Blvd & Mineola Pike



Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	19	3	4	11	46	7	153	8	683	356	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850			0.850		0.947	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1770	1827	0	0	1840	1583	1770	1863	1583	1770	1764	0
Flt Permitted	0.909				0.907		0.438			0.443		
Satd. Flow (perm)	1693	1827	0	0	1690	1583	816	1863	1583	825	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				50			5		28	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			1602			682	
Travel Time (s)		15.7			21.2			31.2			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	21	3	4	12	50	8	166	9	742	387	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	24	0	0	16	50	8	166	9	742	599	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	9.0	9.0			9.0	9.0	18.6	13.8	13.8	31.0	31.0	
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.42	0.31	0.31	0.70	0.70	
v/c Ratio	0.16	0.06			0.05	0.14	0.02	0.28	0.02	0.79	0.48	
Control Delay	20.1	18.3			19.3	8.4	5.3	16.2	11.2	21.8	12.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	18.3			19.3	8.4	5.3	16.2	11.2	21.8	12.3	
LOS	C	B			B	A	A	B	B	C	B	
Approach Delay		19.6			11.0			15.5			17.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	14	5			4	0	1	40	1	~155	86	
Queue Length 95th (ft)	43	23			18	24	5	84	9	#398	#373	
Internal Link Dist (ft)		496			699			1522			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	951	1027			1451	1366	641	1023	872	940	1249	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.02			0.01	0.04	0.01	0.16	0.01	0.79	0.48	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 44

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 4: Olympic Blvd & Mineola Pike

3/5/2012

Splits and Phases: 4: Olympic Blvd & Mineola Pike

 ø1	 ø2	 ø3	 ø4
 ø5	 ø6	 ø8	

Lanes, Volumes, Timings
3: DW North & Mineola Pike

3/5/2012



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LT	RT	LT	TH	TH	LT
Volume (vph)	12	8	18	449	256	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945				0.993	
Flt Protected	0.971			0.998		
Satd. Flow (prot)	1709	0	0	1859	1850	0
Flt Permitted	0.971			0.998		
Satd. Flow (perm)	1709	0	0	1859	1850	0
Link Speed (mph)	30			35	30	
Link Distance (ft)	178			431	356	
Travel Time (s)	4.0			8.4	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	9	20	488	278	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	508	293	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 48.2%
Analysis Period (min) 15
ICU Level of Service A

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	9	25	27	7	521	5	447	2	52	206	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.891				0.850			0.850		0.972	
Flt Protected	0.950				0.962		0.950			0.950		
Satd. Flow (prot)	1770	1660	0	0	1792	1583	1770	1863	1583	1770	1811	0
Flt Permitted	0.733				0.789		0.590			0.295		
Satd. Flow (perm)	1365	1660	0	0	1470	1583	1099	1863	1583	550	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				412					12	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	180	10	27	29	8	566	5	486	2	57	224	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	37	0	0	37	566	5	486	2	57	275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	15.0	15.0			15.0	15.0	25.8	21.6	21.6	28.3	26.9	
Actuated g/C Ratio	0.26	0.26			0.26	0.26	0.45	0.38	0.38	0.49	0.47	
v/c Ratio	0.51	0.08			0.10	0.79	0.01	0.70	0.00	0.13	0.32	
Control Delay	24.4	9.5			17.6	15.0	9.6	27.3	18.5	9.5	13.9	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.4	9.5			17.6	15.0	9.6	27.3	18.5	9.5	13.9	
LOS	C	A			B	B	A	C	B	A	B	
Approach Delay		21.8			15.1			27.1			13.1	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	60	3			11	49	1	157	1	8	42	
Queue Length 95th (ft)	112	21			30	156	7	#413	6	33	179	
Internal Link Dist (ft)		496			699			276			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	593	737			1078	1271	647	699	594	509	854	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.05			0.03	0.45	0.01	0.70	0.00	0.11	0.32	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 57.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 80.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 4: Olympic Blvd & Mineola Pike

3/5/2012

Splits and Phases: 4: Olympic Blvd & Mineola Pike

 ø1	 ø2	 ø3	 ø4
 ø5	 ø6	 ø8	

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	9	9	23	7	521	5	439	2	52	188	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925				0.850			0.850		0.970	
Flt Protected	0.950				0.964		0.950			0.950		
Satd. Flow (prot)	1770	1723	0	0	1796	1583	1770	1863	1583	1770	1807	0
Flt Permitted	0.736				0.811		0.601			0.304		
Satd. Flow (perm)	1371	1723	0	0	1511	1583	1120	1863	1583	566	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				414					13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	10	10	25	8	566	5	477	2	57	204	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	20	0	0	33	566	5	477	2	57	255	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	15.0	15.0			15.0	15.0	25.8	21.6	21.6	28.3	26.9	
Actuated g/C Ratio	0.26	0.26			0.26	0.26	0.45	0.38	0.38	0.49	0.47	
v/c Ratio	0.52	0.04			0.08	0.79	0.01	0.68	0.00	0.12	0.30	
Control Delay	24.6	12.5			17.5	14.8	9.4	26.8	18.0	9.5	13.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.6	12.5			17.5	14.8	9.4	26.8	18.0	9.5	13.6	
LOS	C	B			B	B	A	C	B	A	B	
Approach Delay		23.4			14.9			26.6			12.8	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	61	3			10	49	1	154	1	8	39	
Queue Length 95th (ft)	114	16			27	155	7	#401	6	33	165	
Internal Link Dist (ft)		496			699			276			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	595	753			1108	1271	653	698	593	514	852	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.03			0.03	0.45	0.01	0.68	0.00	0.11	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 57.5

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 19.1

Intersection Capacity Utilization 80.4%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

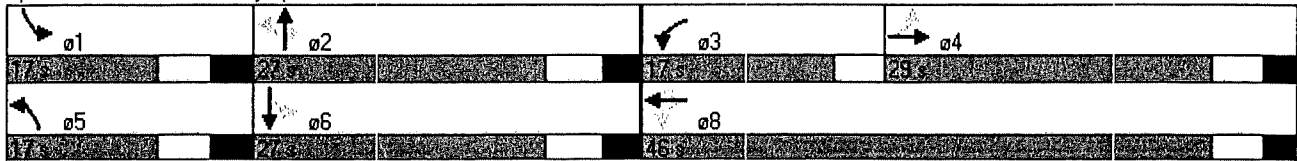
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 4: Olympic Blvd & Mineola Pike

3/5/2012

Splits and Phases: 4: Olympic Blvd & Mineola Pike



Lanes, Volumes, Timings
1: DW North & Mineola Pike

3/5/2012

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LT	RT	LT	TH	TH	RT
Volume (vph)	3	26	10	166	398	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878				0.990	
Flt Protected	0.995			0.997		
Satd. Flow (prot)	1627	0	0	1857	1844	0
Flt Permitted	0.995			0.970		
Satd. Flow (perm)	1627	0	0	1807	1844	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28				12	
Link Speed (mph)	30			35	30	
Link Distance (ft)	152			1249	353	
Travel Time (s)	3.5			24.3	8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	28	11	180	433	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	191	467	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	20.0		20.0	20.0	20.0	
Total Split (s)	20.0	0.0	20.0	20.0	20.0	0.0
Total Split (%)	50.0%	0.0%	50.0%	50.0%	50.0%	0.0%
Maximum Green (s)	16.0		16.0	16.0	16.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	16.0			16.0	16.0	
Actuated g/C Ratio	0.40			0.40	0.40	
v/c Ratio	0.05			0.26	0.63	
Control Delay	4.2			9.3	13.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	4.2			9.3	13.9	
LOS	A			A	B	

Lanes, Volumes, Timings
1: DW North & Mineola Pike

3/5/2012



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay	4.2			9.3	13.9	
Approach LOS	A			A	B	
Queue Length 50th (ft)	0			27	76	
Queue Length 95th (ft)	10			57	146	
Internal Link Dist (ft)	72			1169	273	
Turn Bay Length (ft)						
Base Capacity (vph)	668			723	745	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.05			0.26	0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 40
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Pretimed
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 12.2
 Intersection Capacity Utilization 32.8%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 1: DW North & Mineola Pike

