

REQUEST OF WILLIAM D. HILLMAN/GARRET P. BRODHEAD (APPLICANTS)  
FOR BANKLICK CORPORATION (OWNER) FOR A ZONING MAP AMENDMENT  
FROM RECREATION (R) AND SUBURBAN RESIDENTIAL ONE (SR-1)  
TO INDUSTRIAL ONE (I-1) AND SUBURBAN RESIDENTIAL TWO (SR-2)

This request is a Zoning Map Amendment on a 132 acre site located east of Evergreen Drive and west of I-75, Boone County, Kentucky. The request is to rezone the site from Recreation (R) and Suburban Residential One (SR-1) to Industrial One (I-1) (approximately 120 acres) and Suburban Residential Two (SR-2) (approximately 12 acres). The site is presently the Kentucky Raceway property with the majority of the land being used for recreational purposes.

SURROUNDING LAND USES AND ZONING

The surrounding land uses near the 132 acre site consist of single-family residential to the north and west. South of the site is vacant/agricultural property. Directly east of the site is Interstate 75 and industrial land uses in the Northern Kentucky Industrial Park. Since the March 10, 1985 aerial photograph was taken, this area has experienced an increase in residential growth. Evergreen Farms Subdivision has expanded along Tamarack Drive. Between 1985 and the present, forty-one residences have been built. Also, Eagles Landing Subdivision located near Evergreen Drive has grown since 1985 with fifteen new houses. Two other subdivisions exist north of the site (e.g. Dilcrest Subdivision and Shamrock Subdivision). There is also the potential that Mary's Court could be extended south to develop more residential lots to the property abutting the north side of the racetrack property. In addition, the surrounding zoning includes Suburban Residential One (SR-1) and Residential One Family (RLF) to the north; Suburban Residential One (SR-1) to the south; Industrial Two (I-2) to the east; and, Suburban Residential One (SR-1) and Urban Residential One (UR-1) to the west.

NATURAL FEATURES OF THE SITE

There are a variety of natural features for the 132 acre site. Two natural drainage areas exist and are located on the northwest and northeast sides of the site. In these areas, there is a twenty percent slope on some of the hillsides. Two lakes exist on the property of which one is located in the center of the racetrack. Soil types include two types of Rossmoyne Silt Loam (RsB) (RsC), usually found on 0 - 12 percent slopes and Jessup Silt Loam (JeD) and Faywood Silty Clay Loam (FcD) (FdD3), which are usually located on 12 - 20 percent slopes. Some of these soil types have erosion capability.

## RELATIONSHIP TO COMPREHENSIVE PLAN

The Zoning Map Amendment request is being examined in relation to the Boone County Comprehensive Plan to determine whether it is consistent with the Plan's objectives and recommendations. The general area is referred to in a number of ways.

The 1986 Future Land Use Map shows ultimate development of this property and all adjoining lands as Medium Density Residential which a general classification for residential developments ranging from three to eight units per acre. (See attached map.)

In addition, the text describes the following in reference to the area surrounding the site.

- A. Pages L-19 and L-20 refer to industrial development on the east side of I-75 and north of Mt. Zion Road.

The southern portion of this section contains the Industrial Park. Expansion and continued growth of this employment center is expected to continue over the study period. The residential areas to its north prohibit any expansion in that direction. The short term movement of industries will be along Industrial Road into Kenton County, and north on Industrial Road with very light industries which are primarily consumer oriented. The park should be encouraged to expand to the south, along US 25 and the proposed new road and near the railways. Large tracts of developable land exist in the area and development hinges only on an improved road networking system.

The growth of this area will be impacted in several ways. The major influences will be the Northern Kentucky Industrial Park to the north, the proposed Mt. Zion interchange on I-75, the Hopeful Road connection to the Industrial Park, development pressures along US 25, and the Southern Railroad Line. Because of the development pressure, all necessary types of infrastructure will increase in scale.

The Industrial Park should expand southward onto the lightly developed, level land, but no further than Mt. Zion Road (on the west side of US 25). To the east of US 25 only light manufacturing should occur and southward expansion should be

tempered by locational factors including the interchange access and association to the existing industrial park.

- B. Page L-19 describes the US 42/US 25 Connector Road and other future public improvements.

With the opening of Mt. Zion Road Interchange and road widening to US 25, and the reliever loop from Hopeful Road, truck and car traffic (respectively) will be substantially reduced off of US 42. Truck traffic should not utilize the proposed loop road connecting Hopeful Road to US 25.

- C. Page L-19 and Page L-20 also refer to residential uses in the area.

Residential development within this study area will continue but be moderate. There are only a few pockets of residential land still undeveloped within this area. Infilling of these areas and individual lots within established subdivisions should coordinate and agree with the developments or subdivisions surrounding these buildable areas and lots.

Overall, the existing residential communities must be protected from inappropriate infilling and remain buffered from the increasing industrial and commercial development within the city.

The Mt. Zion Interchange will have the single largest impact on this area. The west side of the interchange will develop rapidly with the new accessibility but must do so in a manner so as not to disrupt much of the existing residential development. As outlined in the Housing Element, the west side of the interchange would be an ideal location for higher density residential development. This is compatible with the residential character of the area besides providing housing opportunities for employees of the Florence urban area, and would provide a limit to over expansion of commercial activity towards Union.

- D. Page G-4 notes the objective of properly siting industrial land uses.

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

in other areas.

2. Industrial development shall be encouraged to locate near railroads, highways, airports and/or the Ohio River. New industrial park sites shall be located primarily near limited access highways throughout the community for convenience, advertising, and economic advantages.
  3. Amenity for industrial uses and a favorable relationship with adjoining uses should be fostered by means of design. Industrial nuisances such as smoke, dust, noise, and odor should be controlled.
- E. Pages G-5 and G-6 suggest the purpose in designing a land use plan based upon transportation improvements.
1. New transportation networks shall be designed and constructed so as to direct future development consistent with the land use plan.
  2. Freeways, major streets and arterials should avoid penetrating viable neighborhoods and in most instances these roadways should form neighborhood boundaries.
- F. In the 1986 Boone County Comprehensive Plan and the Zoning Map Update, a considerable amount of property was rezoned Industrial One (I-1) and Industrial Two (I-2). These areas include the following:
1. South of the Northern Kentucky Industrial Park (I-2).
  2. East of US 25 and south of Mt. Zion Road near the Southern Railroad line (I-2).
  3. North and south of Richwood Industrial Park and east of Southern Railroad line (I-1).
  4. South of the intersection of I-71 and I-75 near Walton (I-1).
  5. Directly north of the KY 20/Airport Interchange (I-1).
  6. South of I-275 and east of KY 237 (I-1).
  7. West side of KY 237 and under the Airport Clear zone.

Overall, approximately 1,100 acres were rezoned industrial in the Update. In addition, there are three large existing industrial parks (Richwood Industrial Park, Bluegrass Business Center and Circleport Business Center). The industrially zoned

land was properly located based upon the expansion of existing industrial parks, planned public transportation improvements, direct access to rail, high airport noise levels and the ability to locate industrial property far from highly developed residential commercial areas.

In summary, the Boone County Comprehensive Plan recommends medium density residential near the 132 acre site. Any planned industrial in the vicinity would be directly south of the existing Northern Kentucky Industrial Park and east of I-75. Both of the planned areas were based on impact reviews, planning principles and full knowledge of the road connection between US 25 and US 42.

KENTUCKY RACEWAY COMMERCE CENTER

The submitted Concept Development Plan indicates the following uses for the 132 acre site.

	<u>Type of Use</u>	<u>Square Footage/No. of units</u>
I-1:		
A.	Office/Warehouse Research Facility	140,000 square feet
B.	Manufacturing Facilities	400,000 square feet
C.	Distribution Facilities	675,000 square feet
D.	Office Facilities	<u>150,000 square feet</u>
	TOTAL	1,365,000 square feet (120 acres)
SR-2:		
A.	Townhouses	88 units (12 acres)

In addition, the applicants have submitted a two page summary which addresses the reasons for the zone change request. (See attached letter.)

