

STAFF REPORT

#6

REQUEST OF GBBN ARCHITECTS (APPLICANT) FOR TRP ASSOCIATES (OWNER)
FOR A ZONING MAP AMENDMENT AND FOR A CHANGE IN CONCEPT DEVELOPMENT PLAN
AT HOUSTON ROAD AND THOROUGHbred BOULEVARD, FLORENCE, KENTUCKY

FEBRUARY 22, 1989

This report reviews two related requests of GBBN Architects for TRP Associates (owner) on a ±106 acre site located at Houston Road and Thoroughbred Boulevard, Florence, Kentucky. GBBN is requesting a Zoning Map Amendment on an approximately 6.7 acre portion of the overall 106 acre site. The request is to rezone this area from Industrial One / Planned Development (I-1/PD) to Commercial Two / Planned Development (C-2/PD) in order to allow additional retail development to what is currently approved on the site. GBBN is also requesting a revision to a previously approved Concept Development Plan on the overall 106 acre site to allow a different mixture of land uses within the I-1/PD and C-2/PD zones.

CHRONOLOGICAL HISTORY OF THE SITE

1. The 106 acre site currently contains two phases of approved Concept Development Plans. Phase One was a request for Utilization of the Underlying I-1/PD and C-2/PD zones for a 69.57 acre portion of the site originally within Boone County. This request was primarily comprised of an office / research and industrial development and was approved by the Planning Commission September 3, 1986. This Phase One plan indicated future plans for commercial and office development along Houston Road, later known as Phase Two.
2. From August of 1986 to July of 1987, the Houston-Donaldson Study was drafted and approved by the Planning Commission. Approval of the Study by the City of Florence did not occur until April 26, 1988. The drafting of the Study incorporated the approved Phase One Concept Development Plan and GBBN's suggested future plans for Phase Two into its land use and infrastructure analysis. GBBN's intent at that time was to focus the commercial development at the Houston Road / Thoroughbred Boulevard intersection with the major portion of the site being an office and industrial development. This was consistent with the Houston-Donaldson Study's objective of promoting an employment district along Houston Road.
3. In July of 1987, Phase One was annexed to the City of Florence and a zoning map amendment for Phase Two in the City was approved. The Phase Two request changed a 12 acre area from I-1/PD to C-2/PD to allow 200,000 square feet of retail space with restaurant and office / campus uses. This plan located Spiral Drive halfway between Thoroughbred Boulevard and Woodspoint Drive, consistent with the Houston-Donaldson Study.
4. Throughout late 1987 and into 1988, several Preliminary Development Plan, Improvement Plan, and Site Plan approvals permitted construction on the site, including PriceSavers.

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5. The City of Florence approved the Houston-Donaldson Study on April 26, 1988.
 6. In May of 1988, TRP proposed changes to the approved Phase Two Concept Development Plan to accommodate an 80,000 square foot Wal-Mart store south of the PriceSavers and to eliminate one restaurant. The Technical Committee, with several conditions agreed to by TRP Associates, considered these changes to be minor, and that they would not require a formal Change in Concept Development Plan application.

The predominant reason that the Technical Committee considered the proposed changes to be minor at that time was that there was little in the public record or shown on the previously approved Phase II Concept Development Plan on which to consider the changes major. To help alleviate the impacts of the larger 80,000 square foot retail store, the conditions on the Committee's findings included the following:

- a) the extension of the canopy along the entire front of the retail, and matching architecture for the Wal-Mart;
 - b) Wal-Mart would not be allowed building signs reading "Discount City" and "We sell for less";
 - c) the land area where the one restaurant is removed would be 50-60 percent landscaping;
 - d) road improvements of two full lanes on southbound Houston Road;
 - e) any changes to plans will be subject to the conditions of zoning approval.
7. In February of 1989, the current request was made to increase the C-2/PD area from a portion of the I-1/PD area in order to allow additional retail along Houston Road and to make conceptual changes to the overall development plan.

Reproductions of the Phase One, Phase Two, May 1988 Wal-Mart plan, and the current request are attached to this report. A description of the current request for a Zoning Map Amendment and request for a Change in Concept Development Plan follows.

SURROUNDING LAND USES AND ZONING AND NATURAL FEATURES OF THE SITE

North across Thoroughbred Boulevard is undeveloped property zoned Commercial Two / Planned Development (C-2/PD). To the west is airport property and a small industrial business on Turfway Road zoned Industrial One / Planned Development (I-1/PD). South of the site along Houston Road is undeveloped property zoned Industrial One / Planned Development (I-1/PD). Across Houston Road is a 101 acre

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site zoned Office Two / Commercial Two / Planned Development (O-2/C-2/PD), the former site of Buchanan Development Corporation proposals. Northeast, across Houston Road is the Commonwealth Park development. The site contains the Hilton and Hampton Hotels, and the Cracker Barrel and Applebee's Restaurants. That site is zoned Office Two / Planned Development (O-2/PD).

NATURAL FEATURES OF THE SITE

As stated in the Turfway Study, there are several natural drainage swales or courses in the study area. The ±36 acre site is unique in a sense that most of it lies below, and in some places significantly below, the grade of Houston Road which would require an enormous amount of fill dirt. A natural drainage area is located parallel to Houston Road. Also, this area is heavily wooded and consists of four soil types: Newark silt loam (Nk), Lindside silt loam (Ln), Rossmoyne silt loam (RsC), Jessup silty clay loam (JsD3). Two lakes previously existed on the site prior to the construction of the Turfway Connector.

EXISTING TRANSPORTATION SYSTEM

The site is located at a very important area as related to transportation issues affecting the City of Florence and Boone County. The development is bordered by Houston and Turfway Roads, and abuts the four way intersection that includes Houston Road, Thoroughbred Drive and the I-75 ramps. This area is part of the Houston-Donaldson Study area. Figure 3 locates the property in relation to the surrounding transportation network and the Houston-Donaldson Study boundaries.

GBBN / TRP ASSOCIATES CONCEPT DEVELOPMENT PLAN

The submitted Concept Development Plan proposes both changes in uses and changes in layout to the approved plans for the site. The Zoning Map Amendment request is a result of the proposed Wal-Mart store being proposed to increase from 80,000 square feet to 118,000 square feet and to include an auto repair facility and garden store facility on the south end of the proposed building. One retail outlot is also proposed. The zoning district boundary for the Commercial Two/Planned Development zone is requested to be relocated approximately 300 feet to the south. The location of Spiral Drive would change similarly. The reasons for enlarging the proposed Wal-Mart building are to include a garden supply center and an auto repair center, and to generally increase aisle space and checkout space.

The proposed changes in the Concept Development Plan(s) revolve mainly around market decisions by TRP Associates regarding the types of office and industrial uses proposed. Most notably this includes the reduction of the previously approved office / campus development along Houston Road. The proposed changes also decrease the overall number of restaurants from three (3) to two (2) and the overall square footage of restaurants from 22,000 square feet to 9,000 square feet. TABLE 1 describes the uses and intensities currently approved on the site and proposed on the site.

As stated above, the site currently has a Concept Development Plan on file. The major change in the revised plan as compared to the original as related to transportation are changes to the land use. Land use directly affects transportation as it determines the amount and type of traffic a specific site will generate. The changes to the proposed land uses are listed in TABLE 2, which also shows trip generation estimates. These estimates were based upon the Institute of Transportation Engineers Trip Generation Manual, 4th Edition, and information supplied by the applicant. As indicated by TABLE 2, the amount of traffic generated does not change significantly due to the new land uses.

The shifting of Spiral Drive to the south and the internal design of development are other transportation changes covered in this request. The shifting of Spiral Drive should pose no major problems to the development of Houston Road. The Staff has discussed the proposed location should still be able to be coordinated with the development of the Buchanan property.

The other major change is the use of a driveway planned off of Turfway Road. The original plan and building layout was such that little traffic was intended to use the driveway. The revised plan shows four buildings having access to Turfway Road by way of the driveway. The new design will significantly increase the amount of traffic that will enter and exit the development using this drive. Turfway Drive is only two lanes at this point; vehicles turning into the drive will block traffic traveling west.

A Traffic Impact Analysis (TIA) for this proposed development, was prepared by Pflum, Klausmeier & Gehrum. A TIA is intended to provide a method for determining if the existing roadway network will be able to accommodate any additional traffic that a proposed development would generate. The results of the TIA are inconclusive due to the final draft of the study not being submitted prior to the Public Hearing.

The applicant was asked to address several areas regarding the traffic impact of this development on the surrounding roadway network. Specifically the Staff asked for intersection analysis to be undertaken for the intersections of Turfway Road at Houston Road and at the I-75 ramps. Also, the intersection analysis that were submitted for the intersections of Houston Road at Spiral Drive and Thoroughbred Drive did not use current base year traffic counts and did not reflect the final land uses of this application.

In general, the Staff requested that the proposed development be compared to the transportation improvements recommended by the Houston-Donaldson Study. The applicant has not provided sufficient information to determine the impact of this development given the current traffic situation, or the future as detailed in the Houston-Donaldson Study.

The applicants have agreed to provide the improvements to Houston Road that were a condition of the approved Concept Development Plan. The improvements include the applicant providing for the signalization of Spiral Drive and improvements to Houston Road. A new lane will be constructed up to Spiral Drive, plus right and left turn lanes along the west side of Houston Road. In discussions with the applicant, it was agreed that improvements will also be provided along Turfway Road to insure safe ingress and egress to the proposed driveway.