↑ a2	↑ a4
↓ a6	

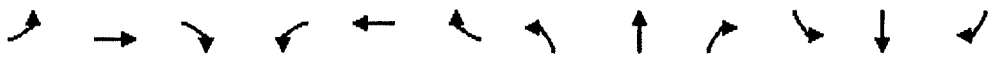
Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane/Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	19	3	4	11	45	8	151	7	675	391	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850			0.850		0.948	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1770	1827	0	0	1840	1583	1770	1863	1583	1770	1766	0
Flt Permitted	0.909				0.907		0.418			0.444		
Satd. Flow (perm)	1693	1827	0	0	1690	1583	779	1863	1583	827	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				49			5		27	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			353			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	21	3	4	12	49	9	164	8	734	425	224
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	24	0	0	16	49	9	164	8	734	649	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	8.9	8.9			8.9	8.9	18.6	13.8	13.8	31.0	30.9	
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.42	0.31	0.31	0.71	0.70	
v/c Ratio	0.16	0.06			0.05	0.14	0.02	0.28	0.02	0.78	0.52	
Control Delay	20.1	18.3			19.4	8.4	5.2	16.2	11.0	21.1	13.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	18.3			19.4	8.4	5.2	16.2	11.0	21.1	13.2	
LOS	C	B			B	A	A	B	B	C	B	
Approach Delay		19.6			11.1			15.4			17.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	14	5			4	0	1	40	1	~149	99	
Queue Length 95th (ft)	42	23			18	23	5	83	9	#390	#417	
Internal Link Dist (ft)		496			699			273			602	
Turn Bay Length (ft)							56		20	500		
Base Capacity (vph)	951	1028			1452	1367	633	1024	872	941	1251	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.02			0.01	0.04	0.01	0.16	0.01	0.78	0.52	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 43.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 17.0

Intersection Capacity Utilization 72.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

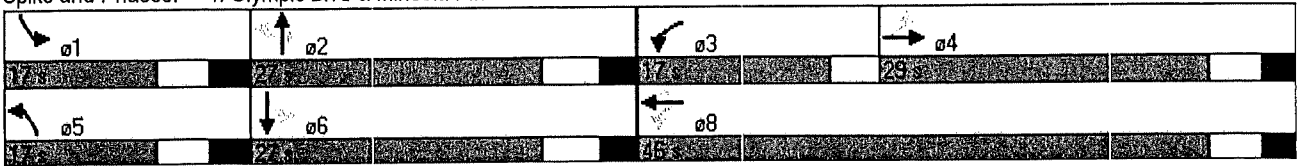
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

3/5/2012

Splits and Phases: 4: Olympic Blvd & Mineola Pike





No-Build Volumes - 2012

No-Build Volumes - 2012																
Olympic Blvd East Bound					Olympic Blvd West Bound					Mineola North Bound				Mineola South Bound		
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
AM Total	C - 20.1	B - 18.3		B - 19.6		B - 19.4	A - 8.4	B - 11.1	A - 5.2	B - 16.2	B - 11.0	B - 15.4	C - 21.1	B - 12.2		B - 17.1
PM Total	C - 24.6	B - 12.6		C - 23.4		B - 17.7	B - 15.0	B - 15.1	A - 9.5	C - 25.8	B - 16.8	C - 25.7	A - 9.2	B - 13.2		B - 12.5

No-Build Volumes - 2022 @ 1%																
Olympic Blvd East Bound				Olympic Blvd West Bound				Mineola North Bound				Mineola South Bound				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
AM Total	C-20.1	B-18.3		B-19.6		B-19.3	A-8.4	B-11.0	A-5.3	B-16.2	B-11.2	B-15.5	C-21.8	B-12.3		B-17.5
PM Total	C-24.6	B-12.5		C-23.4		B-17.5	B-14.8	B-14.9	A-9.4	C-26.8	B-18.0	C-26.6	A-9.5	B-13.6		B-12.8

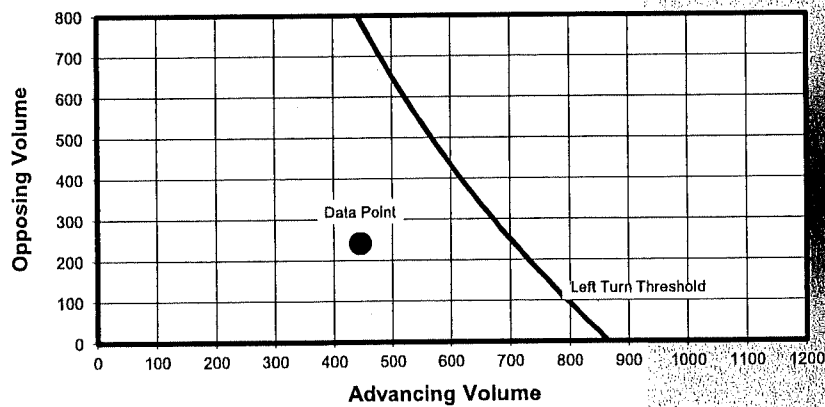
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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	18	Speed Limit (mph)	35
Advancing Volume (vph)	441	No. of through lanes	1
Opposing Volume (vph)	242	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane Warrants



Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.



J 2017
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OFF AT KYTC
ON 2/1/12.

**TRAFFIC IMPACT STUDY
MINEOLA PIKE RETAIL DEVELOPMENT
BOONE COUNTY, KY
JANUARY 30, 2012
12019**

**BRANDSTETTER CARROLL INC.
ARCHITECTS ENGINEERS PLANNERS**

Background/History of Site

Over the past 20 years, Corporex has been involved in the development of the Circleport development located east of the Cincinnati/Northern Kentucky International Airport and west of I-75, generally on both the north and south sides of I-275. The development has included various uses including hotel, office, and light industrial complexes. Other developments have taken place within the general vicinity of Circleport and have contributed to an overall economic success along Mineola Pike.

Proposed Development

As a result of this long term growth, Corporex is proposing to add a retail related development at the intersection of Mineola Pike and Olympic Boulevard to serve the existing development and other vehicles which pass this intersection enroute to other destinations. The proposed development is a 3,000 SF Convenience Market with Gas Pumps (ITE Land Use Code 851) and a total of 16,000SF of retail shopping (ITE Land Use Code 820) split into two separate buildings.

BCI met with KYTC staff on January 23, 2012 to discuss the proposed development and the appropriate Land Use Codes used for Trip Generation for this study. A copy of the AM and PM Trip Generation for this development is included in the Appendix of this study.

A TIS is being completed for this project because Corporex is requesting an Encroachment Permit from KYTC to be located just south of the intersection of Mineola Pike and Olympic Boulevard. There is an existing previously permitted intersection at the southern edge of the property which will also be used for access to this site. Since the southern driveway has already been in operation, it was not studied in-depth for this report.

As a result, access to this site will be from three locations. The existing southern driveway, the proposed access point, and the existing access point off of Olympic Boulevard. The proposed access point is being requested to allow for full traffic movement onto and from Mineola Pike.

KYTC requested that BCI evaluate the following scenarios for this study. A growth rate of 1% per year was used for the projection of traffic from 2012 to 2022. The growth rate was not applied to the additional trip generation volumes.

- 2012 No-Build (AM and PM)
- 2022 No-Build (AM and PM)
- 2012 Build (AM and PM)
- 2022 Build (AM and PM)

BCI gathered the background data by manual methods on January 24th, 2012 using a two-person counting team. The weather on this day was Clear and Sunny. Counts were taken from 7:00AM to 9:00AM and from 4:00PM to 6:00PM with resulting peak hour occurring from 7:30AM to 8:30AM and from 4:30PM to 5:30PM. A copy of the existing volumes is included in the Appendix.

Existing Conditions

The Mineola Pike corridor mainly serves the existing development of Circleport, along with a relatively high percentage of likely airport employees who utilize Mineola Pike to access the CVG employee parking lots and airport service employers such as DHL. As a result, the main movement at the intersection of Mineola Pike and Olympic Boulevard is the through movement providing access between the airport and I-275.

Olympic Boulevard provides access to the Circleport developments on either side of Mineola Pike. At this time the following turning movements are provided at the intersection of Olympic Boulevard and Mineola Pike:

- North bound Mineola Pike
 - o Left turn lane (with protected arrow)
 - o Thru lane
 - o Right turn lane
- South bound Mineola Pike
 - o Left turn lane (with protected arrow)
 - o Combination thru and right turn lane
- West bound Olympic Boulevard
 - o Combination left and thru lane (with protected arrow)
 - o Right turn lane
- East bound Olympic Boulevard
 - o Left turn lane (with protected arrow)
 - o Combination thru and right turn lane

Proposed Development

As is discussed above, Corporex is requesting a new full movement access point just south of the existing intersection of Olympic Boulevard and Mineola Pike. Along with this, a new access point will be added on Olympic Boulevard. The resulting three access points provide drivers with multiple opportunities to access and leave the site. This allowed for the new trips associated with the development to be spread across the access points.

The trip distribution assumes that the majority of the traffic will access the site from the north in the AM peak and that the volumes will be flipped in the PM peak with the majority of vehicles accessing the site from the south. The presence of the signal provides a convenient means of going north on Mineola Pike in both the AM and PM time periods.

Proposed Conditions

This report shows that the proposed development will have a minimal effect on the operation of the existing traffic signal at Mineola Pike and Olympic Boulevard. BCI utilized the existing signal timing provided by KYTC to model the intersection operation in Synchro traffic modeling software. A copy of the output for each scenario and intersection is included in the Appendix of this study.

In addition, the report shows that the new access point will not have a degrading effect on the efficiency of Mineola Pike. The addition of the full movement on the north bound section of the road may cause temporary delay; however, the gaps provided by the south bound traffic in the PM peak will not cause unacceptable levels of delay. This is shown in the attached Left Turn Movement Warrant Analysis using the KYTC provided spreadsheet for Left Turn Warrants. The

input data does not warrant a left turn at this location based upon the turning volumes and opposing vehicle volumes. The same can be said for the Right Turn Lane Warrant for south bound Mineola Pike. The vehicle volumes do not warrant a right turn lane at this location.