The applicants have indicated a desire to utilize all of the uses currently allowed in the Industrial One (I-1) zoning classification. Water and sanitary sewer service consists of a six inch water line serving the racetrack and a twelve inch sanitary sewer located on the north side of the 132 acre site.

STAFF CONCERNS

1. Industrial Zoning - The Boone County Comprehensive Plan has recommended Medium Density Residential for this area with

the idea that I-75 serves as a significant man-made barrier or buffer from the existing Northern Kentucky Industrial Park. The general area is currently being developed as single-family residential and should continue to do so. The scale of this development and as well as other surrounding vacant parcels may severely disrupt the pattern of residential development. Industrial zoning should be properly placed and should be based upon the factors used in the rezoning of property in the 1986 Comprehensive Plan Update.

2. State Transportation Improvements - A number of state transportation improvements are planned in the future which affect this site. These improvements include the following:
  - A. Hopeful Road relocation
  - B. Mt. Zion Road Interchange
  - C. US 42 widening from Farmview Subdivision to Mall Road
  - D. A connector road from Empire Drive to Mt. Zion Road
  - E. Widening Mt. Zion Road from I-75 to US 25
  - F. A connector road from US 42 to US 25 crossing I-75 to Richardson Road.

Currently, the US 42/US 25 Connector Road, which will subdivide the 132 acre parcel is under construction. However, only the portion leading from Empire Drive to the Connector Road will be part of this phase. The Mt. Zion Road Interchange, the widening of Mt. Zion Road, the connector road from the US 42/US 25 Connector Road, and the Hopeful Road relocation have been indefinitely postponed. Consequently, if the improvements are not made at a future date, the staff is concerned about truck traffic entering and exiting the 132 acre site. Traffic from the proposed Kentucky Commerce Center will either have to travel to US 42 through a highly developed and sometimes congested commercial area in order to get to I-75 or will have to use the Connector Road and drive to US 25 and Industrial Road in order to get to the interchange.

The purpose of the US 42/US 25 Connector Road was to ease traffic problems in the Northern Kentucky Industrial Park. It is generally thought that the Connector Road would serve residents living in Boone County and would be a better "home to work" transportation network for area workers. The road will serve residents now, and in the future, who live in the Union, Florence (Farmview), and Burlington areas.

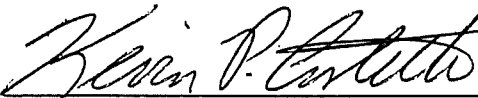
3. Industrial One (I-1) Uses - The Planning Commission should evaluate the permitted uses in the I-1 zoning classification to determine if some of them are not appropriate with

surrounding residential land uses.

4. Turning Lanes and a Traffic Signal - Because the US 42/US 25 Connector Road will be a two-lane road, there will be a need to provide proper turning lanes and possibly a traffic signal at the main entrance of the Kentucky Raceway Commerce Center. These improvements can be coordinated with the Kentucky Transportation Cabinet and can be submitted at a later date or subsequent review.
5. Preservation of Natural Buffer and Natural Setting - Special consideration should be made to preserve the natural areas of the site due to the sloping conditions and natural drainage patterns. In addition, an adequate landscaped buffer should be incorporated into the development plans in order to properly screen adjacent existing and planned residential uses.

#### CONCLUSION

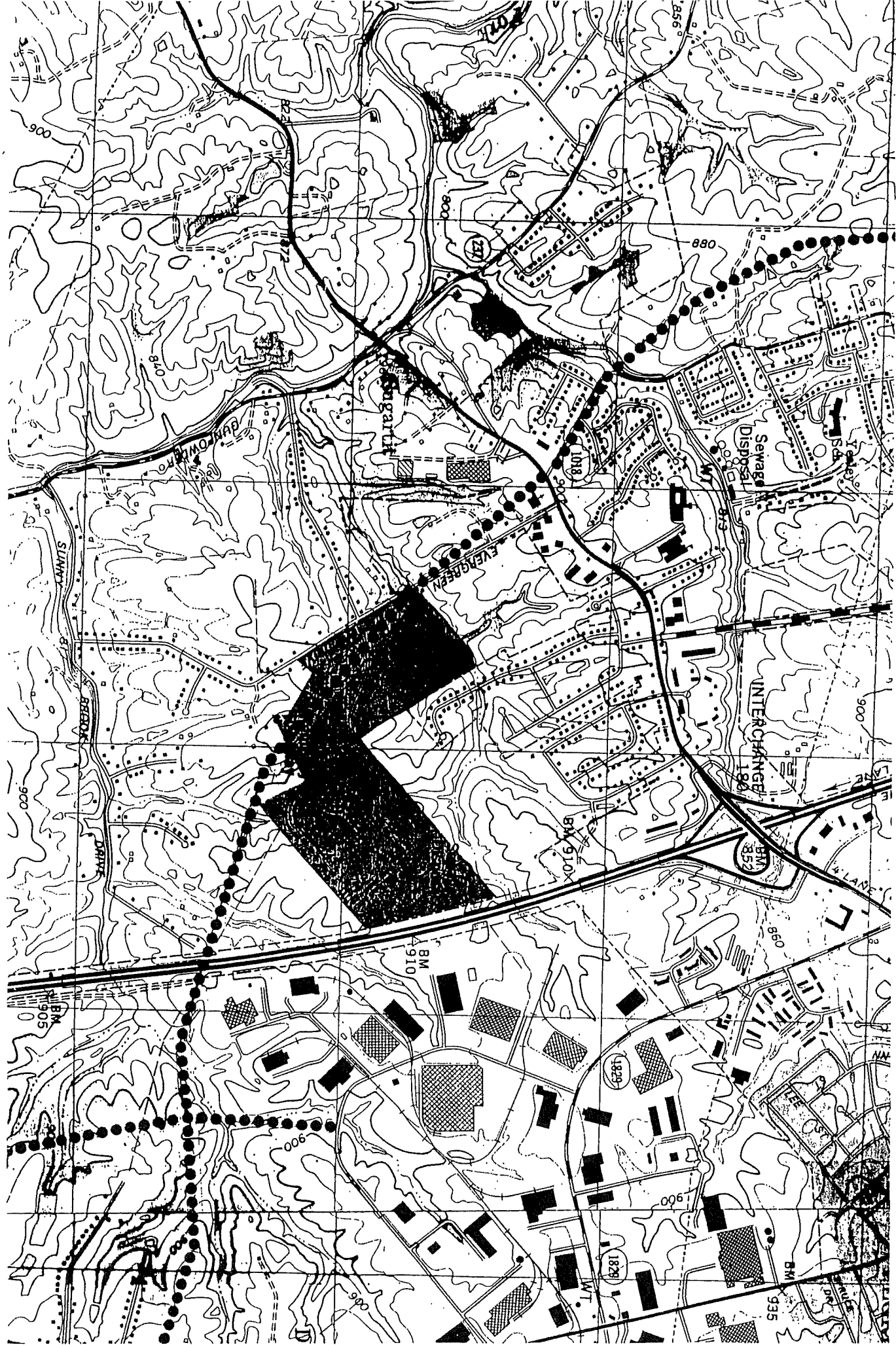
In conclusion, the Planning Commission should evaluate this request based upon the Comprehensive Plan, existing land uses and the criteria for granting a zone change. If the Planning Commission and the Boone County Fiscal Court approve this request, the Zoning Map, Zoning Text, and Land Use Map would need to be changed.