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RELATIONSHIP TO HOUSTON-DONALDSON STUDY AND BOONE COUNTY COMPREHENSIVE PLAN

The submitted Zoning Map Amendment and Concept Development Plan request is being reviewed in relationship to the Boone County Comprehensive Plan and the detailed comprehensive plan for the area, the Houston-Donaldson Study.

Page L-18 in the 1986 Boone County Comprehensive Plan mentions the significance of the Turfway Interchange.

"The second major growth force is the recently opened Turfway Interchange. This interchange will not only impact development patterns in Florence but also create new development around the race track, hospital, and church retreat area. A mixture of residential and commercial development may occur in the remaining area. A new road should be developed to connect Donaldson and Turfway Roads, in direct alignment with Houston Road. Such a road would open up the area to carefully planned commercial and residential areas while also extending the Hopeful Road connection from U.S. 25 to Donaldson Road. The remaining section of land between Houston Road, Turfway Road and the airport property would be a prime location for a research center similar to the one discussed for the Mineola Interchange."

The Boone County Comprehensive Plan also discusses traffic concerns for this area:

Business Activity Element (page B-14)

"Many problems with the location and arrangement of commercial enterprises have emerged, however, especially along KY 18 and US 42. Along KY 18 and the I-75 / Mall Road / Houston Road area, there are many traffic problems that can be worsened by adding commercial access points."

Land Use Element (page L-15)

"The Mall Road area will continue to grow as a regional shopping area and its spill over onto US 42, KY 18, and Houston Road will be evident, thus, needs to be substantially controlled."

The Access Management Regulations classify Turfway Road and Houston Road as a Class I Collectors, the highest, and most important class of roadways within Boone County. The function of these roadways is to provide service for through traffic, access to adjoining property to be a secondary. Turfway Road and Houston Road are indeed important given their location and the amount of traffic they are to serve now and in the future. The development of this site will also impact several important intersections within the Houston-Donaldson Study area.

In general, the Houston-Donaldson Study recommends an employment district character for the Houston Road Corridor. At the drafting of the Study from August of 1986 to July of 1987, there were development proposals on paper for this 106 acre site. The Phase One TRP Associates Concept Development Plan had

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been approved in September of 1986. That plan encompassed not only the ±70 acre request area for office / research and industrial development, but provided a preliminary idea of TRP Associates plans for the future Phase Two area. This plan was incorporated into the land use analysis of the Houston-Donaldson Study.

In addition to the industrial and office / research development outlined in TABLE 1, the future Phase Two section of the site included the following possible development:

Office / Research	115,000 sq.ft.
Retail	120,000 sq.ft.
Restaurants (2)	10,000 sq.ft.
Office Campus	<u>106,000 sq.ft.</u>
	243,000 sq.ft.

The Study also addresses site characteristics and recommends general guidelines for development of the Houston Road frontage in the Phase Two suggested Land Use section. Page 28 notes the high visibility of the area, but also notes the difficult topography. Page 29 contains the following recommendation:

Because of the corner site's proximity to a major intersection, access is a key issue. Access should be provided through connections to developments planned to the west onto the Turfway Connector and to adjacent developments south along Houston Road. These connections indicate that the commercial development should be oriented mostly to the internal Study Area traffic with limited interstate orientation. The intent is to minimize the number of traffic trips across Houston Road to and from I-75.

The Houston-Donaldson Study discusses the development of property within the Study area as related to transportation issues. Access along Houston Road is to be restricted to designated points spaced approximately 1600 feet apart. Figure 3 shows the location of the access points recommended along Houston Road as determined by the Houston-Donaldson Study.

The Study indicates that the property was to have two access points onto Houston Road. The drive to the north to be designed as right-turn-in, right-turn-out only. The location of the second access point was to be coordinated with development of the Buchanan property, spaced approximately one third of the distance between KY 18 and the I-75 ramps. The resulting intersection to be one of two major, signalized intersections located along Houston Road to serve the surrounding property.

A series of frontage roads was recommended by the Houston-Donaldson Study to serve the property along Houston Road, tying into the signalized intersections. Specifically, the property to the south of this site was to be provided access to Spiral Drive, and hence Houston Road.

The Study further states that commercial uses are appropriate for this site, if they serve the neighboring area. Retail developments should not be regional in nature or large traffic generators due to the location's 'traffic sensitivity'.

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The Specific Development Guidelines section of the Study recommends that any commercial development that occurs at the corner of Houston Road and Thoroughbred Boulevard (Turfway Connector) be subordinate to other uses in the Study Area and not be regional in character. Pages 53 and 54 of the Study contain recommendations on the character of commercial development.

The portion of Zone #7 on the southwest corner of Houston Road and the Turfway Connector should contain commercial development that is consistent with adjacent planned developments. The uses that occur here should serve the Study Area and immediate neighboring areas. Regional commercial establishments or large traffic generators are not recommended here because of the location's traffic sensitivity. The site should contain a multi-tenant commercial center of a compact design that compliments the adjacent developments. Buildings should be clustered and arranged so that smaller buildings and green space are emphasized near the major roadways with larger buildings to the rear. A variety of commercial service and purchase opportunities would better serve the surrounding employment district and attract less destination traffic into the area than would a retail outlet of large floor area. Design review and signage are important considerations at this high visibility location. An emphasis should be placed on creative floor plans versus block buildings to better utilize green space and avoid structures that overpower adjacent development.

Page 54 also contains specific recommendations on commercial uses on the site. To summarize these recommendations, commercial uses are recommended for the Houston Road / Thoroughbred Boulevard intersection area as long as they are part of a clustered development and not oriented to a regional marketing.

Access, Topography, and Vegetation characteristics, and signage for the Houston Road frontage are discussed on page 55. One recommendation of the Houston-Donaldson Study is that major access to the ±106 acre site on Houston Road occur approximately equidistant from Woodspoint Drive and Thoroughbred Boulevard. The submitted plan would locate Spiral Drive approximately 300 feet south of this midpoint.

In summary, the Houston-Donaldson Study strongly recommends against locating regional commercial activity at this location because of:

1. The emphasis on an employment district with supporting commercial development.
2. The importance of the topography and visual impact of the site as supporting a true planned development.
3. The sensitivity of the area to new traffic that would be brought into the Houston and Turfway Road areas by regional commercial development.
4. The impetus that regional commercial development would create for additional similar development along Houston Road.

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5. The immediate traffic impacts that would require immediate major roadway improvements instead of the phasing of both development and improvements over time. Some of these improvements are intersection improvements or road connections such as the Houston Extension which are not adjacent to the site. The immediate impact of a large retail operation would have a profound impact on the level of service at these intersections while the phasing of employment development could allow improvements to be made as needed, not after they are needed.

STAFF CONCERNS

1. The proposed Zoning Map Amendment and associated expansion of commercial usage along Houston Road would significantly alter the future character of the area. Currently, the approved commercial uses, marked by Spiral Drive, constitute approximately one-fourth the distance from Thoroughbred Boulevard to KY 18. The submitted plans indicate that this would extend an additional 300 feet toward KY 18, encompassing 1,800 feet of the total 2,300 feet of TRP Associates frontage on Houston Road. The visual impact of such development would send a glaring signal that Houston Road may develop as a regional commercial area.

The 80,000 square foot Wal-Mart building as amended on the Concept Development Plan was felt by the Committee to generally fit into the overall 106 acre development because it included no further expansion of commercial land area and had no foreseeable adverse impact on adjacent office development. The proposed 118,000 square foot Wal-Mart, however, extends commercial space onto previously approved office development and places potentially unsightly uses of auto repair and garden supply at this end of the commercial development. These uses generally do not interact with office environments and change the image of the main entrance to the office / industrial portion of the Turfway Business Park.

2. The 118,000 square foot Wal-Mart that is proposed constitutes a regional retail operation - not recommended for the site by the Houston-Donaldson Study. Where the previous Phase Two Zoning Map Amendment request was granted, the Study had not been approved and was consulted for infrastructure data only. The impact of a 118,000 square foot Wal-Mart on the traffic patterns of the Houston-Donaldson Study Area would be to attract additional destination traffic into the Study Area as opposed to subordinate commercial uses which would feed off existing traffic or combine trips with employment uses. Specifically, an increase of traffic into the Study Area will further deteriorate conditions at the road system's weak points - the major intersections and Turfway Interchange.
3. The type of regional retail uses proposed would interact very little with the rest of the Turfway Business Park Development. In staff's opinion this is not the mark of a true mixed-use planned development, rather a development with several types of land uses. Staff believes that by shrinking the office development along Houston Road and devoting most of the visible portion of the site to intensive retail development, the original objective of a planned development with interacting uses is lost.

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4. The decreased area of office development south of proposed Spiral Drive offers little opportunity for creative development that incorporates natural topography or vegetation as was possible on the currently approved plan with the office / campus area.
 5. Visual characteristics of the proposed development are very important at this location. The applicant intends to submit architectural and landscape information at the public hearing. All development on the site would have to eventually undergo Design Review and conform to the Special Sign District requirements of the Houston-Donaldson Study.
 6. The staff has several traffic concerns regarding this project. The overall concern is that the ability of the existing roadway system to effectively handle the traffic that will be generated. At present, the level of service the intersections in the Houston-Donaldson Study area are operating at is a concern.