Even though left and right turn lanes are not warranted at this time, Corporex has allocated land between the proposed parking lot and the existing right-of-way for a future Mineola Pike widening project. The location of the proposed parking lot would not require the relocation of parking when this project is initiated in the future.

Recommendations

The TIS shows that no physical improvements are needed at this time to effectively serve the proposed development and maintain effective service of vehicles on Mineola Pike. Therefore, the only recommendation of this study is to approve the encroachment permit for this project.

BCI did review the operation of the signal at Mineola Pike and Olympic Boulevard. The current overall Level of Service is a "C" in the 2022 PM Build scenario. This is a slight increase in delay from the No-Build scenario. The main cause of the intersection delay in the PM time frame is the north bound thru movement. This could be reduced with an increase in the overall cycle length of the signal with the additional green time provided to this movement. This signal is in coordination with the signals for both ramps on I-275, so those signals would need to be adjusted accordingly as well. It is recommended that KYTC review the operation of the signal once the development has been complete and make any adjustments to the signal timing at that time.



Brandstetter Carroll, Inc.
ARCHITECTS ENGINEERS PLANNERS

Mineola Pike Traffic Impact Study
Project #12019

Date: January 24, 2012

Peak Hour Summary Table - Existing Condition

Time	Olympic Blvd East Bound					Olympic Blvd West Bound					Mineola North Bound					Mineola South Bound				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
7:30 - 7:45 AM	13	7	0	20	1	1	10	12	0	43	2	45	145	97	51	293	370			
7:45 - 8:00 AM	12	3	0	15	3	2	10	15	3	51	3	57	195	121	49	365	452			
8:00 - 8:15 AM	14	5	3	22	0	5	8	13	2	22	2	26	152	74	60	286	347			
8:15 - 8:30 AM	11	4	0	15	0	3	17	20	3	35	0	38	183	60	33	276	349			
Total	50	19	3	72	4	11	45	60	8	151	7	166	675	352	193	1220	1518			
4:30 - 4:45 PM	27	3	2	32	6	1	127	134	0	120	3	123	16	40	5	61	350			
4:45 - 5:00 PM	42	3	4	49	3	4	97	104	0	81	1	82	14	64	5	83	318			
5:00 - 5:15 PM	57	3	3	63	6	1	134	141	0	140	1	141	10	48	17	75	420			
5:15 - 5:30 PM	33	0	0	33	8	1	157	166	2	93	0	95	11	34	19	64	358			
Total	159	9	9	177	23	7	515	545	2	434	5	441	51	186	46	283	1446			

No-Build Volumes - 2012

No-Build Volumes - 2012																		
		Olympic Blvd East Bound				Olympic Blvd West Bound				Mineola North Bound				Mineola South Bound				
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
AM Total		50	19	3	72	4	11	45	60	8	151	7	166	1518	352	193	1220	
PM Total		159	9	9	177	23	7	515	545	2	434	5	441	1446	186	46	283	

No-Build Volumes - 2022 @ 1%

No-Build Volumes - 2022 @ 1%																		
		Olympic Blvd East Bound				Olympic Blvd West Bound				Mineola North Bound				Mineola South Bound				
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
AM Total		51	19	3	73	4	11	46	61	8	153	7	168	1535	683	356	195	1234
PM Total		161	9	9	179	23	7	521	551	2	439	5	446	1462	52	188	47	286

Trip Generation

Trip Generation	Olympic Blvd East Bound				Olympic Blvd West Bound				Mineola North Bound				Mineola South Bound				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
AM Total	0	0	0	0	0	0	0	0	0	0	0	0	52	0	39	13	52
PM Total	5	0	16	21	4	0	0	4	0	8	0	8	51	0	18	0	18

Build Volumes - 2012

Build Volumes - 2012																			
Olympic Blvd East Bound					Olympic Blvd West Bound					Mineola North Bound					Mineola South Bound				
	Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total
AM Total	50	19	3	72	4	11	45	60	8	151	7	166	1570	675	391	206	1272		
PM Total	164	9	25	198	27	7	515	549	2	442	5	449	1497	51	204	46	301		

Build Volumes - 2022 @ 1%

Build Volumes - 2022 @ 1%																		
Olympic Blvd East Bound					Olympic Blvd West Bound					Mineola North Bound					Mineola South Bound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Int.	Total	Left	Thru	Right	Total
AM Total	51	19	3	73	4	11	46	61	8	153	7	168	1587	683	395	208	1286	
PM Total	166	9	25	200	27	7	521	555	2	447	5	454	1513	52	206	47	304	



Brandstetter Carroll, Inc.
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Mineola Pike Traffic Impact Study

Project #12019

Date: January 24, 2012

Weather: Clear & Sunny

Collected by: Bob & Mary Stegeman

Time	Olympic Blvd East Bound				Olympic Blvd West Bound				Mineola North Bound				Mineola South Bound				Hourly Summary
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
7:00 - 7:15 AM	10	2	1	13	2	1	13	16	0	40	2	42	83	81	33	197	268
7:15 - 7:30 AM	3	1	2	6	1	2	16	19	4	55	3	62	113	68	29	210	297
7:30 - 7:45 AM	13	7	0	20	1	1	10	12	0	43	2	45	145	97	51	293	370
7:45 - 8:00 AM	12	3	0	15	3	2	10	15	3	51	3	57	195	121	49	365	452
8:00 - 8:15 AM	14	5	3	22	0	5	8	13	2	22	2	26	152	74	60	286	347
8:15 - 8:30 AM	11	4	0	15	0	3	17	20	3	35	0	38	183	60	33	276	349
8:30 - 8:45 AM	11	1	0	12	0	1	17	18	0	49	0	49	105	60	30	195	274
8:45 - 9:00 AM	6	2	1	9	0	4	8	12	1	26	2	29	72	56	26	154	204
Total	80	25	7	112	7	19	99	125	13	321	14	348	1048	617	311	1976	2561
4:00 - 4:15 PM	16	0	2	18	3	2	94	99	2	68	3	73	24	36	14	74	264
4:15 - 4:30 PM	23	2	2	27	4	4	67	75	2	86	1	89	20	36	11	67	258
4:30 - 4:45 PM	27	3	2	32	6	1	127	134	0	120	3	123	16	40	5	61	350
4:45 - 5:00 PM	42	3	4	49	3	4	97	104	0	81	1	82	14	64	5	83	318
5:00 - 5:15 PM	57	3	3	63	6	1	134	141	0	140	1	141	10	48	17	75	420
5:15 - 5:30 PM	33	0	0	33	8	1	157	166	2	93	0	95	11	34	19	64	358
5:30 - 5:45 PM	32	4	1	37	2	2	139	143	1	93	0	94	21	24	11	56	330
5:45 - 6:00 PM	14	0	1	15	3	1	97	101	0	43	1	44	12	37	19	68	228
Total	244	15	15	274	35	16	912	963	7	724	10	741	128	319	101	548	2526
Grand Total	324	40	22	386	42	35	1011	1088	20	1045	24	1089	1176	936	412	2524	5087