Kevin P. Costello  
Asst. Director/Sr. Planner

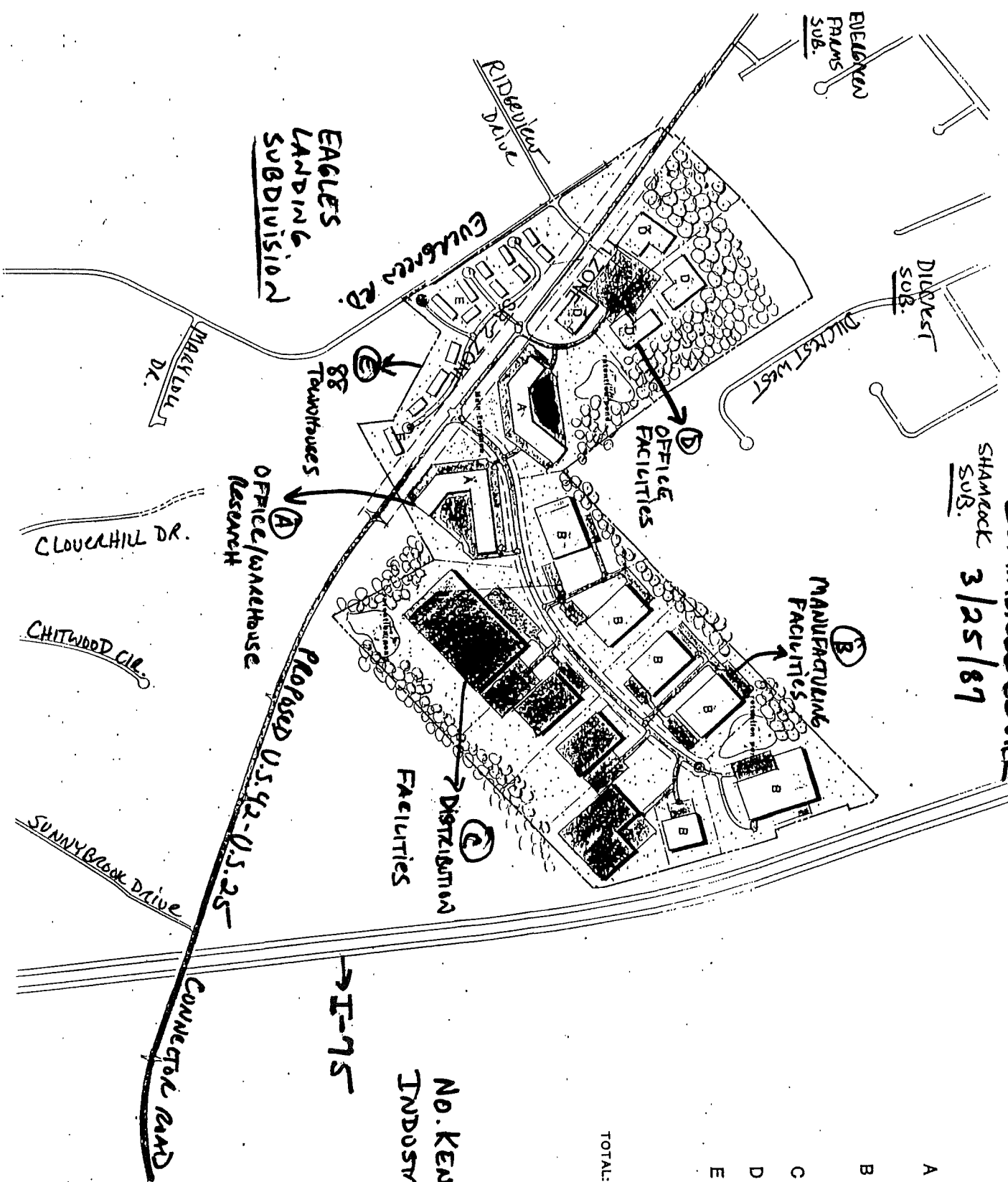
KPC/jdh





# KENTUCKY RACEWAY COMMERCE CENTER

SHAROCK  
SUB. 3/25/87



### LEGEND

- A. OFFICE/WAREHOUSE RESEARCH FACILITY  
140,000 sq.ft. total.
- B. MANUFACTURING FACILITIES  
400,000 sq.ft.
- C. DISTRIBUTION FACILITIES  
675,000 sq.ft.
- D. OFFICE FACILITIES  
150,000 sq.ft.
- E. RESIDENTIAL  
88 units

TOTAL: 1,365,000 sq.ft.

NO. KENTUCKY  
INDUSTRIAL PARK

I-75

CONCEPT  
DEVELOPMENT  
PLAN



Project Name:	KENTUCKY RACEWAY COMMERCE CENTER.
Client:	
Architect:	
Date:	
Scale:	1" = 200'

Sheet No.:	1
Total Sheets:	1

**GGBN**  
 GIBSON, GIBSON & BROWN, INC.  
 1112 Oldwood Drive, Louisville, Kentucky 40204  
 (502) 452-1111

William D. Hillman  
8100 Burlington Pike  
Suite 443  
Florence, KY 41042  
(606) 283-0040

March 4, 1987

ATTN: KEVIN COSTELLO  
ASST. DIRECTOR/  
SENIOR PLANNING

Boone County Planning Commission  
Planner/Plans Examiner  
P.O. Box 697  
2950 Washington Street  
Burlington, KY 41005

Dear Mr. Costello:

The proposed zone change, requested by this submission, should complement the comprehensive plan currently being adopted by the Boone County Planning and Zoning Commission.

We ask that the Planning Commission consider the following social, economic and physical aspects of this sites character.

A. Social

- \* This site, Bordered by Interstate 71-75 and the new limited access highway is visually, accoustically and socially impaired for residential use.

B. Economic

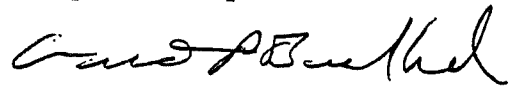
- \* Increase tax revenues to county
- \* Low demand for county services
- \* Favorable impact on school district
- \* Creation of jobs
- \* Utilizes existing infrastructure
- \* Water, 8" and 12" main
- \* Sewer, 12" main
- \* Gas, 4" high pressure main
- \* Represents highest and best land use
- \* Low life cycle cost to county
- \* Nearby new US 42 Fire Station
- \* Enhances surrounding land values

C. Physical

- \* Utilizes design intent of new intra county limited access highway
- \* Provides transition to neighboring residential areas
- \* Facilitates natural desirablility for N.K.I.P. type growth
- \* Addresses shortage or similar space
- \* Opportunity for quality industrial image
- \* Retains wooded glens and valleys