As stated purpose of the Houston-Donaldson Study was to "evaluate potential development in terms of ...traffic... in order to avoid overloading [the] infrastructure." The goals and objectives further addressed the traffic concerns that were a basis for undertaking the study:

GOAL II: "To allow the area to develop with an efficient traffic circulation system and a minimum of congestion.

OBJECTIVES:

- A. To correlate the land use pattern and recommended intensities of development with the opportunities and limitations of traffic system improvements.
- B. To determine the best traffic alternatives in terms of handling both development-related and through-traffic, and in terms of feasibility."

As stated above, the amount of traffic generated by the new land uses will not be significantly increased. There is however concern with the type of traffic this development will generate. The proposed retail uses, in Staff's opinion, are intended to serve a regional trade area. The traffic generated to be regional and not already traveling on Houston Road. The Houston-Donaldson Study recommends that retail development not be regionally oriented, but should serve the surrounding developments. The traffic generated therefore is expected to be comprised of new, additional traffic on the surrounding roadways and intersections.

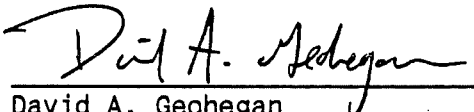
A related traffic concern is the effect this development will have on traffic patterns within the Study Area. The placement of a large retail

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area on the northern end of Houston Road will inevitably increase the number of vehicles traveling to and from the Mall Road area. The Staff is concerned with an increase in the amount of traffic traveling through the intersections along KY 18 to reach Houston Road.

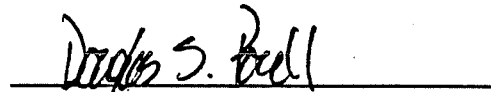
A final transportation concern is the design and location of the driveway onto Turfway Road. The Staff believes that a turn lane should be provided for traffic turning into the development at this point. Further, there is some concern related to site distance at the indicated location. The applicant has agreed to work to resolve the design issues related to this driveway.

CONCLUSION

The Planning Commission needs to review this request in terms of the three criteria outlined in Article 3 of the Boone County Zoning Regulations. This request could have a significant impact on a very important area of development in Boone County. The Commission needs to carefully consider the future character of Houston Road and review the request in light of the Boone County Comprehensive Plan and the Houston-Donaldson Study. Should the request be approved, the Houston-Donaldson Study would need to be adjusted during its update.



David A. Geohegan
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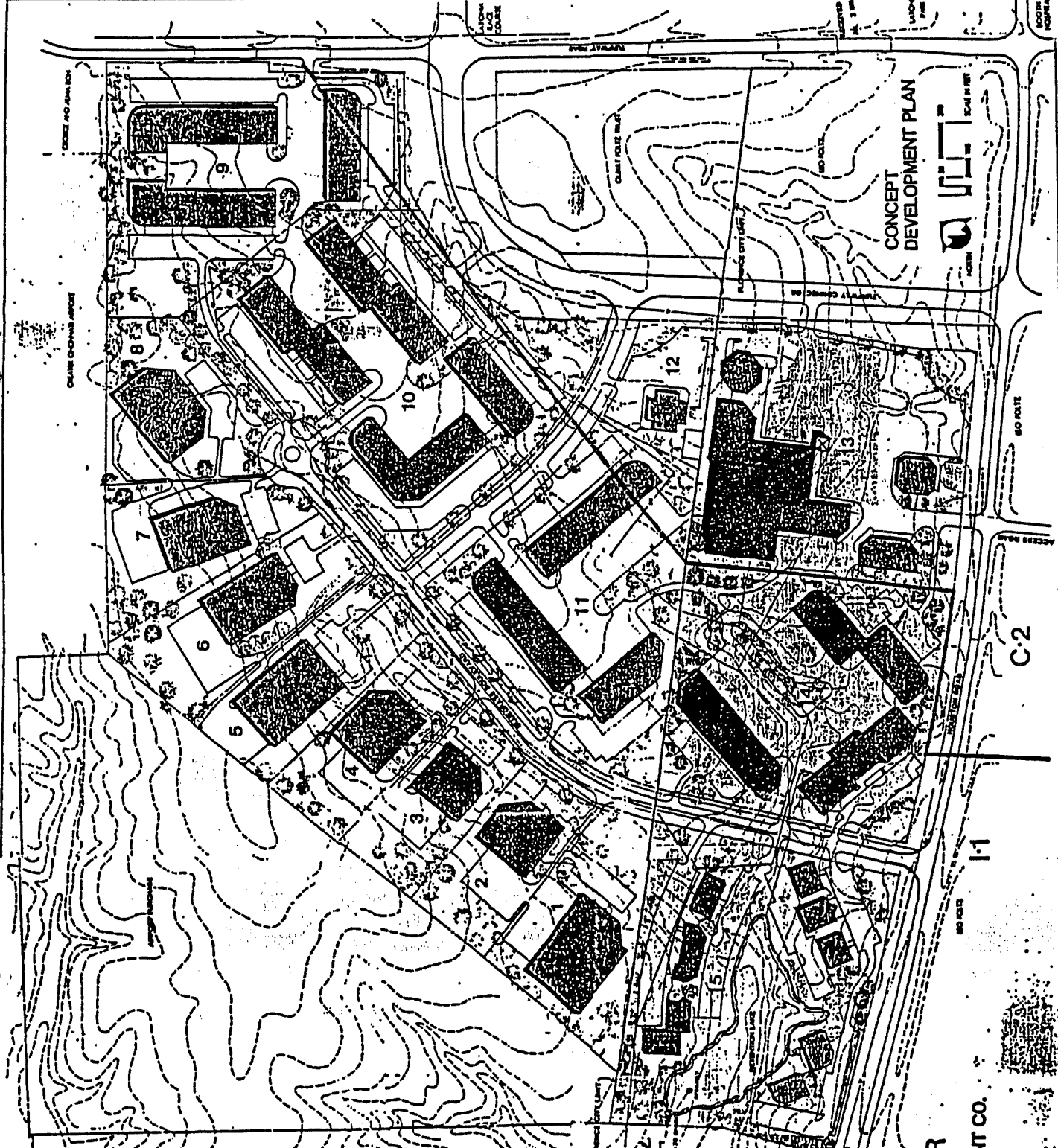


Douglas S. Powell
Transportation Planner

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BLUEGRASS BUSINESS CENTER 8/86 Phase I

BLUEGRASS BUSINESS CENTER
 PAUL HEMMER MANAGEMENT CO.
 TIPTON ASSOCIATES INC.



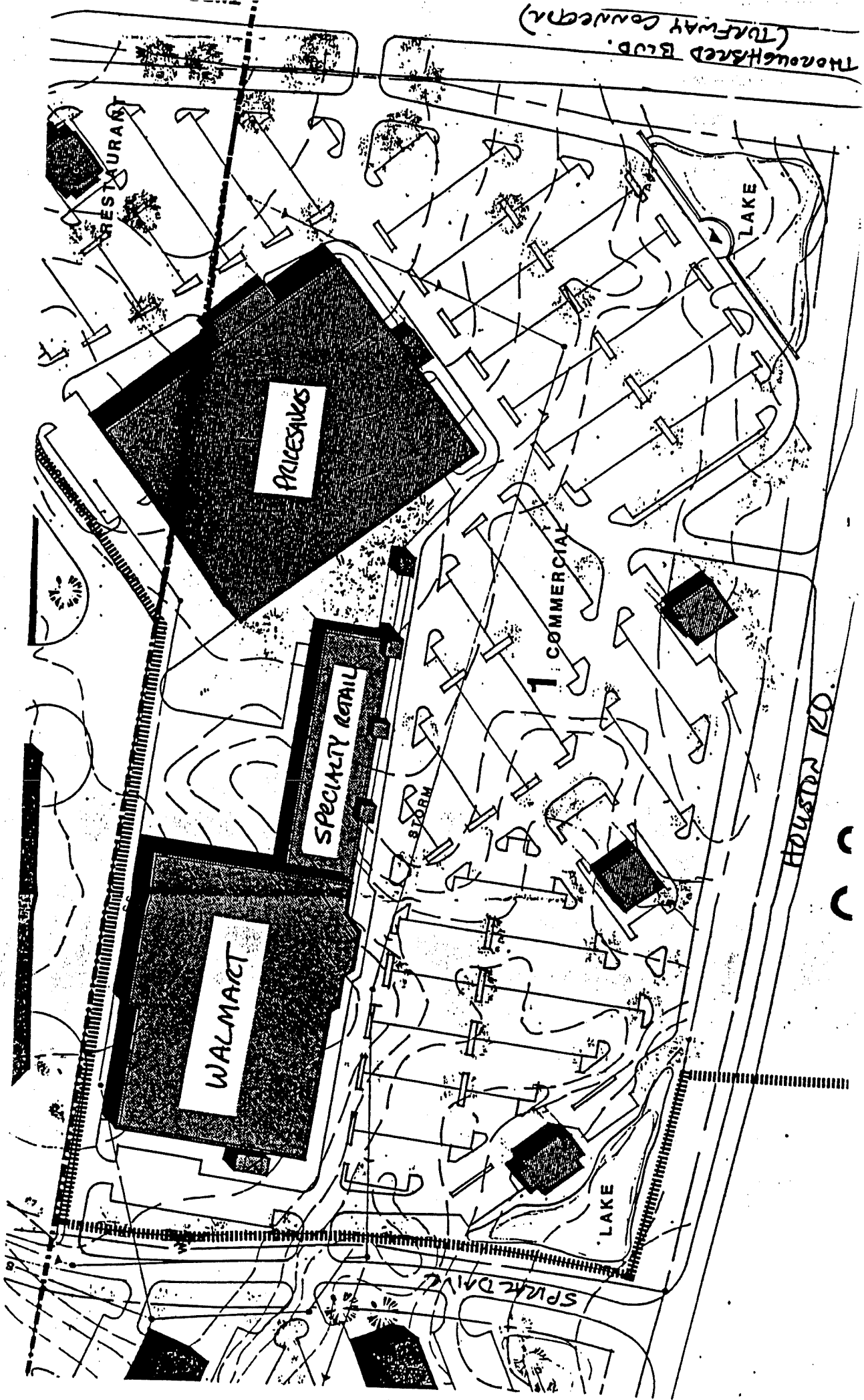
LEGEND:

PHASE ONE - BOONE COUNTY

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1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043
1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055
1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067
1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079
1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091
1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103
1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115
1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127
1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139
1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151
1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163
1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175
1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187
1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199
1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211
1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223
1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235
1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247

PROPOSED CHANGES
4/20/88
WALMART

Reviewed by Technical Committee



T A B L E 1

APPROVED CONCEPT DEVELOPMET PLAN

<u>Retail</u>	
Price Savers	100,800 GSF
Wal-Mart	80,000 GSF
"B" Shops	<u>20,000 GSF</u>
	200,800 GSF
<u>Restaurants</u>	
(3) totaling	22,000 GSF
<u>Employment Uses</u>	
Industrial	475,000 GSF
Office Research	410,000 GSF
Campus Office	<u>102,000 GSF</u>
	987,000 GSF
<u>Total</u>	1,209,800 GSF

CURRENT REQUEST

<u>Retail</u>	
Price Savers	100,800 GSF
Wal-Mart	118,000 GSF
"B" Shops	20,000 GSF
Outlot	<u>6,000 GSF</u>
	251,800 GSF
<u>Restaurants</u>	
(2) totaling	9,000 GSF
<u>Employment Uses</u>	
Industrial	199,000 GSF
Office Research	98,000 GSF
Warehouse/Office	228,000 GSF
Office	<u>160,000 GSF</u>
	685,000 GSF
<u>Total</u>	945,800 GSF

T A B L E 2

TABLE 2

APPROVED CONCEPT DEVELOPMENT PLAN

LAND USE	ADT 24 HOUR	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
[750] OFFICE PARK 102,000 GSF	1,280	205	25	26	172
[760] RESEARCH CENTER 410,000 GSF	2,452	408	40	60	341
[140] MANUFACTURING 475,000 GSF	1,830	224	17	189	167
[815] DISCOUNT STORE * 100,800 GSF	7,475	40	40	320	296
[831] QUALITY RESTAURANT 12,000 GSF	1,124	9	1	53	24
[831] QUALITY RESTAURANT 10,000 GSF	917	8	1	45	20
[815] DISCOUNT STORE * 80,000 GSF	5,933	32	32	254	235
[814] SPECIALTY RETAIL * 20,000 GSF	732	8	8	64	59
	21,743	933	164	1,011	1,314

NEW CONCEPT DEVELOPMENT PLAN

LAND USE	ADT 24 HOUR	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
[710] OFFICE 160,000 GSF	2,540	303	45	56	292
[760] RESEARCH CENTER 98,000 GSF	676	100	10	16	93
[140] MANUFACTURING 199,000 GSF	834	316	24	94	83
[150] WAREHOUSING 228,000 GSF	1,113	90	40	188	167
[815] DISCOUNT STORE * 100,800 GSF	7,475	40	40	320	296
[815] DISCOUNT STORE * 118,000 GSF	8,751	47	47	375	346
[814] SPECIALTY RETAIL * 20,000 GSF	732	8	8	64	59
[831] QUALITY RESTAURANT 9,000 GSF	817	7	1	41	18
[814] SPECIALTY RETAIL * 6,000 GSF	190	2	2	19	18
	23,129	913	217	1,172	1,371

CHANGE IN TRAFFIC GENERATED	ADT 24 HOUR	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
APPROVED	21,743	933	164	1,011	1,314
NEW	23,129	913	217	1,172	1,371
CHANGE	1,386	-20	53	161	57
PERCENT		6% AM PEAK	3% PM PEAK	9%	

FIGURE 2

FIGURE 2

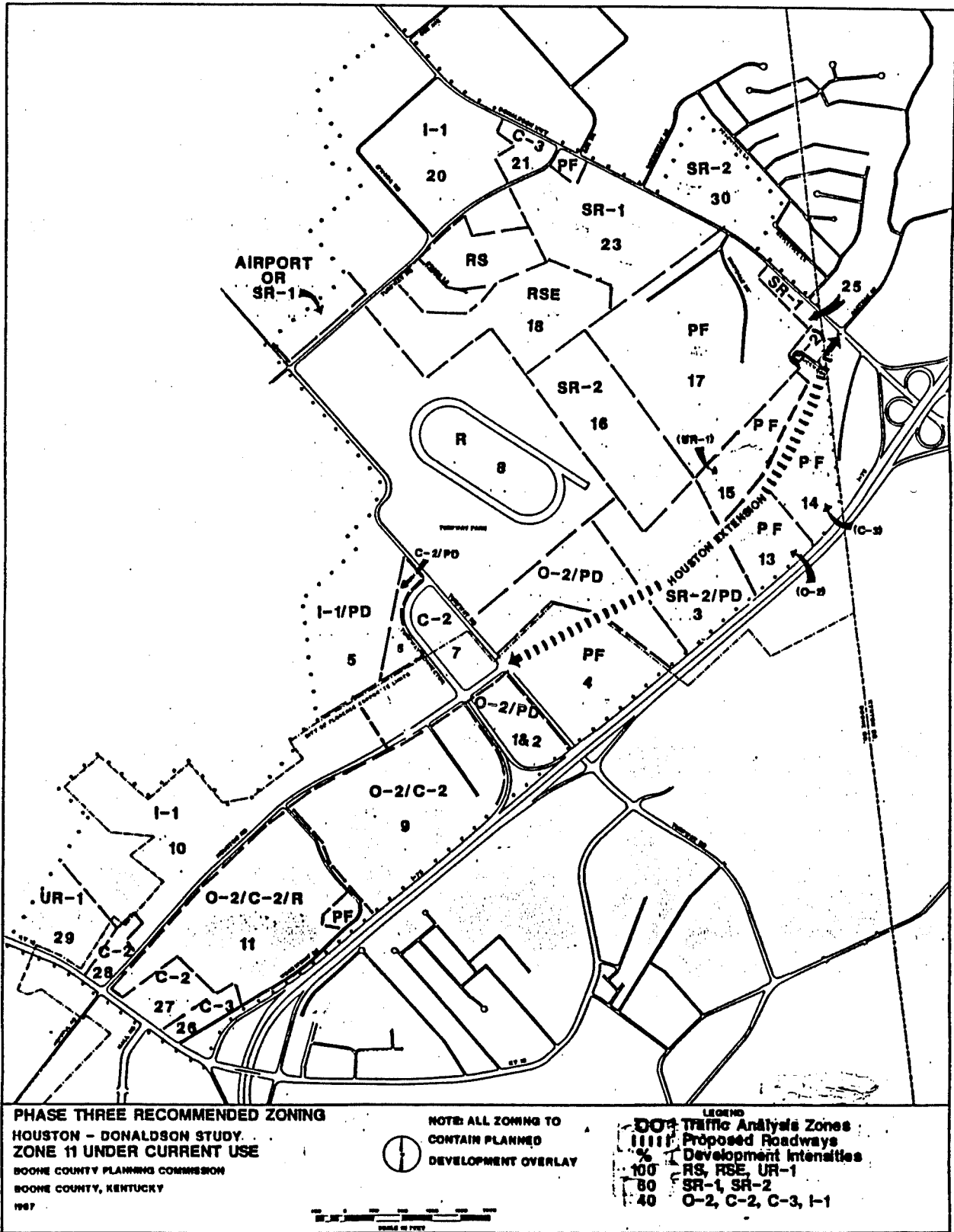
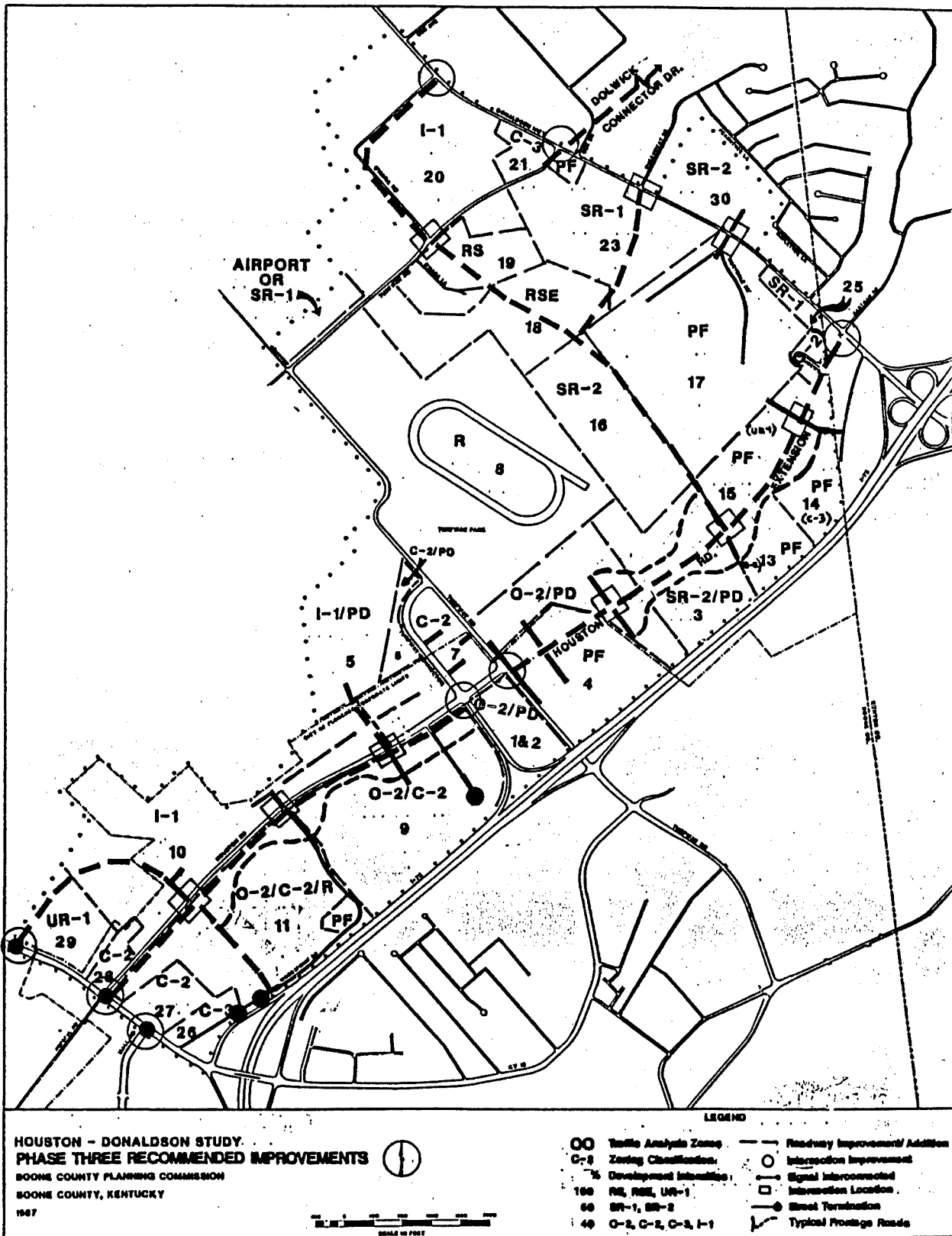