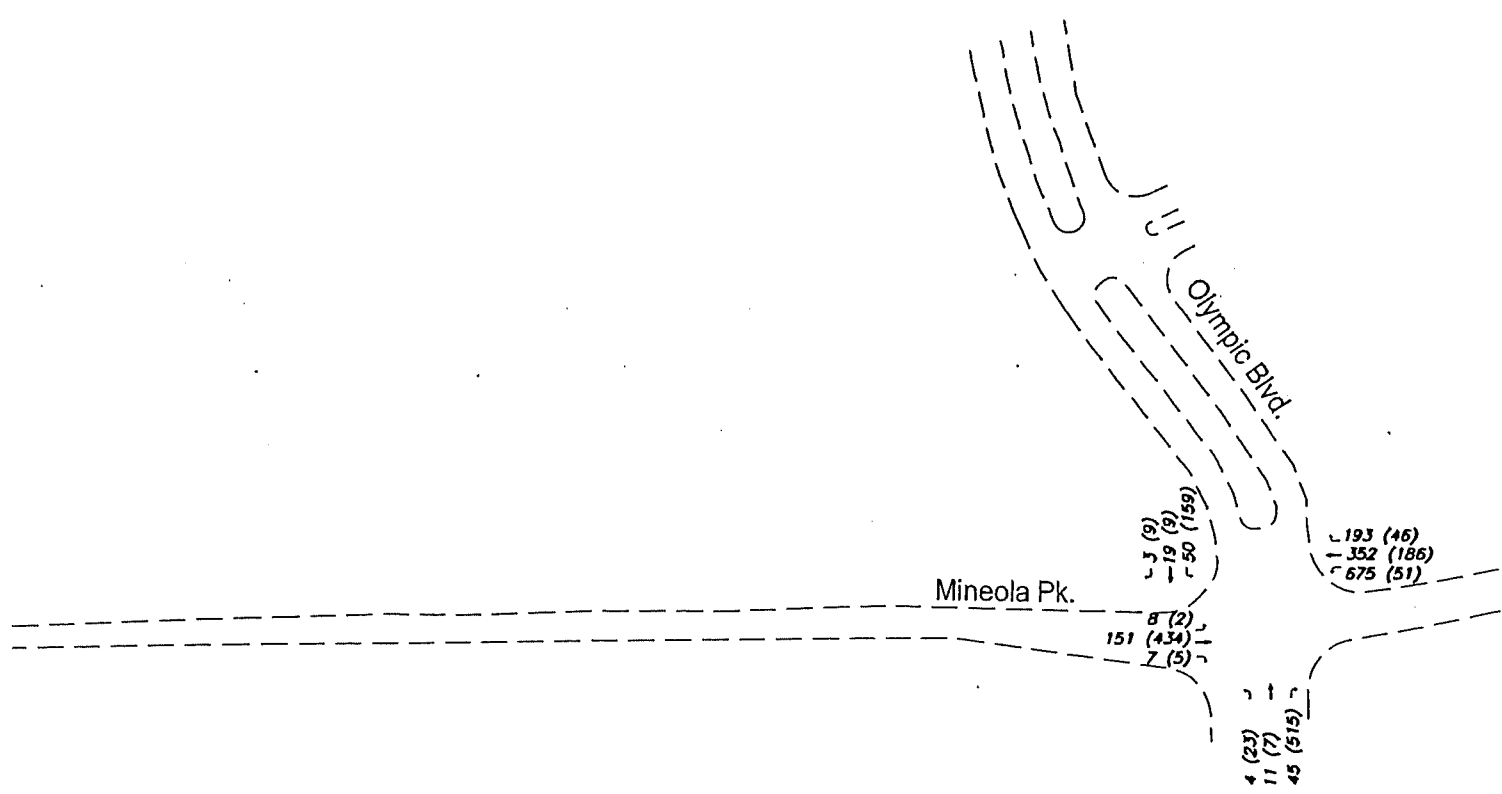
Mineola Pike Traffic Impact Study
Project #12019
Date: January 30, 2012

No-Build Volumes - 2012																	
Olympic Blvd East Bound					Olympic Blvd West Bound				Mineola North Bound				Mineola South Bound				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Thru	Right	Total	Int. Total	
AM Total	C - 20.1	B - 18.3		B - 19.6		B - 19.4	A - 8.4	B - 11.1	A - 5.2	B - 16.2	B - 11.0	B - 15.4	B - 12.2		B - 17.1	B - 16.8	
PM Total	C - 24.6	B - 12.6		C - 23.4		B - 17.7	B - 15.0	B - 15.1	A - 9.5	C - 25.8	B - 16.8	C - 25.7	A - 9.2	B - 13.2		B - 12.5	B - 18.8

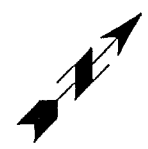
No-Build Volumes - 2022 @ 1%																
Olympic Blvd East Bound					Olympic Blvd West Bound				Mineola North Bound				Mineola South Bound			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total
AM Total	C - 20.1	B - 18.3		B - 19.6		B - 19.3	A - 8.4	B - 11.0	A - 5.3	B - 16.2	B - 11.2	B - 15.5	C - 21.8	B - 12.3		B - 17.5
PM Total	C - 24.6	B - 12.5		C - 23.4		B - 17.5	B - 14.8	B - 14.9	A - 9.4	C - 26.8	B - 18.0	C - 26.6	A - 9.5	B - 13.6		B - 12.8

[illegible][illegible]

2012 - No-Build Volumes
xx - Weekday AM Peak
(xx) - Weekday PM Peak



2012 - No-Build Volumes
xx - Weekday AM Peak
(xx) - Weekday PM Peak



N.T.S.



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AM PEAK HOUR TRIP GENERATION

ITE Land Use Code	Land Use Description	Ind. Var. (X)	Ind. Var. Units	Entering/ Exiting	Trips Generated	Internal Trips	Pass-by Trips	Primary Trips
TOTAL	ALL	--	--	Total entering	132	0	0	62
		--	--	Total exiting	121	0	0	55
851	Convenience Market (Open 24 Hours)	3	1000 sf GFA	entering	101	0	0	43
				exiting	101	0	0	43
820	Shopping Center	16	1000 sf GLA	entering	32	0	0	19
				exiting	20	0	0	12
820	Shopping Center	3	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	4	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	5	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	6	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	7	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	8	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	9	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	10	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	11	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	12	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	13	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	14	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	15	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	16	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0

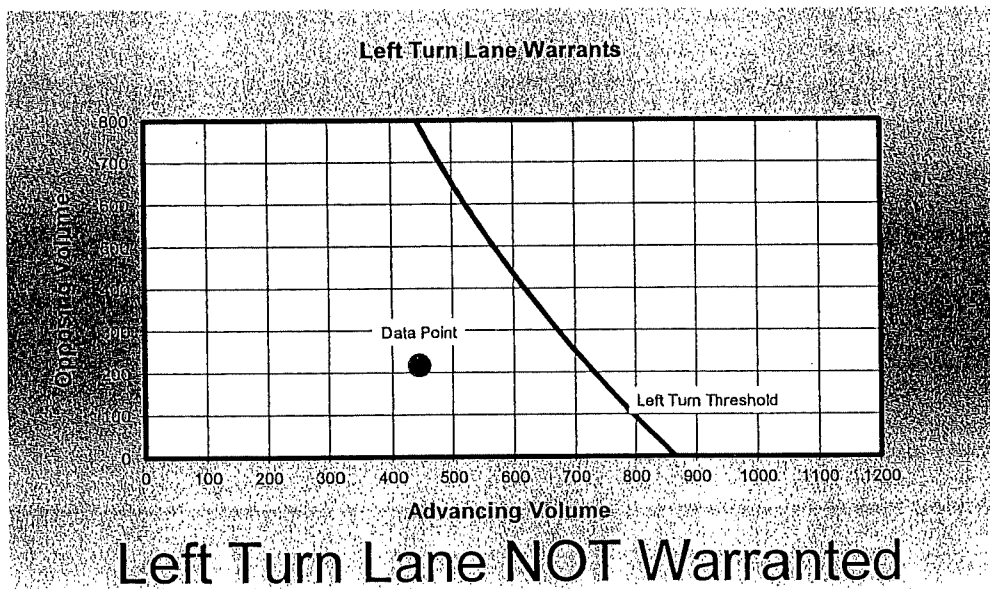
PM PEAK HOUR TRIP GENERATION

ITE Land Use Code	Land Use Description	Ind. Var. (X)	Ind. Var. Units	Entering/Exiting	Trips Generated	Internal Trips	Pass-by Trips	Primary Trips
TOTAL	ALL	-	-	Total entering	170	33	48	89
		-	-	Total exiting	174	34	48	92
851	Office Market (Open 2	3	1000 sf GFA	entering	80	16	29	35
				exiting	77	15	29	33
820	Shopping Center	16	1000 sf GLA	entering	90	17	19	54
				exiting	97	19	19	59
820	Shopping Center	3	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	4	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	5	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	6	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	7	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	8	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	9	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	10	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	11	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	12	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	13	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	14	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	15	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0
820	Shopping Center	16	1000 sf GLA	entering	0	0	0	0
				exiting	0	0	0	0

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	18	Speed Limit (mph)	35
Advancing Volume (vph)	441	No. of through lanes	1
Opposing Volume (vph)	218	Percent Heavy Vehicles (decimal percent)	0.05



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

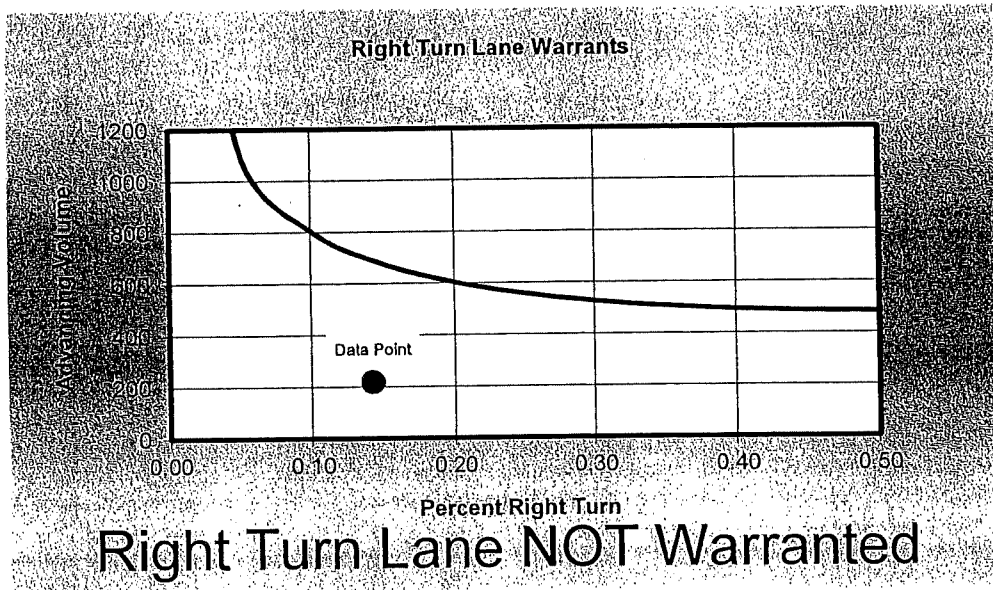
Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph) 31