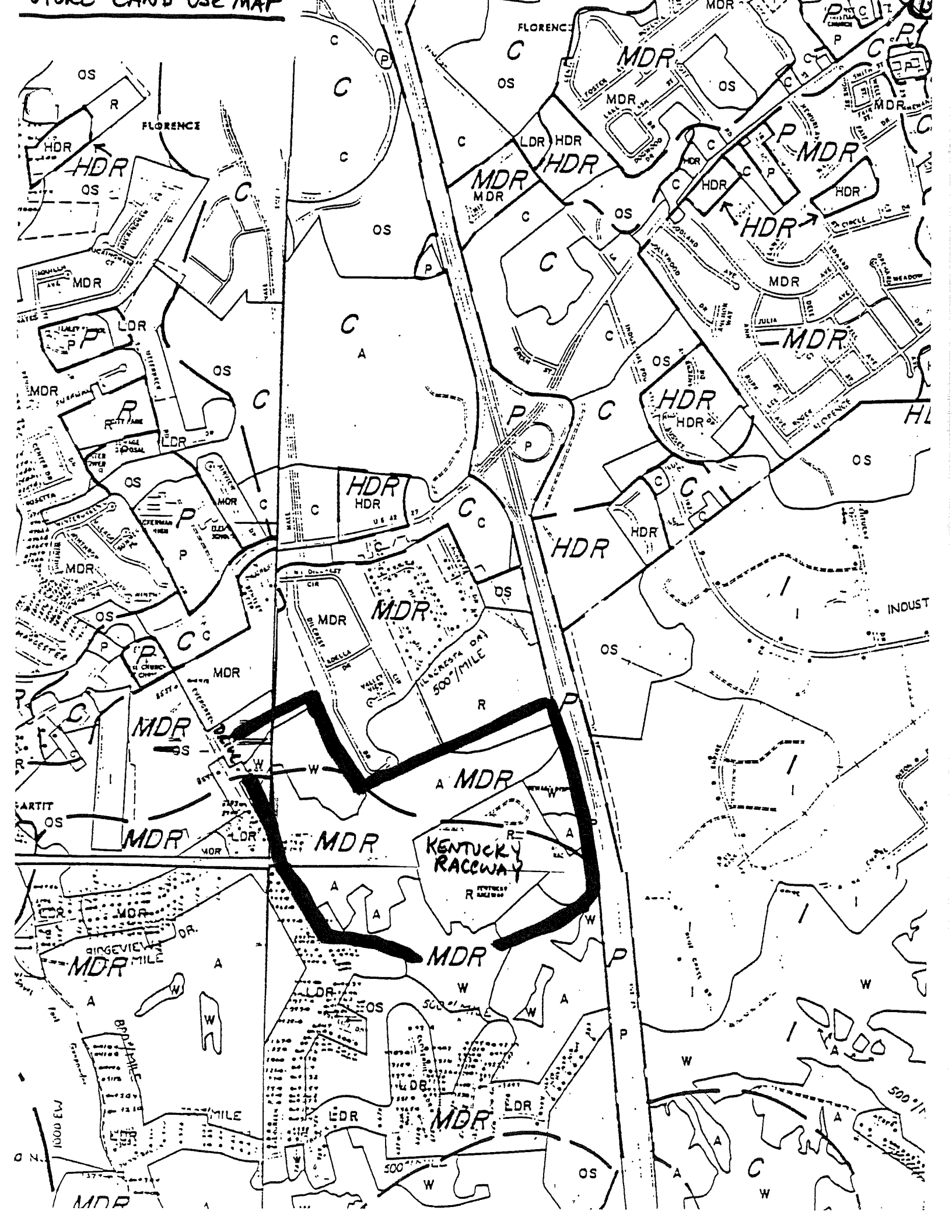
Both myself, our professional representatives, the current land owners and other interested parties have reviewed this zone change submission and encourage your favorable consideration of the issues presented herein. On balance, this concept plan represents a more appropriate use of the subject property than the designated residential land use as called for in the Comprehensive Land Use Plan.

Respectfully Submitted,



Garret P. Brodhead

STORE CANNED USE MAP



# Litton

## Industrial Automation Systems

Automated Systems  
2200 Litton Lane  
P. O. Box 179  
Hebron, Kentucky  
41048-0179  
606 334-2600

RECEIVED  
MAR 23 1987

March 19, 1987

Boone County Planning Commission  
Boone County Administration Building  
P.O. Box 697 - 2950 Washington Square  
Burlington, Kentucky 41005

Attn: PAUL E. KROGER, CHAIRMAN

Ref: Zoning Map Amendment  
requested by Hillman and Brodhead


Dear Mr. Kroger:

I will be unable to attend the March 25th Public Hearing on the rezoning of the Banklick Corporation property which adjoins my residence at 206 West Dilcrest, although my wife will be in attendance.

However, we wish to respectfully request the Commission consider denying the change to Industrial and consider any change in keeping with an extension of the present residential zoning in the area.

Residents of the community are familiar with the islands of industrial development in other areas and the undesirable effect on the community appearance and traffic patterns created by this.

Sincerely,

  
George E. Hauss  
President

GEH/ec667/bsh

cc: Don Davis

(13)

Industrial Use - 1  
The purpose of the industrial one district is to consolidate those types of small to medium scale transportation, warehouse, light manufacturing and related service uses which are based in low rise structures and/or land extensive facilities and which require and thereby share a common need for direct accessibility to regional transportation systems. 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 will be organized to provide employment opportunities for community and regional labor markets. Districts will be located on suitable lands accessible from expressways and/or arterials.

Section 1031

Principally Permitted Uses

The following uses are permitted unless any listed uses involves:

a) the storage of explosives or fireworks, gas, or petroleum; b) bag cleaning; c) blast furnaces, cupolas, rolling mills, coke ovens, forging, foundring, refining or smelting; d) creosote treatment; e) distillation of bones, coal or wood; f) enameling, jaoanning or lacquering; g) radium or radioactive elements; h) crushing or other reduction or waterproofing; and (i) the storage of chemicals.

Permitted are the wholesale manufacture, distribution and assembly of:

1. 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 of any tanning, curing or storage of rawhides or skins;
2. Textile mill products except primary manufacture of dyes, fibers, felt, rubber goods;
3. Apparel and other finished products made from fabrics, leather and similar materials except primary manufacture of rubber;
4. Fabricated wood products including containers, building components, structural members, but excluding the primary manufacture of wood or wood products;
5. Furniture and fixtures;
6. Paper products including envelopes, bags, boxes and containers, but excluding the primary manufacture of pulp, paper, paperboard or paper products;
7. Printing industries;
8. Pharmaceutical preparations, perfumes, cosmetics and other toiletry preparations;
9. Soaps and other detergents;
10. Fabrication of metal products except firearms and accessories, large scale machinery, and transportation vehicles;
11. Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks;
12. Electric and electronic equipment;
13. 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.

Also permitted are:

14. Wholesale trade of automobile accessories and parts;
15. Wholesale trade of drugs, drug proprietaries and sundries;
16. Wholesale trade of dry goods and apparel;
17. Wholesale trade of groceries and related products in enclosed facilities except animals or raw farm materials or products;
18. Wholesale trade of electrical and electronic parts;
19. Wholesale trade of hardware, plumbing, heating, equipment and supplies;
20. Wholesale trade of small machinery, equipment and supplies except transportation or farm vehicles;
21. Other wholesale trade except non-containerized or bulk raw metals and minerals, petroleum products, scrap and waste materials;
22. Laundering, dry cleaning and dyeing services including rugs, linen supply and industrial laundry services;
23. Window cleaning, disinfecting, exterminating and other dwelling and building services;
24. Refrigerated, household goods (mini-warehouses) and other general refrigerated warehousing and storage;
25. Research, development and testing services;
26. Detective and protective services;

- 27. Photofinishing and other photographic laboratories;
- 28. Electrical repair and armature rewinding services;
- 29. Reupholstery and furniture repairing and refinishing services;
- 30. Scientific research services and laboratories;
- 31. Building construction, general contractor, plumbing, heating, air conditioning, painting, paper handling, decorating, electrical, masonry, stonework, tile setting, plastering, carpentering, wood flooring, roofing and sheetmetal, water-well drilling, septic and other special construction trade offices, supply, storage and related activities;
- 32. Postal services;
- 33. Agricultural contract sorting, grading and packaging services of fruits and vegetables;
- 34. Motor freight terminals, public warehousing, freight garaging and equipment maintenance;
- 35. Freight forwarding, packing and crating services;
- 36. Blueprinting and photocopying services, stenographic services and other duplicating, mailing and delivering services;
- 37. Equipment rental and leasing services including automobiles and trucks;
- 38. Wholesale trade of containerized paints, varnishes, chemicals and allied products.
- 39. Manufacture of plastic products but not the primary manufacture of plastics.
- 40. Welding shops for the repair of industrial machinery and heavy equipment.
- 41. Truck stops.

Section 1032

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. Play lots or tot lots, playfields or athletic fields, recreation centers, gymnasiums, clubs and other athletic uses and structures;
  - f. Swimming beaches and swimming pools;
  - g. Picnicking, hiking areas, exercise trails and other recreational uses;
  - h. General, leisure, ornamental and other parks, spaces, trails, bikeway systems and similar uses;
- 2. The administration management, stenographic reproductions, research, sales (including industrial 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 marshalling trackage and freight terminals;
- 4. Marine freight terminals;
- 5. Employment services;
- 6. Directional and incidental signage (See Article 19);
- 7. Parking (See Article 18);
- 8. Temporary buildings incidental to construction only;
- 9. Outside storage of equipment and materials subject to appropriate screening as approved by the Zoning Administrator.