FIGURE 3

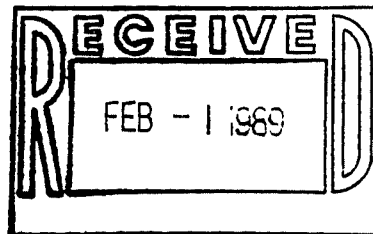
Figure 3



APPLICATION FORM

**CHANGE IN CONCEPT DEVELOPMENT PLAN
OR
THE UTILIZATION OF AN UNDERLYING ZONE IN PLANNED DEVELOPMENT**

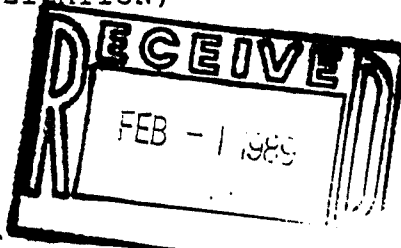
BOONE COUNTY PLANNING COMMISSION
(See Boone County Zoning Regulations)



SECTION A (To be completed by applicant)

1. Check one:
 Change in Concept Dev. Plan
 Utilization of an Underlying Zone in Planned Development
2. Name of Development Turfway Business Park
3. Location of Development Houston Road and Thoroughbred Drive
4. Total Acreage of Site 106
5. Current Zoning I-1/PD and C-2/PD
6. Date of Zone Change or Approved Concept Development Plan (if applicable) May 4, 1987
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) Houston Donaldson Study
8. Proposed Uses (please specify each use)
Turfway Business Park is a mixed use Planned Development which includes Industrial, Office Warehouse, Office Research, Office, Retail and Restaurants
9. Name of Applicant(s) GBBN Architects
Phone Number(s) 606/525-8700 241-8700
10. Address of Applicant(s) 6948 Oakwood Drive
Florence, Kentucky 41042
City State Zip
11. Name of Property Owner(s) TRP Associates
8260 North Creek Drive
Phone Number(s) 513/984-5200
12. Address of Property Owner(s) 8260 North Creek Drive
Cincinnati, Ohio 45236
City State Zip
13. Proposed Building Intensities (please specify)
C-2 = 8,050 sf/ac
I-1 = 10,000 sf/ac
14. Are there any existing buildings on the site? _____
How many? four
15. Deed Book 210 Page No. 473 Group No. _____
16. Have you had a pre-application meeting with BCPC staff? _____

(COMPLETE OTHER SIDE OF APPLICATION)



APPLICATION FORM
CHANGE IN CONCEPT DEVELOPMENT PLAN
THE UTILIZATION OF AN UNDERLYING ZONE IN PLANNED DEVELOPMENT

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

- Boone County Water and Sewer District
- Florence Water and Sewer Commission
- Union Light Heat and Power
- Cincinnati Bell
- Owen County Rural Electric
- Boone County Road Department
- Kentucky Transportation Cabinet
- City of Florence Public Works Department
- City of Walton Public Works Department
- Northern Kentucky Health District
- U.S. Soil Conservation Service
- Local School District
- Local Fire District
- Other: _____

18. Are you also applying for: Change in Concept Development Plan
 Conditional Use Permit
 Dimensional Variance

19. Applicant's Signature(s): Robert E. Gramann, FAIA, GBBN Architects

20. Property Owner's Signature(s): Kenneth Oswald, TRV Associates

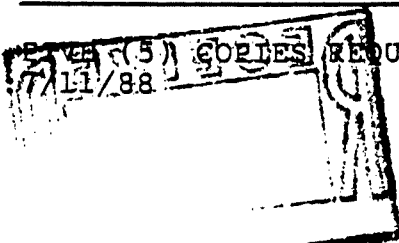
21. Have you submitted a Concept Development Plan? Yes, approved May 4, 1987

SECTION B (To be completed by BCPC Staff)

- 1. Date Received 02-01-89
- 2. Fee Received \$ 545.00 # 1674023
- 3. Check what has been submitted:
 - Application Fee Legal Description
 - Concept Development Addresses of Adjoining
 - Plan Property Owners
- 5 No. of copies of plan received**
- 4. Is application complete? Yes No
- 5. Staff Reviewer David A. Beohagen
- 6. Committee Chairman Fred Burch
- 7. Scheduled Public Hearing Date 2/22/89
- 8. Boone County Planning Commission Action:
 - Approval
 - Approval With Conditions 4/5/89
 - Disapproval
- 9. Other: _____

will deliver to microfilm GBBN

** 5 COPIES REQUIRED
BCPC: 7/11/88



TRAFFIC IMPACT ANALYSIS
TURFWAY BUSINESS PARK
SITE PLAN REVISION

PRELIMINARY

**"FOR
DISCUSSION
ONLY"**



**Pflum,
Klausmeier & Gehrum**
Consultants

- Cincinnati, OH
- Indianapolis, IN
- Ft. Wright, KY
- Louisville, KY
-

TRAFFIC IMPACT ANALYSIS
TURFWAY BUSINESS PARK
SITE PLAN REVISION

Prepared For:

TIPTON ASSOCIATES, INC.
8260 Northcreek Drive
Cincinnati, Ohio

Prepared By:

PFLUM, KLAUSMEIER & GEHRM CONSULTANTS

1885 Dixie Highway
Ft. Wright, Kentucky

21 January 1989

TABLE OF CONTENTS

	Page
Introduction.....	1
Background Information.....	2
Proposed Modifications.....	2
Trip Generation.....	6
Existing Traffic Volumes.....	6
Traffic Impact Analysis.....	9
Conclusions.....	11
Appendix A	

LIST OF TABLES

	Page
Table 1 - Approved Traffic.....	3
Table 2 - Summary of Land Use Revisions.....	5
Table 3 - Forecast Trip Generation.....	7
Table 4 - Existing Traffic Volumes.....	9

LIST OF FIGURES

Figure 1 - Proposed Site Plan Revisions.....	4
Figure 2 - Existing Traffic Volumes.....	8
Figure 3 - Assignment of Traffic Volumes.....	10

TRAFFIC IMPACT ANALYSIS
OF THE
TURFWAY BUSINESS PARK
(SITE PLAN REVISION)
IN
FLORENCE, BOONE COUNTY, KENTUCKY

INTRODUCTION

The purpose of this report is to present the results of a traffic impact analysis of a REVISED SITE DEVELOPMENT PLAN for the Turfway Business Park. The proposed modifications in the overall development plan consist of changes in land use and individual building sizes which will more accurately reflect the current market situation for the project.

The intent of this Study is to demonstrate that the overall effect of the proposed revisions will NOT ADDITIONALLY impact the traffic characteristics in terms of both the level of traffic volumes and resulting levels of service from that previously presented and APPROVED.