Speed Limit (mph) 45

Advancing Volume (vph) 218



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Turn Lane Length

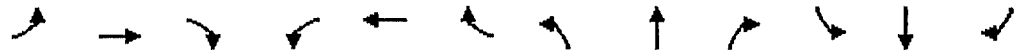
Input Fields

Turn Volume	<u>350</u>	Calculated Turn Lane Length (ft)	
Speed Limit	<u>555</u>	Desirable	565
Cycle Length	<u>45</u>	Minimum	515
<i>(Enter 0 for Uncontrolled, 60 for Stop Controlled)</i>			
Approach Percent Grade (G)	<u>3</u>		
Is this a Rural Arterial (Y or N)	<u>N</u>		

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	→	→	←	→	→	←	→	→	←	→	→
Volume (vph)	50	19	3	4	11	45	8	151	7	675	352	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850			0.850		0.947	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1770	1827	0	0	1840	1583	1770	1863	1583	1770	1764	0
Flt Permitted	0.909				0.907		0.441			0.444		
Satd. Flow (perm)	1693	1827	0	0	1690	1583	821	1863	1583	827	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				49			5		28	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			1602			682	
Travel Time (s)		15.7			21.2			31.2			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	21	3	4	12	49	9	164	8	734	383	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	24	0	0	16	49	9	164	8	734	593	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			12			12	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effort Green (s)	8.9	8.9			8.9	8.9	18.6	13.8	13.8	31.0	30.9	
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.42	0.31	0.31	0.71	0.70	
v/c Ratio	0.16	0.06			0.05	0.14	0.02	0.28	0.02	0.78	0.47	
Control Delay	20.1	18.3			19.4	8.4	5.2	16.2	11.0	21.1	12.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	18.3			19.4	8.4	5.2	16.2	11.0	21.1	12.2	
LOS	C	B			B	A	A	B	B	C	B	
Approach Delay		19.6			11.1			15.4			17.1	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 43.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 16.8

Intersection Capacity Utilization 72.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 4: Olympic Blvd & Mineola Pike

01	02	03	04
05	06	07	08

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

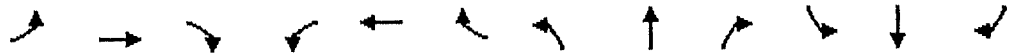
1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	→	→	←	→	→	←	→	→	←	→	→
Volume (vph)	159	9	9	23	7	515	2	434	5	51	186	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925				0.850			0.850		0.970	
Flt Protected	0.950				0.964		0.950			0.950		
Satd. Flow (prot)	1770	1723	0	0	1796	1583	1770	1863	1583	1770	1807	0
Flt Permitted	0.736				0.806		0.603			0.314		
Satd. Flow (perm)	1371	1723	0	0	1501	1583	1123	1863	1583	585	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				415			1		13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	10	10	25	8	560	2	472	5	55	202	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	20	0	0	33	560	2	472	5	55	252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			12			12	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	14.2	14.2			14.2	14.2	25.8	21.6	21.6	28.3	26.9	
Actuated g/C Ratio	0.25	0.25			0.25	0.25	0.46	0.38	0.38	0.50	0.47	
v/c Ratio	0.50	0.05			0.09	0.79	0.00	0.66	0.01	0.12	0.29	
Control Delay	24.6	12.6			17.7	15.0	9.5	25.8	16.8	9.2	13.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.6	12.6			17.7	15.0	9.5	25.8	16.8	9.2	13.2	
LOS	C	B			B	B	A	C	B	A	B	
Approach Delay		23.4			15.1			25.7			12.5	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 56.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 18.8

Intersection LOS: B

Intersection Capacity Utilization 79.2%

ICU Level of Service D

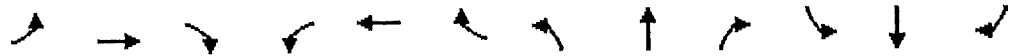
Analysis Period (min) 15

Splits and Phases: 4: Olympic Blvd & Mineola Pike

Ø1	Ø2	Ø3	Ø4
17s		17s	28s
Ø5	Ø6	Ø8	
17s	27s	16s	

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

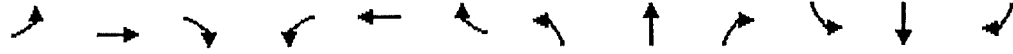
1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	→	→	←	→	→	←	→	→	←	→	→
Volume (vph)	51	19	3	4	11	46	7	153	8	683	356	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850			0.850		0.947	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1770	1827	0	0	1840	1583	1770	1863	1583	1770	1764	0
Flt Permitted	0.909				0.907		0.438			0.443		
Satd. Flow (perm)	1693	1827	0	0	1690	1583	816	1863	1583	825	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				50			5		28	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			1602			682	
Travel Time (s)		15.7			21.2			31.2			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	21	3	4	12	50	8	166	9	742	387	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	24	0	0	16	50	8	166	9	742	599	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			12			12	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012

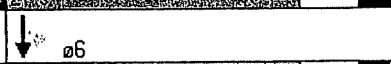
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adj (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	9.0	9.0			9.0	9.0	18.6	13.8	13.8	31.0	31.0	
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.42	0.31	0.31	0.70	0.70	
v/c Ratio	0.16	0.06			0.05	0.14	0.02	0.28	0.02	0.79	0.48	
Control Delay	20.1	18.3			19.3	8.4	5.3	16.2	11.2	21.8	12.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	18.3			19.3	8.4	5.3	16.2	11.2	21.8	12.3	
LOS	C	B			B	A	A	B	B	C	B	
Approach Delay		19.6			11.0			15.5			17.5	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 44
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 17.2
 Intersection Capacity Utilization 73.3%
 Analysis Period (min) 15

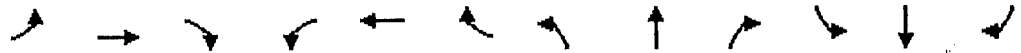
Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 4: Olympic Blvd & Mineola Pike

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Volume (vph)	169	9	9	23	7	521	5	439	2	52	188	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925				0.850			0.850		0.970	
Flt Protected	0.950				0.964		0.950			0.950		
Satd. Flow (prot)	1770	1723	0	0	1796	1583	1770	1863	1583	1770	1807	0
Flt Permitted	0.736				0.811		0.601			0.304		
Satd. Flow (perm)	1371	1723	0	0	1511	1583	1120	1863	1583	566	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				414					13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	10	10	25	8	566	5	477	2	57	204	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	20	0	0	33	566	5	477	2	57	255	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			12			12	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act/Effect Green (s)	15.0	15.0			15.0	15.0	25.8	21.6	21.6	28.3	26.9	
Actuated g/C Ratio	0.26	0.26			0.26	0.26	0.45	0.38	0.38	0.49	0.47	
v/c Ratio	0.52	0.04			0.08	0.79	0.01	0.68	0.00	0.12	0.30	
Control Delay	24.6	12.5			17.5	14.8	9.4	26.8	18.0	9.5	13.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.6	12.5			17.5	14.8	9.4	26.8	18.0	9.5	13.6	
LOS	C	B			B	B	A	C	B	A	B	
Approach Delay		23.4			14.9			26.6			12.8	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 57.5

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 19.1

Intersection Capacity Utilization 80.4%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 4: Olympic Blvd & Mineola Pike

  	  	  	  
17.5s	27.5s	17.5s	29.5s
17.5s	27.5s	17.5s	29.5s

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	→	→	←	→	→	←	→	→	←	→	→
Volume (vph)	50	19	3	4	11	45	8	151	7	675	391	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850			0.850		0.948	
Flt Protected	0.950				0.988		0.950			0.950		
Satd Flow (prot)	1770	1827	0	0	1840	1583	1770	1863	1583	1770	1766	0
Flt Permitted	0.909				0.907		0.418			0.444		
Satd Flow (perm)	1693	1827	0	0	1690	1583	779	1863	1583	827	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd Flow (RTOR)		3				49			5		27	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			353			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	21	3	4	12	49	9	164	8	734	425	224
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	24	0	0	16	49	9	164	8	734	649	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			12			12	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	5
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	5	5		20	5	5	5	5	5	5	5	5
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash/Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effct Green (s)	8.9	8.9			8.9	8.9	18.6	13.8	13.8	31.0	30.9	
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.42	0.31	0.31	0.71	0.70	
v/c Ratio	0.16	0.06			0.05	0.14	0.02	0.28	0.02	0.78	0.52	
Control Delay	20.1	18.3			19.4	8.4	5.2	16.2	11.0	21.1	13.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	18.3			19.4	8.4	5.2	16.2	11.0	21.1	13.2	
LOS	C	B			B	A	A	B	B	C	B	
Approach Delay		19.6			11.1			15.4			17.4	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 43.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 17.0