Section 1033

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 involving 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, foundring, 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; and (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 service stations;
6. Eating and drinking establishments including alcoholic beverages and entertainment;
7. Banking and credit union services (including drive-thru facilities);
8. Labor unions and similar labor associations;
9. Nursery and child care centers;
10. All principally permitted uses of an Office Two (O-2) district.

Section 1034

Intensity

The maximum intensity of all uses in an industrial one district shall not exceed 25,000 square feet of gross floor area per acre.

Section 1035

Minimum Size

The minimum size and extent of an industrial one district, including all the contiguous private property so designated, shall not be less than five (5) acres.

Section 1036

Minimum Standards

All permitted, accessory and conditional uses, buildings and structures in this district are subject to the following:

1. The supplemental, parking and loading, signage regulations of this ordinance.
2. Any resolution or order of Boone County, City ordinance, law of the Commonwealth of Kentucky or law of the United States regulating nuisances and environment.

EXHIBIT "A"

Notice is hereby given that the Boone County Planning Commission will hold a Public Hearing regarding a Zoning Map Amendment request by William Hillman and Garret Brodhead for certain real estate owned by Banklick Corporation. The map amendment request is for a change from the present zoning district of Recreation (R) to Industrial One (I-1) and Suburban Residential Two (SR-2). The Public Hearing is to be held the 25th day of March 1987, at 8:00 p.m., prevailing time, in the third floor auditorium of the Boone County Administration Building, Burlington, Kentucky.

The real estate for which the Zoning Map Amendment is requested is more particularly described as follows:

Such property being described as property lying and being in the County of Boone, Commonwealth of Kentucky, and bounded thus:

All that certain tract of land lying and being on the Northeast side of Tanner Road approximately 1 mile SE of its intersection with U.S. Highway 42 in the County of Boone, State of Kentucky, being more particularly described as follows

GROUP 2048

BEGINNING at a point in the center line of said Tanner Road at an iron pin 542.0 feet northwest of a corner with A.W. Fullerton, Jr.; thence N47 degrees 45' E 289.2' to a point; thence S 60 degrees 01' E 561.7' to a point; thence S 5 degrees 04' E 186.9' to a point in the A.W. Fullerton, Jr. line; thence with the said Fullerton line N 62 degrees 35' E 864.5' to a point 6' Southeast of a 24" diameter sugar tree; thence S 26 degrees 55' E 642.6' to a point and corner post in the old Dorsey line, now the W.G. Hudson line; thence with Hudson line N 48 degrees 34' E 2801.6' to a point and corner post in the Monohan line; thence with the said Monohan line N 41 degrees 56' W 1469.2' to a corner with R.P. Coleman; thence with the said Coleman line S 48 degrees 39' W. 2513.7' to a corner post of the Southwest line of Coleman; thence with said Coleman line N 35 degrees 31' W 662.0' to the West line of Frank Dills; thence with the Dills line N 31 degrees 23' W 988.9' to a corner post of Dills and Kirby Marshall; thence with the Marshall line S 66 degrees 08' W 224.3'; thence S 52 degrees 32' W 453.2'; thence S 46 degrees 54' W 594.4' to a point in the center of Tanner Road; thence with the center line of said Tanner Road S 31 degrees 34' E 736.4' to a point; thence continuing with the center line of Tanner Road S 31 degrees 08' E 507.2'; thence continuing with the center line of said Tanner Road S 33 degrees 13' E 484.3' to the place of BEGINNING, containing 153.7 acres, more or less.

Being the same tract or parcel of land conveyed to Kentucky Harness Racing Association, Inc., by deed of Ned Turner and wife dated July 1, 1955, and of record in the Office of the Clerk of the Boone County Court in Deed Book 119 at page 61, LESS and except the following: Parcel No. 35. All that part of said tract or tracts which lies within a distance of 150' on each side of the center line of the proposed highway between the southeast property line at approximate station 659 + 50 and the Northeast property line at approximate station 675 + 80.

Also, the following parcels of land lying immediately adjacent to the first described parcel, on the left (West) side, to the width, and between the stations shown below:

Parcel	From	To	Width
(a)	670+00	674+50	50 feet
(b)	674+50	NE/Prop. Line	20 feet

Parcel #35 Z. All that part of said tract or tracts described as follows; BEGINNING at a point, said point being 150' right and opposite approximate station 669+88 on center line of said proposed public road; thence running in a southeasterly direction 665' more or less along property line of party of the first part and Edward S. Monohan, to a point, said point being party of the first part's most easterly corner; thence running in a southwesterly direction along property line of the party of the first part and William Hudson 365' more or less, to a point 150' right and opposite approximate station 661+37 on center line of said proposed public road, said point also being in the east right of way line; thence along said right of way line 751', more or less, to the point of BEGINNING.

Also excepted from the 153.7 acres is as is described in EXHIBIT "A" below:

105+00.00, thence with the Control of Access and Right of Way line N 50° 38' 53" W, 700.00 feet to a point 75.00 feet left of U.S. 25 U.S. 42 Connector station 112+00.00; thence with the Control of Access and Right of Way line N 44° 56' 15" 150.75 feet to a point 60.00 feet left of U.S. 25 U.S. 42 Connector station 113+50.00; thence with the Control of Access and Right of Way line N 49° 49' 47" W, 350.05 feet to a point 55.00 feet left of U.S. 25 U.S. 42 Connector station 117+00.00; thence with the Control of Access and Right of Way line N 58° 37' 04" W, 252.44 feet to a point 90.00 feet left of U.S. 25 U.S. 42 Connector station 119+50.00; thence with the Control of Access and Right of Way line N 49° 00' 41" W, 175.07 feet to a point 85.00 feet left of U.S. 25 U.S. 42 Connector station 121+25.00; thence with the Control of Access and Right of Way line N 46° 33' 45" W, 350.89 feet to a point 60.00 feet left of U.S. 25 U.S. 42 Connector station 124+75.00; thence with the Control of Access and Right of Way line N 73° 50' 48" W, 77.31 feet to a point in Existing Right of Way of Evergreen Drive 90.45 feet left of U.S. 25 U.S. 42 Connector station 125+46.06; thence with the Existing Right of Way line N 31° 43' 51" W, 114.21 feet to a point 53.43 feet left of U.S. 25 U.S. 42 Connector station 126+54.10; thence with the Existing Right of Way line N 31° 07' 36" W, 126.77 feet to a point in the West Property line 11.06 feet left of U.S. 25 U.S. 42 Connector station 127+73.58; thence with the West Property line and crossing centerline at Sta. 127+72.18, N 46° 34' 29" E, 157.19 feet to a point Control of Access and Right of Way line 144.88 feet right of U.S. 25 U.S. 42 Connector station 127+53.82; thence with the Control of Access and Right of Way line S 45° 27' 53" E, 54.04 feet to a point 140.00 feet right of U.S. 25 U.S. 42 Connector station 127+00.00; thence with the Control of Access and Right of Way line S 32° 12' 47" E, 158.11 feet to a point 90.00 feet right of U.S. 25 U.S. 42 Connector station 125+50.00; thence with the Control of Access and Right of Way line S 44° 56' 15" E, 251.25 feet to a point 65.00 feet right of U.S. 25 U.S. 42 Connector station 123+00.00; thence with the Control of Access and Right of Way line S 54° 27' 44" E, 300.67 feet to a point 85.00 feet right of U.S. 25 U.S. 42 Connector station 120+00.00; thence with the Control of Access and Right of Way line S 49° 22' 30" E, 450.11 feet to a point 75.00 feet right of U.S. 25 U.S. 42 Connector station 115+50.00; thence with the Control of Access and Right of Way line S 52° 17' 05" E, 350.14 feet to a point 85.00 feet right of U.S. 25 U.S. 42 Connector station 112+00.00; thence with the Control of Access and Right of Way line S 49° 49' 47" E, 700.07 feet to a point 75.00 feet right of U.S. 25 U.S. 42 Connector station 105+00.00; thence with the Control of Access and Right of Way line S 51° 41' 23" E, 244.47 feet to a point in the East Property line 79.44 feet right of U.S. 25 U.S. 42 Connector station 102+55.57; thence with the East Property line and crossing centerline at Sta. 102+92.00, S 63° 59' 00" W, 164.37 feet to the point of beginning.