This Study also provides an analysis which includes new traffic volume counts on Houston Road in order to reflect any area changes that have taken place since the last traffic analysis was conducted and approved on this project.

BACKGROUND INFORMATION

The previously prepared traffic studies for the Turfway Business Park consisted of a Phase A study dated 4 November 1987 and a subsequent modification and study dated 31 March 1988. Based upon the estimated trip generation information for seven independent ITE/land use classifications contained within these studies, the "Approved Plan" traffic is as follows.

Average Weekday Daily Trips	=	22,644
AM Peak Hour Trips	=	1,866
PM Peak Hour Trips	=	2,176

For comparison purposes, Table 1 summarizes the complete Turfway Business Park Land use/trip generation for the "approved condition".

PROPOSED MODIFICATIONS

The proposed modifications to the land uses and/or site development sizes for the various parcels are illustrated by Figure 1 and summarized in Table 2.

TABLE 1
TURFWAY BUSINESS PARK
APPROVED TRAFFIC
NOVEMBER 1987 + 1988

LAND USE	ITE#	24-HR ADT	AM PEAK		PM PEAK	
			ENTER	EXIT	ENTER	EXIT
OFFICE CAMPUS (102,000 GSF)	[750]	2,106	201	27	34	187
RESEARCH/OFFICE (410,000 GSF)	[760]	2,173	1,025	82	41	369
INDUSTRIAL (475,000 GSF)	[140]	1,833	252	118	185	249
SUBTOTAL		6,162	1,478	227	260	805
PRICE SAVERS (100,800 GSF)	[SPC] PHASE A	7,792	20	10	212	212
RESTAURANT (17,000 GSF) 12,000 GSF	[831] PHASE A	1,273	14	8	47	29
RESTAURANT (10,000 GSF)	[831]	749	9	5	27	17
WAL-MART (80,000 GSF)	[815]	5,692	32	31	254	234
SPEC. RETAIL (24,000 GSF) 20,000 GSF	[814]	976	16	16	38	41
SUBTOTAL RETAIL		16,482	91	70	578	533
TOTAL PROJECT		22,644	1,569	297	838	1,338

Update traffic numbers

Figure 1
Proposed Site Plan Revisions
Turfway Business Park
January 1989

TABLE 2
SUMMARY OF LAND USE DEVELOPMENT
SITE PLAN REVISIONS

PARCEL	USE	SQ.FT.	ACREAGE
1	Industrial	46,000	4.2
2	Industrial	36,000	3.3
3	Industrial	36,000	3.3
4	Industrial	48,500	4.4
5	Industrial	38,500	3.5
7	Industrial	40,000	3.6
6A	Warehouse/Office	37,000	11.5
6B	Warehouse/Office	37,000	
6C	Warehouse/Office	37,000	
6D	Warehouse/Office	37,000	
10G	Warehouse/Office	30,000	5.5
10H	Warehouse/Office	27,000	
8A	Research/Office	25,000	12.5
B	Research/Office	36,000	
C	Research/Office	37,000	
9	Office	40,000	3.6
10D	Office	28,000	7.4
10E	Office	27,500	
10F	Office	24,500	
12	Office	26,500	2.6
11A	Retail	100,800	32.4
11B	Retail	118,000	
11C	Retail	27,000	
11D	Restaurant	5,000	
11E	Restaurant	4,000	
11F	Retail	6,000	
		955,300	97.8



Overall, the major changes purposed by the Plan revision are:

- The addition of a new Warehouse/Office use which results in size reductions to the Industrial, Research/Office and Office uses.
- Increase the space allocated to the Wal-Mart store from 80,000 GSF to 118,000 GSF
- Reduce the amount of use classified for restaurants by two-thirds from 27,000 GSF to 9,000 GSF with only two locations instead of three.
- Modify the office use along Houston Road to reflect the actual engineering/construction conditions in the southwest corner of the project area.

TRIP GENERATION

Trip generation estimates for the proposed Turfway Business Park site plan revision were prepared using the latest edition (4th Edition) of the ITE trip generation manual.* Table 3 summarizes the trip generation estimates for the total proposed/existing project uses in eight specific categories for the daily and peak hour weekday periods.

Comparison of the trips generated by the project as originally approved vs the proposed modifications to the plan shows a slight reduction in trips to occur from the original plan for all time periods analyzed.

EXISTING TRAFFIC VOLUMES

In that the initiation of the Turfway Business Park project occurred in late 1987, a new 24-hour directional machine traffic count was conducted on Houston Road as part of this study analysis. The results of this count are given in Table 4 and Figure 2.

* The trip rate reference for the initial project analysis was the "Third Edition" of the ITE manual.

TABLE 3
FORECAST TRIP GENERATION - PROPOSED SITE REVISIONS

REF. AREA	LAND USE	ITE#	24-HR AWDT	AM PEAK ENTER	AM PEAK EXIT	PM PEAK ENTER	PM PEAK EXIT
INDUSTRIAL [140]							
1	46,000 GSF		165	57	5	18	17
2	36,000 GSF		126	50	4	14	13
3	36,000 GSF		126	50	4	14	13
4	48,500 GSF		175	59	5	19	17
5	38,500 GSF		136	51	5	15	14
7	40,000 GSF		142	52	5	16	14
	<u>245,000 GSF</u>		<u>870</u>	<u>319</u>	<u>28</u>	<u>96</u>	<u>88</u>
RESEARCH/OFFICE [760]							
8 A-C	98,000 GSF		676	100	10	16	93
	<u>98,000 GSF</u>		<u>676</u>	<u>100</u>	<u>10</u>	<u>16</u>	<u>93</u>
WAREHOUSE/OFFICE [150]							
6 A-D	148,000 GSF		722	58	27	85	145
10 G	30,000 GSF		146	12	5	17	30
10 H	27,000 GSF		131	11	5	15	27
	<u>205,000 GSF</u>		<u>999</u>	<u>81</u>	<u>37</u>	<u>117</u>	<u>202</u>
OFFICE [710]							
9	40,000 GSF		493	65	9	11	61
10 D,E,F	80,000 GSF		1,004	133	20	24	125
12	26,500 GSF		329	44	7	8	41
	<u>146,500 GSF</u>		<u>1,826</u>	<u>242</u>	<u>36</u>	<u>43</u>	<u>227</u>
<u>SUBTOTAL I-1 ZONE</u>			<u>4,371</u>	<u>742</u>	<u>111</u>	<u>272</u>	<u>610</u>
11 A	SAM'S WHOLESALE CLUB [SPEC] 100,800 GSF		7,792	20	10	212	212
11 B	WAL-MART [815] 118,000 GSF		8,396	46	46	374	346
11 C	SPEC. RETAIL [814] 27,000 GSF		1,023	18	18	27	31
11 D,E	RESTAURANT [831] 9,000 GSF		855	7	1	40	18
11 F	SPEC. RETAIL [814] 6,000 GSF		189	3	3	5	6
<u>SUBTOTAL C-2 ZONE</u>			<u>18,255</u>	<u>94</u>	<u>78</u>	<u>658</u>	<u>613</u>
TOTAL			22,626	836	189	930	1,223
TOTAL APPROVED PROJECT			22,644	1,569	297	838	1,338
CHANGE FROM APPROVED			(-18)	(-841)		(-23)	