Intersection Capacity Utilization 72.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 4: Olympic Blvd & Mineola Pike

 ø1	 ø2	 ø3	 ø4
 ø5	 ø6	 ø8	

HCM Unsignalized Intersection Capacity Analysis 1: DW North & Mineola Pike

1/30/2012



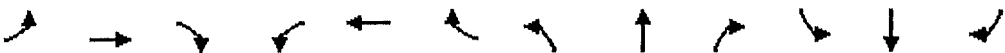
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Volume (veh/h)	3	26	10	166	398	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	28	11	180	433	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					353	
pX, platoon unblocked	0.84	0.84	0.84			
vC, conflicting volume	652	449	466			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	486	244	264			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	99			
cM capacity (veh/h)	448	665	1087			

Direction Lane #	EB 1	NB 1	SB 1
Volume Total	32	191	466
Volume Left	3	11	0
Volume Right	28	0	34
cSH	633	1087	1700
Volume to Capacity	0.05	0.01	0.27
Queue Length 95th (ft)	4	1	0
Control Delay (s)	11.0	0.6	0.0
Lane LOS	B	A	
Approach Delay (s)	11.0	0.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		32.8%	ICU Level of Service A
Analysis Period (min)		15	

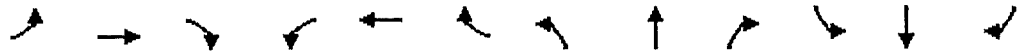
Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Volume (vph)	164	9	25	27	7	515	2	442	5	51	204	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.891				0.850			0.850		0.972	
Flt Protected	0.950				0.962		0.950			0.950		
Satd. Flow (prot)	1770	1660	0	0	1792	1583	1770	1863	1583	1770	1811	0
Flt Permitted	0.733				0.802		0.592			0.298		
Satd. Flow (perm)	1365	1660	0	0	1494	1583	1103	1863	1583	555	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				379			1		12	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	10	27	29	8	560	2	480	5	55	222	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	37	0	0	37	560	2	480	5	55	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			12			12	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	40.0	40.0	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	40.0	40.0	17.0	27.0	0.0
Total Split (%)	28.2%	28.2%	0.0%	16.5%	44.7%	44.7%	16.5%	38.8%	38.8%	16.5%	26.2%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	33.4	33.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act/Effect Green (s)	17.7	17.7			17.7	17.7	27.4	23.4	23.4	29.8	28.6	
Actuated g/C Ratio	0.28	0.28			0.28	0.28	0.44	0.37	0.37	0.47	0.45	
v/c Ratio	0.46	0.08			0.09	0.78	0.00	0.69	0.01	0.12	0.33	
Control Delay	25.8	11.0			20.5	16.5	10.0	26.1	17.0	10.1	14.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.8	11.0			20.5	16.5	10.0	26.1	17.0	10.1	14.1	
LOS	C	B			C	B	A	C	B	B	B	
Approach Delay		23.2			16.8			25.9			13.4	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 103

Actuated Cycle Length: 62.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 19.7

Intersection Capacity Utilization 79.9%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 4: Olympic Blvd & Mineola Pike

01	02	03	04
17	40	17	29
05	06	08	
17	27	16	

HCM Unsignalized Intersection Capacity Analysis 3: DW North & Mineola Pike

1/30/2012



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Volume (veh/h)	12	8	18	449	256	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	9	20	488	278	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)					356	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	813	286	293			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	770	209	217			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	98			
cM capacity (veh/h)	342	782	1272			
Direction Lane #	EB 1	NB 1	SB 1			
Volume Total	22	508	293			
Volume Left	13	20	0			
Volume Right	9	0	15			
cSH	441	1272	1700			
Volume to Capacity	0.05	0.02	0.17			
Queue Length 95th (ft)	4	1	0			
Control Delay (s)	13.6	0.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.6	0.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		0.6				
Intersection Capacity Utilization		48.2%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	19	3	4	11	46	7	153	8	683	395	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850			0.850		0.948	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1770	1827	0	0	1840	1583	1770	1863	1583	1770	1766	0
Flt Permitted	0.909				0.907		0.416			0.443		
Satd. Flow (perm)	1693	1827	0	0	1690	1583	775	1863	1583	825	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				50			5		27	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			353			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	21	3	4	12	50	8	166	9	742	429	226
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	24	0	0	16	50	8	166	9	742	655	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			12			12	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size (ft)	5	5		20	5	5	5	5	5	5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	22.6	22.6	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	27.0	27.0	17.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	18.9%	51.1%	51.1%	18.9%	30.0%	30.0%	18.9%	30.0%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	20.4	20.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)	9.0	9.0		9.0	9.0	9.0	18.6	13.8	13.8	31.0	31.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20	0.20	0.42	0.31	0.31	0.70	0.70	
v/c Ratio	0.16	0.06		0.05	0.14	0.02	0.28	0.02	0.02	0.79	0.52	
Control Delay	20.1	18.3		19.3	8.4	5.3	16.2	11.2	21.8	13.3		
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.1	18.3		19.3	8.4	5.3	16.2	11.2	21.8	13.3		
LOS	C	B		B	A	A	B	B	C	B		
Approach Delay		19.6			11.0			15.5			17.8	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 44
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 17.4
 Intersection Capacity Utilization 73.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 4: Olympic Blvd & Mineola Pike

ø1	ø2	ø3	ø4
ø5	ø6	ø8	

HCM Unsignalized Intersection Capacity Analysis 1: DW North & Mineola Pike

1/30/2012



Movement	EB	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Volume (veh/h)	3	26	10	167	402	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	28	11	182	437	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)					353	
Upstream signal (ft)						
pX, platoon unblocked	0.83	0.83	0.83			
vC, conflicting volume	657	454	471			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	487	243	263			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	99			
cM capacity (veh/h)	445	662	1083			

Direction Lane #	EB	NB	SB
Volume Total	32	192	471
Volume Left	3	11	0
Volume Right	28	0	34
cSH	631	1083	1700
Volume to Capacity	0.05	0.01	0.28
Queue Length 95th (ft)	4	1	0
Control Delay (s)	11.0	0.6	0.0
Lane LOS	B	A	
Approach Delay (s)	11.0	0.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

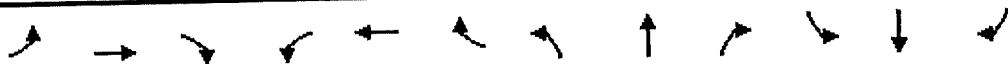
Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→	↱	↰	→	↱	↰	→	↱	↰	→	↱
Volume (vph)	166	9	25	27	7	521	5	447	2	52	206	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	56		20	500		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.891				0.850			0.850		0.972	
Flt Protected	0.950				0.962		0.950			0.950		
Satd. Flow (prot)	1770	1660	0	0	1792	1583	1770	1863	1583	1770	1811	0
Flt Permitted	0.733				0.803		0.590			0.292		
Satd. Flow (perm)	1365	1660	0	0	1496	1583	1099	1863	1583	544	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				376					12	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		576			779			356			682	
Travel Time (s)		15.7			21.2			6.9			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	180	10	27	29	8	566	5	486	2	57	224	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	37	0	0	37	566	5	486	2	57	275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			12			12	
Link Offset (ft)		0			0			0			0	
Crosswalk Width (ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	5	5		20	5	5	5	5	5	5	5	5
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	5	5		20	5	5	5	5	5	5	5	5
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	8.0	12.0	12.0	8.0	12.0	
Minimum Split (s)	22.1	22.1		12.0	22.1	22.1	14.5	40.0	40.0	15.5	22.6	
Total Split (s)	29.0	29.0	0.0	17.0	46.0	46.0	17.0	40.0	40.0	17.0	27.0	0.0
Total Split (%)	28.2%	28.2%	0.0%	16.5%	44.7%	44.7%	16.5%	38.8%	38.8%	16.5%	26.2%	0.0%

Lanes, Volumes, Timings
4: Olympic Blvd & Mineola Pike

1/30/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	22.9	22.9		13.5	39.9	39.9	10.5	33.4	33.4	10.5	20.4	
Yellow Time (s)	3.6	3.6		3.5	3.6	3.6	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.5		0.0	2.5	2.5	3.0	2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	4.0	3.5	6.1	6.1	6.5	6.6	6.6	6.5	6.6	4.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Walk Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	
Act Effect Green (s)	18.1	18.1			18.1	18.1	27.8	23.8	23.8	30.3	29.0	
Actuated g/C Ratio	0.28	0.28			0.28	0.28	0.44	0.37	0.37	0.47	0.45	
v/c Ratio	0.47	0.08			0.09	0.79	0.01	0.70	0.00	0.13	0.33	
Control Delay	25.8	11.0			20.5	17.1	10.2	26.7	18.5	10.3	14.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.8	11.0			20.5	17.1	10.2	26.7	18.5	10.3	14.3	
LOS	C	B			C	B	B	C	B	B	B	
Approach Delay		23.3			17.3			26.5			13.7	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 63.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 20.1
 Intersection Capacity Utilization 80.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 4: Olympic Blvd & Mineola Pike