The property described above contains 8.677 acres or 377950 square feet.

ALSO CONVEYED:

BEGINNING at a point in the Control of Access and Right of Way line 90.00 feet left of U.S. 25 U.S. 42 Connector station 119+50.00; thence with the Proposed Right of Way line S 57° 22' 41" W, 200.64 feet to a point in the Existing Right of Way of Evergreen Drive 280.79 feet left of U.S. 25 U.S. 42 Connector station 120+12.09; thence with the Existing Right of Way line N 30° 08' 19" W, 160.27 feet to a point in the Proposed Right of Way line 224.55 feet left of U.S. 25 U.S. 42 Connector station 121+62.17; thence with the Proposed Right of Way line N 54° 16' 00" E, 144.42 feet to a point in the Control of Access and Right of Way line 85.00 feet left of U.S. 25 U.S. 42 Connector station 121+25.00; thence with the Control of Access and Right of Way line S 49° 00' 41" E, 175.07 feet to the point of beginning.

The property described above contains .651 acres or 28367 square feet.

A plat of the conveyed premises is attached hereto. BEING a part of the same property conveyed to Grantor herein by Deed recorded in Deed Book 324, Page 52 of the Boone County Clerk's records at Burlington, Kentucky.

This legal description given above has been supplied by the applicant for this application and represents a part of or the complete tract as recorded in DEED BOOK 324, PAGE 56 less DEED BOOK 355, PAGE 33, of the Boone County Clerk's office. This Public Hearing is to serve as a due process, trial type hearing where all persons may be heard regarding this map amendment.

The Boone County Comprehensive Plan, including its Land Use Plan Map, will be reviewed to determine whether the map amendment, if approved, would be consistent with the Comprehensive Plan. If such a map amendment would be inconsistent with the Comprehensive Plan then any changes to the Comprehensive Plan

EXHIBIT "B"

BOONE COUNTY PLANNING COMMISSION

March 25, 1987

PUBLIC HEARINGS

Mr. Paul Kroger, Chairman, called the meeting to order at 8 P.M. and introduced the first item on the agenda:

1. Applicant: Mr. William D. Hillman and Mr. Garret P. Brodhead for Banklick Corporation (owner).  
Request: Zoning Map Amendment

This was a Public Hearing on an application submitted by Mr. William D. Hillman and Mr. Garret P. Brodhead in behalf of Banklick Corporation, owner. It is a request for a Zoning Map Amendment changing a 132-acre site located west of I-75 and east of Evergreen Drive, Boone County, Kentucky (currently the Kentucky Raceway property) from Recreational (R) and Suburban Residential One (SR-1) to Industrial One (I-1) and Suburban Residential Two (SR-2).

Staff member, Kevin Costello, summarized the Staff's findings regarding this request. He presented slides indicating Residential land use to the north, south and west of the site; and Industrial land use to the east. The Boone County Comprehensive Plan, 1986 Future Land Use Map, indicates development of this site as Medium Density Residential. I-75 serves as a significant manmade buffer from the existing Northern Kentucky Industrial Park. Mr. Costello noted the transportation improvements planned by the State and indicated that the proposed US 42/US 25 Connector Road will subdivide the site. He noted the access of the site on a diagram and indicated the need for proper turning lanes and possibly a traffic signal at the main entrance. Mr. Costello presented the Concept Development Plan which indicated the applicant's plans for Office, Distribution, Manufacturing, and Office/Warehouse Research Facilities totalling 1,365,000 square feet in the Industrial One Zone; and Townhouses consisting of 88 units in the Suburban Residential Two Zone. Mr. Costello noted the utilities available for the site. He indicated that adequate screening would need to be provided to protect existing and planned residential uses of adjacent areas. Mr. Costello noted that the scale of this proposed development may severely disrupt the pattern of residential development in the area.

At this time, the Chairman asked the applicant for his comments.

Mr. Garret Brodhead introduced his partner, Mr. Bill Hillman, and gave a brief summary of his business and personal life. He commented on the utilities at the site, indicating the location of an 8" and a 12" water main. Mr. Brodhead noted the location of a new road under construction and stated that it will provide a boundary for this type of land use. He indicated that approximately three companies per year would locate in the site and it will take five to seven years to complete the Industrial Park. They anticipate the creation of 780 jobs at a capital cost of \$51,380,000. He stated that this type of development has been proven to increase property values in surrounding areas. He stated that the front of the commercial buildings will face the highway and that the residential portion of the development will also be attractive. Mr. Brodhead added that the request is substantially in compliance with the Comprehensive Plan.

Mr. Jack Gartner, representing Gartner, Burdick, Bauer-Nilsen, architects, indicated the location of existing and proposed roadways in the area on a drawing. He stated that the new roadway will adequately serve the traffic generated by the development. He stated that the project will be phased, allowing the traffic to flow in a normal pattern. He commented on the topography, noting that the site is mostly level, and that slopes will not be used for building purposes. He indicated the natural vegetation and drainage of the site on a drawing. Mr. Gartner commented on the grading, as well as additional planting and buffering which would be done. He noted the location of two retention ponds on the site. He noted the location of the proposed parking area and the loading/unloading facilities. Mr. Gartner stated that the proposed development is a reasonable and natural extension of the Industrial Park on the other side of the roadway.

Mr. Jerry Dusing, an attorney representing Adams, Brooking, Stepler, Woltermann and Dusing, introduced Mr. Bill Hillman (a partner in the project) and Bill "Doc" Hudson and Mabel Hudson (owners of a triangular piece of property between the proposed development and I-75). Mr. Dusing stated that he is in favor of the project and believes that the proposed project is ideal for this site. He commented on the new roadways proposed for the area and noted that completion dates have changed. He stated that the new roadways represent a physical fact that has changed from the basic assumptions of the Comprehensive Plan. He commented on the traffic in the area and stated that a change to Industrial One zoning will generate less traffic than the current Recreational zoning. He added that the proposed development is an ideal extension of the existing Industrial Park.

At this time, the Chairman opened the discussion to the floor. He asked if there was anyone present who wished to speak in favor of the application. There being no one present in behalf of the application, he asked those who wished to speak in opposition to the request, or who had questions, for their comments.

Mr. Earl Litton, representing the residents of Eagles Landing, gave the Chairman a letter which he had written to the Commission opposing this request. He read the letter which indicated concerns regarding traffic, noise, flammable and hazardous materials, offensive odors, utility problems, inadequate police personnel, and inadequate classrooms available. He requested the application be denied.

Mr. Jim Gray, a resident of Eagles Landing, stated that he favors economic development -- but, this proposed zone change will not benefit the citizens of Boone County. He indicated that there are other sites available which are more suitable for this project. He commented on the traffic in the area and noted his concerns for safety.

Mr. Ed Hanson, a resident of Eagles Landing, stated that he is a plant controller for a distribution center in the Northern Kentucky Industrial Park. He stated that the new road will be a two-lane road and that there will be 18-wheelers using it and creating smoke and fumes, as well as a safety hazard to the children in the area. He suggested that the project be located elsewhere.

Mr. John McNab, a resident of Evergreen Farm Subdivision, stated that he moved to Florence for the shopping and restaurants. He stated that this project will decrease his property value. He added that the area is a growing residential community and that there is no reason to open the area up to commercial development.

Mr. Bill Pointer, a resident of Dilcrest Subdivision, stated that the people who live in the area chose the area because they did not want to live near industry. He wants the area kept for residential use only.

Mr. Jim Collins, Councilman, City of Florence, stated that he was present at the request of a number of residents who are concerned about the proposed zone change. He requested that the Comprehensive Plan be used in the manner it was intended at a time when there was no pressure.

Mr. Jerry Martin, a resident of Dilcrest Subdivision, stated that he does not believe this development will increase property values. He stated that he would have bought a home elsewhere if he had known there were going to be factories in the area. He asked if the zoning could be changed again in two or three years, possibly being changed to heavy industrial use. The Chairman advised him that an application for another zone change could be made and would have to be considered at that time.