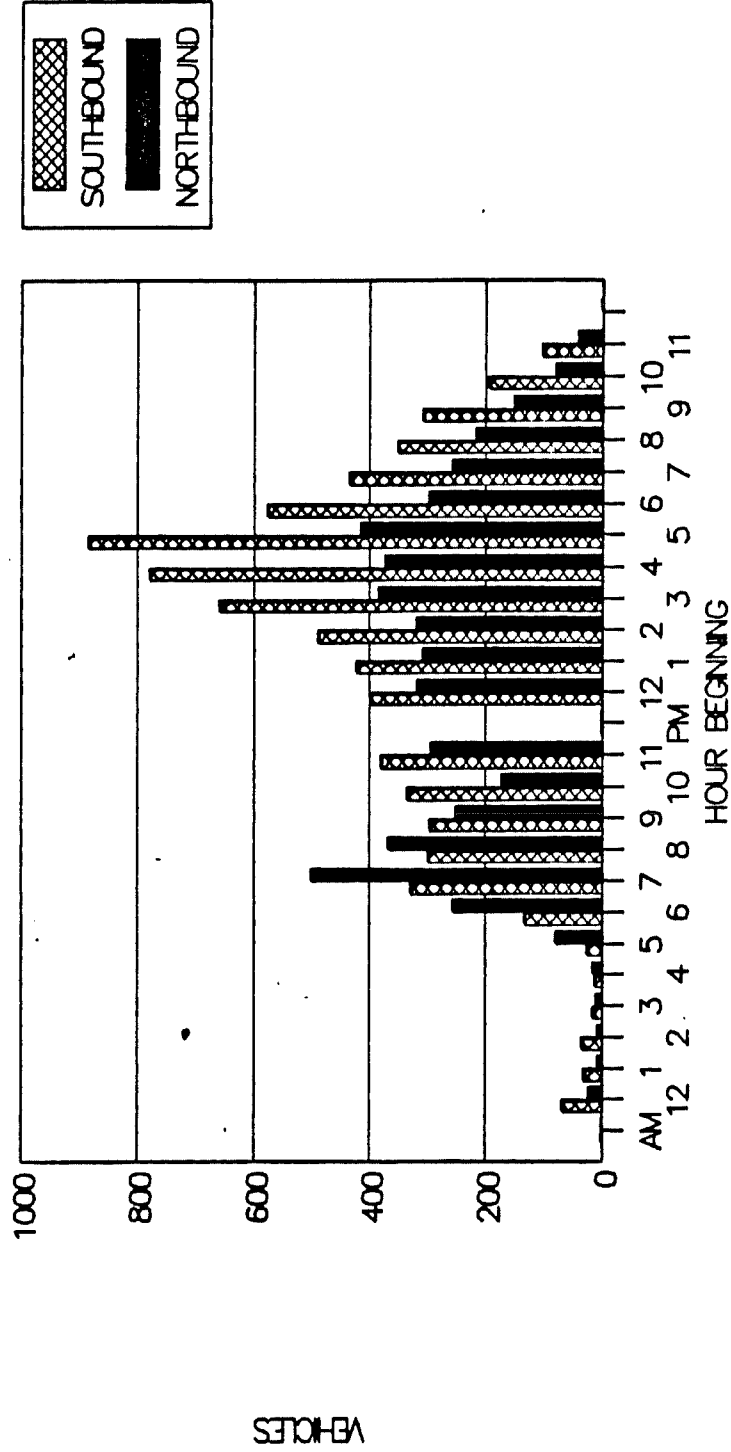
01/20/02

1/20/02

1/20/02

HOUSTON ROAD

North of Woodpoint Dr



- Late 87

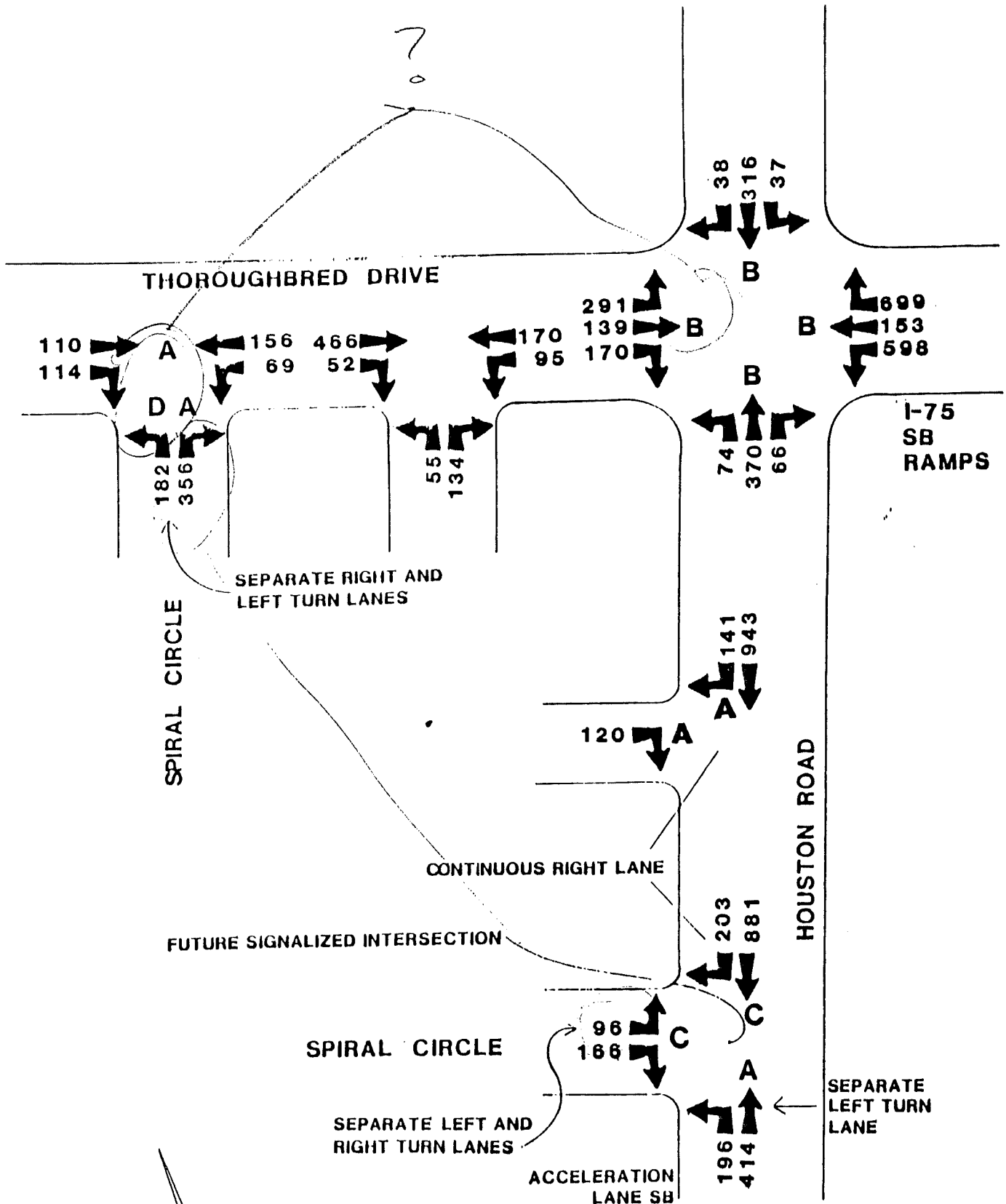
TABLE 4
EXISTING TRAFFIC VOLUMES
HOUSTON ROAD, North of Woodspoint Drive

HOUR BEGINS	SOUTH					NORTH				
	0	15	30	45	HOUR TOTAL	0	15	30	45	HOUR TOTAL
AM										
12	14	26	17	10	67	12	2	6	1	21
1	9	9	5	7	30	4	0	1	2	7
2	9	6	9	8	32	2	3	0	2	7
3	3	3	4	4	14	4	2	2	1	9
4	4	3	2	1	10	3	3	2	6	14
5	4	3	6	11	24	8	16	27	29	80
6	29	22	30	51	132	32	46	90	86	254
7	58	70	90	110	328	95	133	142	130	500
8	79	73	69	76	297	130	105	63	68	366
9	80	69	73	72	294	58	68	72	52	250
10	72	74	72	115	333	46	36	41	49	172
11	89	94	84	111	378	53	75	79	85	292
PM										
12	111	87	106	93	397	87	76	81	73	317
1	83	120	95	123	421	78	74	70	85	307
2	94	129	117	147	487	78	69	86	85	318
3	156	147	172	183	658	113	80	92	97	382
4	181	177	192	227	777	104	67	108	92	371
5	245	241	201	194	881	116	107	90	101	414
<hr/>										
TOTALS	1320	1353	1344	1543	5560	1023	962	1052	1044	4081

TRAFFIC IMPACT ANALYSIS

The forecasted trips for the proposed Turfway Business Park revised plan (Table 3) were assigned to the existing roadway system in the same manner as all prior analysis for this project. In order to assure consistency, NO reductions were made for "pass-by" trips or multi-use functions.

The results of the recent Houston Road traffic count was used as the base roadway traffic volume. The results of the assignment of the forecasted traffic volumes and base volumes are shown on Figure 3.



SCHEMATIC NOT TO SCALE

PM PEAK HOUR (5-6 PM)

LEVEL OF SERVICE = ?

FIGURE 3 TOTAL PROJECT

ASSIGNMENT OF FORECASTED
TRAFFIC VOLUMES PLAN REVISION Jan 89

The proposed site plan revisions to the Turfway Business Park provides for the same ingress/egress conditions on Houston Road as originally defined, however, the location of the Spiral Drive intersection has been shifted an additional approximate 125 feet to the south. A new access point has also been added at Turfway Road, west of Thoroughbred Drive which will serve several area lot developments. Traffic at this location is not specifically delineated on Figure 3, but is forecast as minimal -- having only 114 exit trips and 60 entrance trips during the PM peak hour.

Forecast
300

Using the forecasted volumes shown in Figure 3, each of the proposed Site drive intersections and the adjacent Houston/Thoroughbred intersection were analyzed for the Level of Service (LOS) which would result from the implementation of the proposed plan. The results of the LOS analysis computations are provided in Appendix A and the LOS values are shown on Figure 3.

CONCLUSIONS

In the foregoing analysis, it was assumed that those improvement projects previously delineated for the Turfway Business Park would be part of the overall implementation process. In summary, the major improvements provide for the provision of the Spiral Drive Roadway ingress/egress

with Houston Road; the signalization of this intersection and; right and left turn lane additions along the west side of Houston Road. No operational changes to the previously designed right-in/right-out entrance is required.

The conclusion to be drawn from the preceding review and analysis of the proposed site modifications is that the resultant traffic generated can be adequately and safely accommodated under the total project build-out conditions presented herein.