 10	 29	 46	 29
 26	 26	 46	 29

HCM Unsignalized Intersection Capacity Analysis 3: DW North & Mineola Pike

1/30/2012



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Volume (veh/h)	12	8	18	454	258	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	9	20	493	280	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)				None	None	
Median type						
Median storage (veh)					356	
Upstream signal (ft)						
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	821	288	296			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	776	209	217			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	98			
cM capacity (veh/h)	338	780	1270			

Direction/Lane #	EB 1	NB 1	SB 1
Volume Total	22	513	296
Volume Left	13	20	0
Volume Right	9	0	15
cSH	437	1270	1700
Volume to Capacity	0.05	0.02	0.17
Queue Length 95th (ft)	4	1	0
Control Delay (s)	13.7	0.5	0.0
Lane LOS	B	A	
Approach Delay (s)	13.7	0.5	0.0
Approach LOS	B		

Intersection Summary

Average Delay	0.6		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

ORDINANCE 12-12

AN ORDINANCE RELATING TO APPROVAL, WITH CONDITIONS, FOR A REQUEST OF JAMES W. BERLING (APPLICANT) FOR CORPOREX PARKS OF KY, INC. (OWNER) FOR A ZONING MAP AMENDMENT FROM INDUSTRIAL ONE (I-1) TO INDUSTRIAL ONE/PLANNED DEVELOPMENT (I-1/PD) FOR AN APPROXIMATE 0.5 ACRE SITE GENERALLY LOCATED ON THE NORTHWEST SIDE OF MINEOLA PIKE AND DIRECTLY ACROSS FROM 3331 AND 3333 MINEOLA PIKE, BOONE COUNTY, KENTUCKY AND FOR A CHANGE IN AN APPROVED CONCEPT DEVELOPMENT PLAN FOR AN APPROXIMATE 8.49 ACRE SITE BOUND BY MINEOLA PIKE TO THE SOUTHEAST, OLYMPIC BOULEVARD TO THE NORTHEAST, CIRCLEPORT DRIVE TO THE NORTHWEST, AND 2738-2768 CIRCLEPORT DRIVE TO THE SOUTHWEST, BOONE COUNTY, KENTUCKY.

WHEREAS, the Boone County Planning Commission received a request for a Zoning Map Amendment, such Zoning Map Amendment being a zone change from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site generally located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike, Boone County, Kentucky and for a Change in an Approved Concept Development Plan for an approximate 8.49 acre site bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest, Boone County, Kentucky, which is more particularly described below; and,

WHEREAS, the Boone County Planning Commission as the planning unit for the unincorporated areas of Boone County, Kentucky, was requested to and has conducted a Public Hearing serving as a due process trial-type hearing and made findings recommending approval, with conditions, for both a Zoning Map Amendment and for a Change in an Approved Concept Development Plan.

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

SECTION I

That the request for a Zoning Map Amendment for the real estate which is more particularly described below shall be and is hereby approved, with conditions, this Zoning Map Amendment being a zone change from Industrial One(I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site generally located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike, Boone County, Kentucky and for a Change in an Approved Concept Development Plan for an approximate 8.49 acre site bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest, Boone County, Kentucky. The real estate which is subject to this approval is described in DEED BOOKS 280 & 375, PAGE NOS. 94 & 24, respectively (as supplied by the applicant) as recorded in the Boone County Clerk's office.

SECTION II

That as a basis for this approval, with conditions, for a Zoning Map Amendment, such Zoning Map Amendment being a zone change from Industrial One (I-1) to Industrial One/Planned Development (I-1/PD) for an approximate 0.5 acre site generally located on the northwest side of Mineola Pike and directly across from 3331 and 3333 Mineola Pike, Boone County, Kentucky and for a Change in an Approved Concept Development Plan for an approximate 8.49 acre site bound by Mineola Pike to the southeast, Olympic Boulevard to the northeast, Circleport Drive to the northwest, and 2738-2768 Circleport Drive to the southwest, Boone County, Kentucky, are the findings of fact of the Boone County Planning Commission as set forth in its minutes and official records for this request and same shall be and are hereby incorporated by reference as if fully set out in this Ordinance and marked as "Exhibit A."

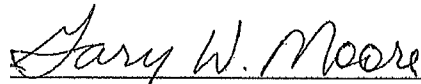
The Committee recommended approval for this request based on the findings of fact and conditions as set forth in the Committee Report and marked as "Exhibit B."

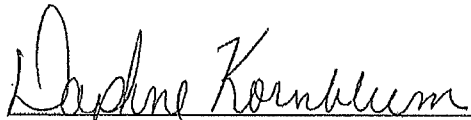
SECTION III

That this Ordinance shall take effect and be in full force when passed, published and recorded according to law.

Introduced and given First Reading on the 8th day of May, 2012.

Adopted by the Fiscal Court of Boone County after Second Reading at a regular meeting on the 5th day of June, 2012 and signed by the County Judge/Executive as evidence of his approval, attested under seal by the County Fiscal Court Clerk and declared to be in full force and effect.


GARY W. MOORE
BOONE COUNTY JUDGE/EXECUTIVE


DAPHNE KORNBLUM
FISCAL COURT CLERK

CONCEPT DEVELOPMENT PLAN CIRCLEPORT RETAIL CENTER MINEOLA PIKE, BOONE COUNTY, KY.

James W. Berling
Engineer
Approved Concept Plan
Staff: JWB
Date: 4/14/12
Boone County
Planning Commission

APPROVED

Staff: JWB

Date: 4/14/12

Boone County
Planning Commission

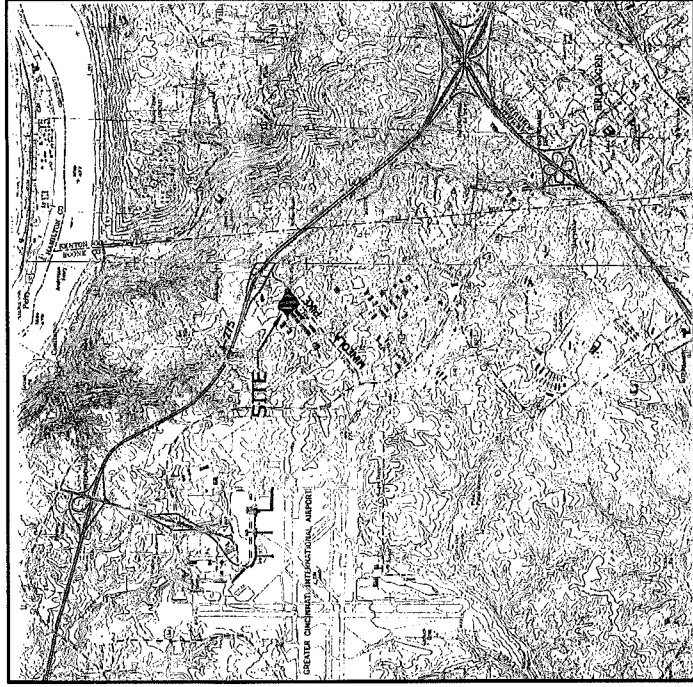


ENGINEER

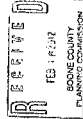
JAMES W. BERLING ENGINEERING P.L.L.C.
1671 PARK ROAD, SUITE ONE
FT. WRIGHT, KY 41011
PHONE (859) 331-9191