Mr. and Mrs. David Elmore each stated that they disagreed with the topographical map as presented and believe the slopes to be greater than indicated.

Mr. Jack Gartner replied that the aerial photographs were taken by a commercial photographer and the maps were prepared by the county. He stated that both are believed to be accurate.

Mr. Mike Weber, a resident of the area, asked if there was a way to stop 18-wheelers from using Evergreen Drive and other residential streets. He noted his concerns for the safety of children at play.

Mr. Gartner stated that a sign indicating "No Thru Truck Traffic" could be erected.

Mrs. Juanita Gray also expressed concerns regarding truck traffic on residential streets.

Mr. Gartner indicated on a map the routes which truck traffic might use and noted that they are phasing the development in an effort to control traffic.

There being no further comments from the floor, the Chairman asked the Commission members if they had any questions or comments.

In response to questions from Mr. Viox, Mr. Gartner stated that the townhouses will be three-stories high. It has not been determined whether they will be sold or rented. Water from both the county and the city of Florence is available. They will be served by the city of Florence fire district. Annexation has been discussed.

Mr. Viox also asked what the total percentage is of recreational land that would be lost due to this development. Counselor Wilson noted this figure could be determined and an answer provided for Mr. Viox.

Mr. David Hils asked if there were plans at this time to widen US 42. Mr. Costello advised him that there are plans to upgrade the roadway, but the timetable is not known at this time. The Chairman stated that the widening of the road will begin this summer.

Mr. Ray Geier indicating his concerns regarding the traffic which would be generated by this development and his concern for the safety of school children.

Mr. Jim Huffman, a resident of Dilcrest Drive, asked if there were any restrictions concerning the hours of the day that business could be conducted at this site. Mr. Costello stated that the Zoning Regulations do not limit the number of hours of operation.

The Chairman stated that he had received a letter from Mr. George Hauss who was unable to attend the Public Hearing. Mr. Hauss requested that this application be denied and noted his concerns regarding the affect of this development on the community. Mr. Hauss' letter will be filed in the Staff Office.

The Chairman stated that he expects action will be taken on this request at the April 1, 1987 meeting of the Boone County Planning Commission. This meeting will begin at 8 P.M.. He suggested that a representative from each neighborhood contact the Commission Office to see if this request has been placed on the agenda.

Hearing no further questions or comments, the Chairman closed this Public Hearing.

BOONE COUNTY PLANNING COMMISSION

BUSINESS MEETING

April 15, 1987

8:00 P.M.

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Mr. Paul Kroger, Chairman, called the meeting to order.

COMMISSION MEMBERS PRESENT:

Mr. Larry Barnett  
Mr. Fred Burch  
Mr. Lawrence Collins  
Mr. Donald Davis  
Mr. Melvin DeLong  
Mr. R. N. Greene  
Mr. Rector Jones  
Mr. Paul Kroger, Chairman  
Mr. Don McMillian  
Mr. Barry Neltner  
Mrs. Carol Smith  
Mr. William Viox

COMMISSION MEMBERS NOT PRESENT:

Mr. Michael Hemmer  
Mr. David Martin, Vice Chairman

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

The Chairman noted that each member had received a copy of the Minutes of the Meeting of April 1, 1987 and asked if there were any comments or corrections. There were three corrections to Page 12 - i.e., Paragraph 1, Line 1 - delete "Mr. Davis" and insert "Mr. Neltner"; Paragraph 2, Line 1 - delete "Mr. Neltner" and insert "Mr. Davis"; Paragraph 10, Line 3 - delete "Mr. Martin" and insert "Mr. McMillian".

Mr. McMillian moved, seconded by Mr. Davis, that the Minutes be approved as corrected. The motion carried unanimously.

CORRESPONDENCE:

The Chairman noted receipt of correspondence from The Northern Kentucky Area Development District, which will be on file at the Staff Office.

Mr. Jones stated that the Committee had not been aware of this development and asked if the application could be deferred for two weeks.

In response to questions from the Chairman, both Mr. Poston and Mr. Newton indicated that action should be taken this evening.

Mr. William Viox moved, seconded by Mr. DeLong, that the application be approved (joint access through Motels of America) as recommended by the Committee.

The Chairman asked Mr. Poston if he was agreeable to the conditions contained in the Committee Report.

Mr. Poston stated that he was not in agreement with Condition #1 which denied a separate curb cut.

Counselor Wilson discussed the legal considerations involved when the applicant is not agreeable to the conditions imposed. Based on his comments, Mr. Viox withdrew his motion; Mr. DeLong withdrew the second to the motion.

Mr. William Viox moved that the application be denied on the basis that the applicant does not agree with the Committee Report and, therefore, does not agree with the Parkway Corridor Study or the previously approved Site Plan. He indicated that the City Council of Florence should be notified by resolution. Mrs. Smith seconded the motion and it carried unanimously.

## 2. Zoning Map Amendment

A request of William D. Hillman/Garret P. Brodhead (applicants) for Banklick Corporation (owner) for a Zoning Map Amendment for a 132-acre site (currently the Kentucky Raceway property) located west of I-75 and east of Evergreen Drive in Boone County, Kentucky. The request is to rezone the site from Recreational (R) and Suburban Residential One (SR-1) to Industrial One (I-1) and Suburban Residential Two (SR-2).

Mr. Gerald Newton, Director, read the Committee Report which recommended denial based on the findings of fact (see Committee Report).

The Chairman asked the applicant if he wished to comment on the Committee Report.

Mr. Garret Brodhead indicated his disagreement with the Committee Report. He noted how the area had grown over the past thirty years and that property values had not decreased. Mr. Brodhead stated that they had learned since the last Public Hearing that should this application be approved, the site will be annexed to the City of Florence. He indicated that there is nothing in the Comprehensive Plan against Commercial, Industrial and Residential land uses being together as long as proper design principles are applied. Mr.

Brodhead stated that they have submitted to the Staff a list of the economic, social, and physical changes that have occurred in the area. In summary, Mr. Brodhead stated that the proposed development is in compliance with the Comprehensive Plan and meets the Goals and Objectives of Industrial Placement in the Land Use Plan. He stated the proposed development also complies with the Transportation Section. Mr. Brodhead introduced Mr. Dennis Eaton, Vice President of Midwest Communications -- a company that would like to locate at the site under discussion.

Mr. Eaton stated that Midwest Communications was interested in locating at this site and noted the difficulties they had incurred in finding an appropriate site in Northern Kentucky. He noted their growth plans for the coming years and stated that in 1986 they were the "Exporter of the Year".

Mr. Jerry Dusing, an attorney, stated that he had listened to the Committee Report and also the discussion at the Public Hearing. He noted that he had heard nothing negative -- except for the location. He stated that the County needs the type of economic development this project represents and that a denial of this application is counter-productive.

The Chairman asked if there were any further comments from the applicant. There being no response, he asked the Commission members for their comments.

Mr. Larry Barnett stated that the site is surrounded by residential development and noted the availability of commercial and industrial sites in the county. Mr. Barnett stated that he would prefer to see multi-family development at the site, as opposed to industrial development.

Mr. Barnett moved that the application be denied and that appropriate resolution be sent to the Fiscal Court. Mr. Greene seconded the motion.

The Chairman asked if there were any further comments from the applicant, the public, or the Commission members.

Mr. Dusing noted the comments made by Mr. Barnett and stated that the site is not surrounded by residential development. In response to remarks made by Mr. Barnett, he stated that there had been no reference to either the purchase price or the sale price of this site. He indicated that he would not comment on the figures, but they were not "cheap".

Mr. David Elmore, 8381 Tamarack Drive, stated that he had done a statistical analysis of population growth and residential development in Boone County. He also noted the availability of industrial land.

The Chairman asked for a vote on the motion made by Mr. Barnett. The Commission members indicated their unanimous consent and the motion carried.