OWNER

CORPOREX PARKS OF KENTUCKY INC.
100 E. RIVER CENTER BLVD.
COVINGTON, KENTUCKY 41011
PHONE (859) 292-5500



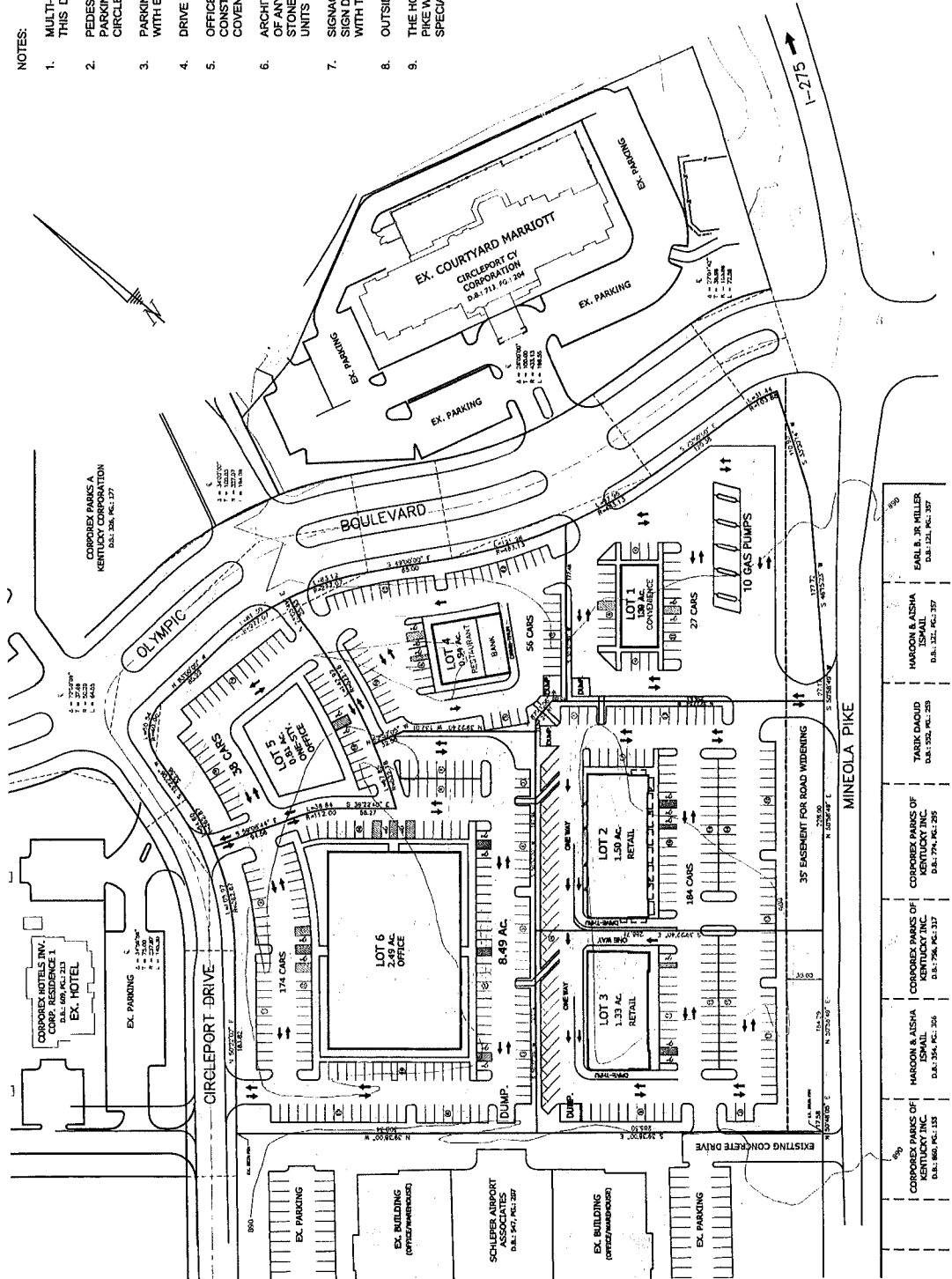
VICINITY MAP
SCALE: 1" = 2000'



INDEX	PAGE
COVER SHEET & VICINITY MAP	1
CONCEPT PLAN	2
ZONE CHANGE PLAN	3

- NOTES:**

1. MULTI-STORY BUILDINGS WILL BE PERMITTED WITHIN THIS DEVELOPMENT.
2. PEDESTRIAN WALKWAYS WILL BE PROVIDED BETWEEN PARKING LOTS AND ALONG OLYMPIC BOULEVARD AND CIRCLEPORT DRIVE.
3. PARKING AND DRIVING LANES WILL BE IN ACCORDANCE WITH EXISTING REGULATIONS.
4. DRIVE THROUGH LANES WILL BE 10 FEET WIDE.
5. OFFICE AND INDUSTRIAL BUILDING WILL BE CONSTRUCTED IN ACCORDANCE WITH EXISTING COVENANTS.
6. ARCHITECTURE FOR COMMERCIAL USES WILL CONSIST OF ANY COMBINATION OF BRICK MASONRY, GLASS, EIFS, STONE OR ARCHITECTURAL METAL PANELS. UTILITY UNITS ON ROOFS WILL BE SCREENED FROM VIEW.
7. SIGNAGE WILL BE IN CONFORMANCE WITH THE SPECIAL SIGN DISTRICT FOR THIS AREA OR IN CONFORMANCE WITH THE BOONE COUNTY SIGN REGULATIONS.
8. OUTSIDE OPEN SPACE WILL BE PROVIDED.
9. THE HOMES ALONG THE SOUTHEAST SIDE OF MINEOLA PIKE WILL BE SHIELDED FROM HEADLIGHT GLARE BY SPECIAL GRADING OR LANDSCAPING.

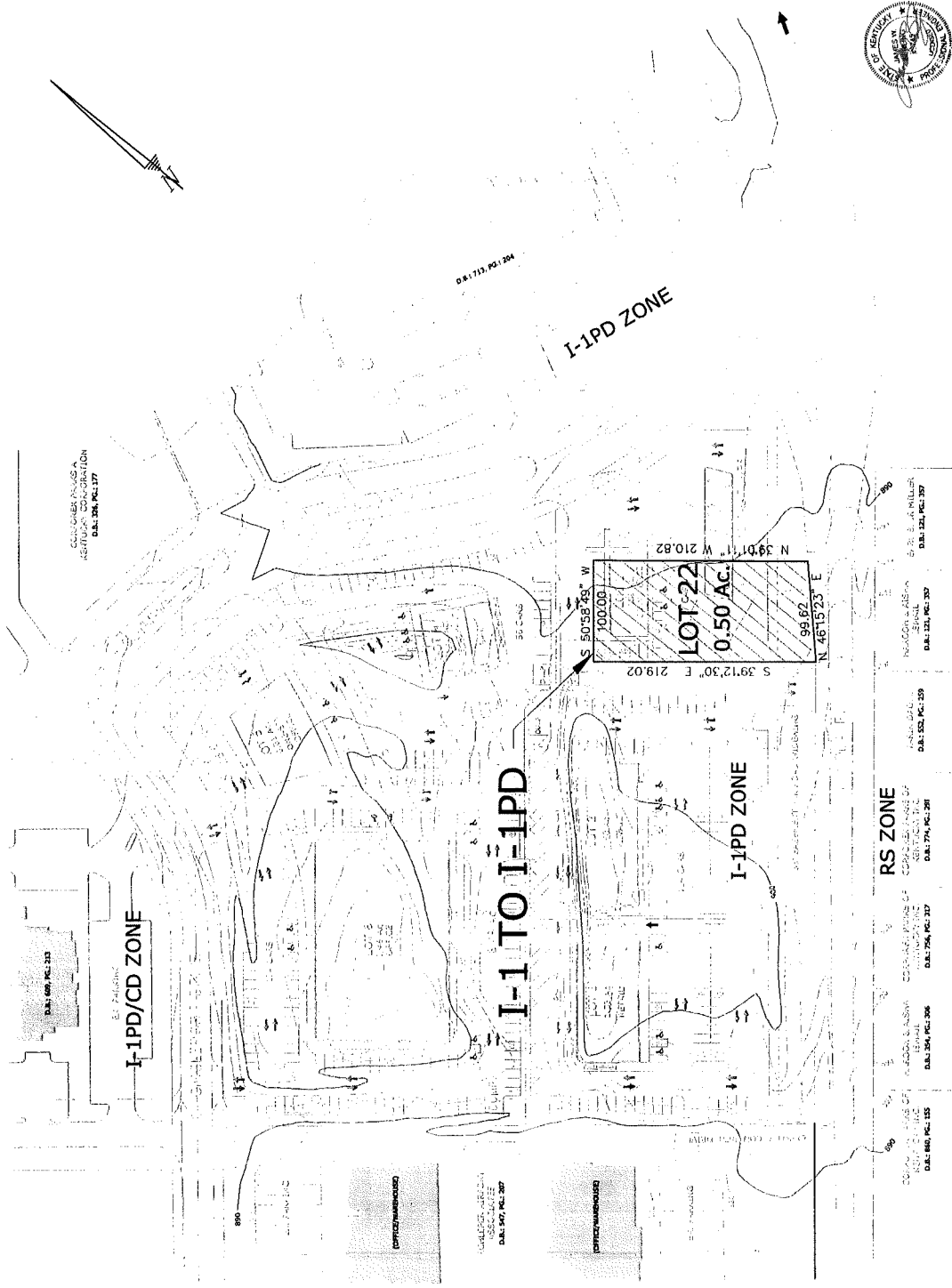


PHASE ONE

CONCEPT DEVELOPMENT PLAN

CIRCLEPORT RETAIL CENTER

DATE 2/15/12	APPROVED BY	DATE 2 OF 3
JAMES W. BERLING KY. ENGINEER #5747		
SCALE 1" = 50'		
DRAWN BY Chris D. Berling		
OLYMPIC BOULEVARD & MINEOLA PIKE BOONE COUNTY, KENTUCKY		



ZONE CHANGE I-1 TO I-1PD			
CIRCLEPORT RETAIL CENTER			
JAMES W. BERLING KY. ENGINEER #5747	PLAT	17477	ONE (1) SHEET
OLYMPIC BOULEVARD & MINNEOLA PIKE BOONE COUNTY, KENTUCKY			
2/15/12	DATE		3 OF 3