The Chairman stated that the action of the Planning Commission this evening is not final. He noted that a recommendation to deny the application would be sent to the Boone County Fiscal Court for their consideration and action.

BOONE COUNTY PLANNING COMMISSION

BOONE COUNTY ADMINISTRATION BUILDING

P.O. BOX 697 — 2950 WASHINGTON SQUARE

BURLINGTON, KENTUCKY 41005

334-2196

MR. P. E. KROGER  
CHAIRMAN  
MR. DAVID MARTIN  
VICE CHAIRMAN  
MRS. CAROL SMITH  
SECRETARY-TREASURER

MR. GERALD A. NEWTON  
DIRECTOR  
MR. D. T. WILSON  
ATTORNEY

May 6, 1987

Honorable Bruce Ferguson  
Judge/Executive  
Boone County Administration Building  
Burlington, Kentucky 41005

Dear Judge Ferguson:

This letter is written to advise you of the action taken by the Boone County Planning Commission in regard to the request of William D. Hillman/Garret P. Brodhead (applicants) for Banklick Corporation (owner) for a Zoning Map Amendment for a 132 acre site (currently the Kentucky Raceway property) located west of I-75 and east of Evergreen Drive in Boone County, Kentucky. The request is to rezone the site from Recreational (R) and Suburban Residential One (SR-1) to Industrial One (I-1) and Suburban Residential Two (SR-2).

At their meeting of April 15, 1987, the Boone County Planning Commission voted unanimously to recommend denial by Resolution R-19-87 for this zone change request.

This action was taken upon hearing the recommendations of the Committee and based on the findings of fact attached to the enclosed Resolution.

The approved minutes of the March 25th Public Hearing, along with the pertinent information regarding this request are enclosed.

If you need any further information, please do not hesitate to call the Planning Commission's office.

I remain,

Sincerely yours,



David W. Martin  
Vice-Chairman

DWM/jdh

Enclosures

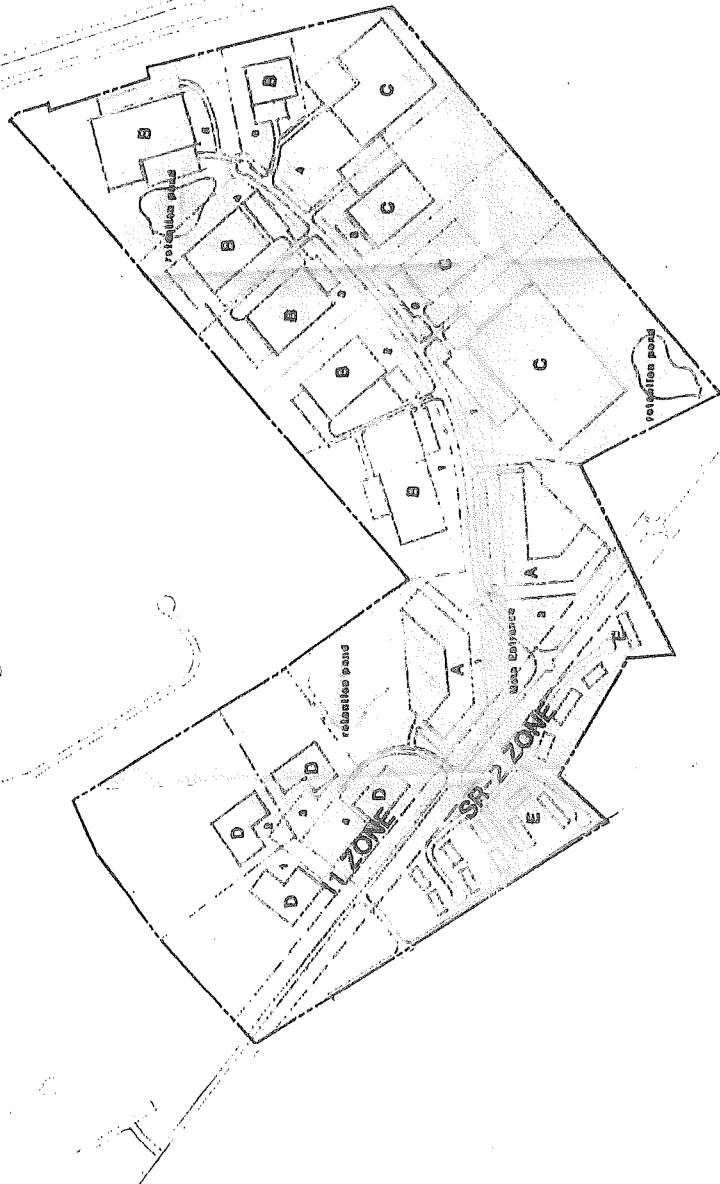
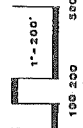


**LEGEND**

- A OFFICE/WAREHOUSE RESEARCH FACILITY**  
140,000 sq.ft. total
- B MANUFACTURING FACILITIES**  
400,000 sq.ft.
- C DISTRIBUTION FACILITIES**  
675,000 sq.ft.
- D OFFICE FACILITIES**  
150,000 sq.ft.
- E RESIDENTIAL**  
88 units

**TOTAL: 1,365,000 sq.ft.**

**CONCEPT DEVELOPMENT PLAN**



NO.	DESCRIPTION	AREA (SQ. FT.)	PERCENTAGE OF TOTAL
1	OFFICE/WAREHOUSE RESEARCH FACILITY	140,000	10.3%
2	MANUFACTURING FACILITIES	400,000	29.3%
3	DISTRIBUTION FACILITIES	675,000	49.4%
4	OFFICE FACILITIES	150,000	11.0%
5	RESIDENTIAL	88 units	0.6%
<b>TOTAL</b>		<b>1,365,000</b>	<b>100.0%</b>

R-19-87

Withdrawn 6/16/87 at request of applicant

RESOLUTION 01-05-27

A RESOLUTION OF THE BOONE COUNTY FISCAL COURT CONFIRMING DENIAL OF A ZONING MAP AMENDMENT TO THE BOONE COUNTY, KENTUCKY, ZONING MAP, BEING A ZONE CHANGE FROM RECREATION (R) AND SUBURBAN RESIDENTIAL ONE (SR-1) TO INDUSTRIAL ONE (I-1) AND SUBURBAN RESIDENTIAL TWO (SR-2) FOR PROPERTY LOCATED WEST OF I-75 AND EAST OF EVERGREEN DRIVE, BOONE COUNTY, KENTUCKY, VIA PLANNING & ZONING RESOLUTION NO. (R-19-87).

WHEREAS, the Boone County Planning Commission received a request for approval of a map amendment for a zone change from Recreation (R) and Suburban Residential One (SR-2) for property located west of I-75 and east of Evergreen Drive, Boone County, Kentucky, which is more particularly described below, and

WHEREAS, the Boone County Planning Commission has conducted a Public Hearing serving as a due process trial-type hearing and made findings recommending denial of the zone change request.

NOW, THEREFORE, BE IT RESOLVED BY THE BOONE COUNTY FISCAL COURT AS FOLLOWS:

SECTION I

That the zone change for the real estate which is more particularly described below shall be and is hereby recommended for denial, this map amendment being a zone change from Recreation (R) and Suburban Residential Two (SR-2) for property located west of I-75 and east of Evergreen Drive, Boone County, Kentucky. The real estate which is the subject of this zone change request is more particularly described in attached "Exhibit A."

SECTION II

That as a basis for the recommendation of denial of the zone change request is the findings of fact of the Boone County Planning Commission as set forth in its minutes and official records for this change request shall be and are hereby incorporated by reference as if fully set out in this Resolution and marked as "Exhibit B."

That this Resolution has been introduced, seconded and given approval on this the \_\_\_\_\_ day of \_\_\_\_\_, 1987, and on same occasion signed in open session by the County Judge/Executive attested under seal by the Boone County fiscal Court Clerk.

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Bruce S. Ferguson  
County Judge/Executive

ATTEST:

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Jerry Rouse  
County Clerk

SUBMITTED BY:

---

Larry Crigler  
County Attorney

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Date Published