APPENDIX A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..Spiral Circle/Houston Road

AREA TYPE.....OTHER

ANALYST.....PK&G

DATE.....1/21/89

TIME.....PM Peak Hour

COMMENT.....FORECAST SITE PLAN Jan 89 file:1244PM01.sig

VOLUMES					GEOMETRY				
LT	EB	WB	NB	SB	EB	WB	NB	SB	
	96	0	196	0	12.0	12.0	12.0	12.0	
TH	0	0	414	881	12.0	12.0	12.0	12.0	
RT	166	0	0	203	12.0	12.0	12.0	12.0	
RR	51	0	0	96	12.0	12.0	12.0	12.0	
					12.0	12.0	12.0	12.0	
					12.0	12.0	12.0	12.0	

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.95	0	N	14.5	3
WB	0.00	1.00	N	0	0	0.95	0	N	14.5	3
NB	0.00	1.00	N	0	0	0.92	0	N	8.5	3
SB	0.00	1.00	N	0	0	0.92	0	N	8.5	4

SIGNAL SETTINGS										CYCLE LENGTH = 80.0										
PH-1					PH-2					PH-3					PH-4					
EB	LT																			
	TH	X																		
	RT		X																	
	PD																			
WB	LT																			
	TH																			
	RT																			
	PD																			
GREEN		20.0	0.0	0.0	0.0	GREEN	4.0	44.0	0.0	0.0										
YELLOW		4.0	0.0	0.0	0.0	YELLOW	4.0	4.0	0.0	0.0										

LEVEL OF SERVICE							
LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.253	0.262	17.8	C	18.0	C
	R	0.302	0.262	18.1	C		
NB	L	0.059	0.563	3.6	A	4.4	A
	T	0.379	0.563	4.7	A		
SB	T	0.951	0.563	22.9	C	20.9	C
	R	0.136	0.563	4.5	A		

INTERSECTION: Delay = 15.0 (sec/veh) V/C = 0.670 LOS = B

1995 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..Thoroughbred Drive/Houston Road

AREA TYPE.....OTHER

ANALYST.....PK&G

DATE.....1/21/89

TIME.....PM Peak Hour

COMMENT.....FORECAST SITE PLAN Jan 89 file: 1244PM02.sig

	VOLUMES					GEOMETRY						
	EB	WB	NB	SB		EB	WB	NB	SB	EB	WB	NB
LT	291	598	74	37	: L	12.0	L	12.0	L	12.0	L	12.0
TH	139	153	370	316	: T	12.0	T	12.0	T	12.0	T	12.0
RT	170	699	66	38	: R	12.0	R	12.0	R	12.0	TR	12.0
RR	67	136	11	0	:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0

	ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.92	0	N	25.8	3
WB	0.00	1.00	N	0	0	0.92	0	N	25.8	3
NB	0.00	1.00	N	0	0	0.92	0	N	25.8	4
SB	0.00	1.00	N	0	0	0.92	0	N	25.8	3

	SIGNAL SETTINGS					CYCLE LENGTH = 80.0			
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT	X	X			NB LT	X			
TH		X			TH	X			
RT		X			RT	X			
PD					PD				
WB LT	X	X			SB LT	X			
TH		X			TH	X			
RT		X			RT	X			
PD					PD				
GREEN	4.0	38.0	0.0	0.0	GREEN	26.0	0.0	0.0	0.0
YELLOW	4.0	4.0	0.0	0.0	YELLOW	4.0	0.0	0.0	0.0

	LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.059	0.588	5.4	B	6.3	B
	T		0.173	0.488	7.4	B		
	R		0.151	0.488	7.3	B		
WB	L		0.242	0.588	6.2	B	10.5	B
	T		0.190	0.488	7.5	B		
	R		0.824	0.488	15.8	C		
NB	L		0.230	0.338	14.5	B	13.2	B
	T		0.665	0.338	13.6	B		
	R		0.116	0.338	8.6	B		
SB	L		0.210	0.338	14.4	B	13.0	B
	TR		0.340	0.338	12.9	B		

INTERSECTION: Delay = 10.5 (sec/veh) V/C = 0.703 LOS = B

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 40

PEAK HOUR FACTOR..... .92

AREA POPULATION..... 50000

NAME OF THE EAST/WEST STREET..... Thoroughbred Drive

NAME OF THE NORTH/SOUTH STREET..... Spiral Circle

NAME OF THE ANALYST..... PK&G

DATE OF THE ANALYSIS (mm/dd/yy)..... 1/21/89

TIME PERIOD ANALYZED..... PM Peak Hour

OTHER INFORMATION.... FORECAST SITE PLAN Jan 89

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	69	182	--
THRU	110	156	0	--
RIGHT	114	0	356	--

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	2	2	--

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	30	N
SOUTHBOUND	-----	---	---	-

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	---	---	---

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	5.90	5.90	0.00	5.90
MAJOR LEFTS				
WB	5.70	5.70	0.00	5.70
MINOR LEFTS				
NB	7.60	7.60	0.00	7.60

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... Thoroughbred Drive
 NAME OF THE NORTH/SOUTH STREET.... Spiral Circle
 DATE AND TIME OF THE ANALYSIS..... 1/21/89 ; PM Peak Hour
 OTHER INFORMATION.... FORECAST SITE PLAN Jan 89

MOVEMENT	FLOW-RATE v (pcph)	POTENTIAL CAPACITY c (pcph) p	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
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MINOR STREET

NB LEFT	218	431	404	404	187	D
RIGHT	426	893	893	893	467	A

MAJOR STREET

WB LEFT	83	811	811	811	729	A
---------	----	-----	-----	-----	-----	---

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... Thoroughbred Drive
 NAME OF THE NORTH/SOUTH STREET..... Spiral Circle
 DATE AND TIME OF THE ANALYSIS..... 1/21/89 ; PM Peak Hour
 OTHER INFORMATION.... FORECAST SITE PLAN Jan 89

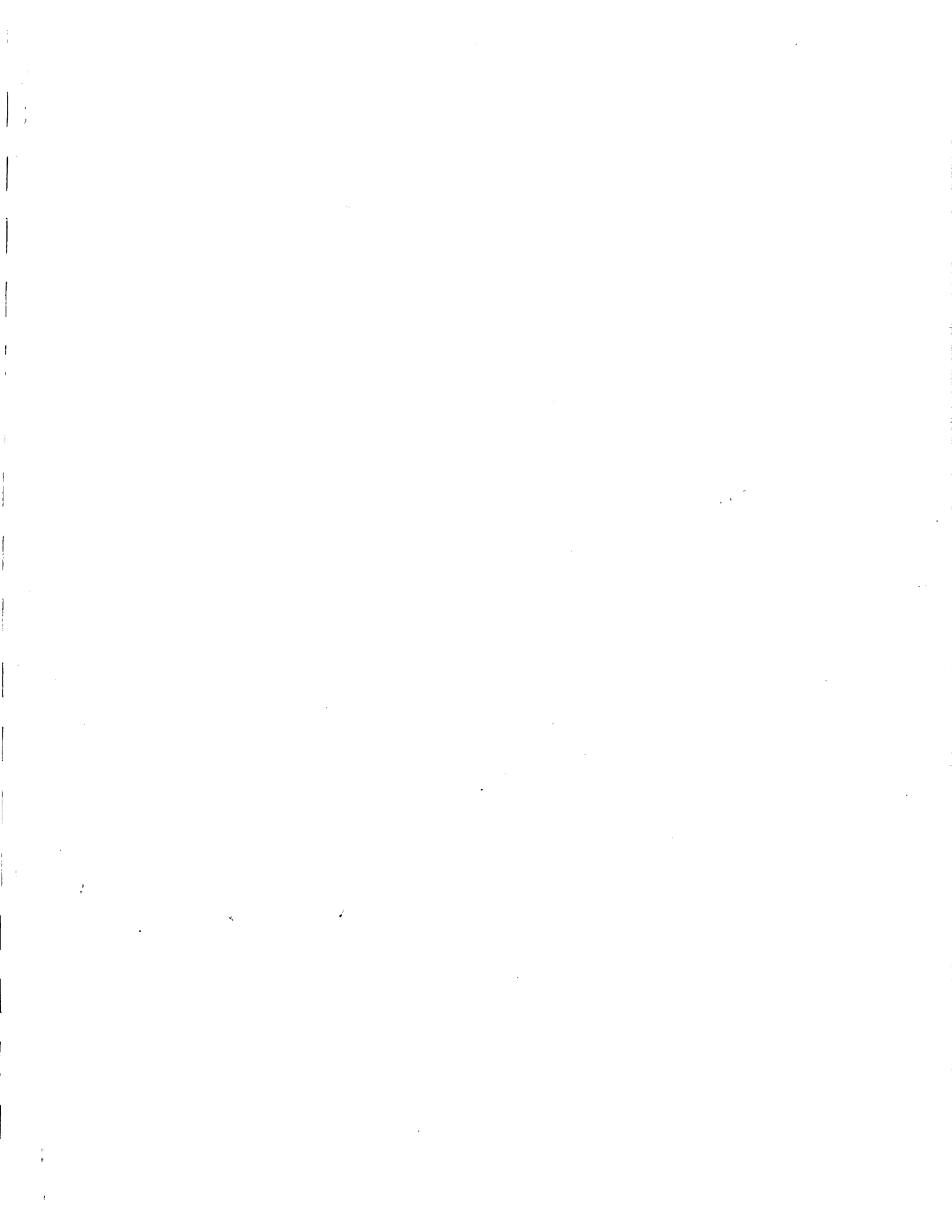


EXHIBIT "B"

Mr. Fred Burch, Vice Chairman, introduced the last item on the Agenda:

6. Applicant: GBBN Architects for TRP Associates (owner)
Request: Zoning Map Amendment and Concept Development Plan

This was a Public Hearing on the request of GBBN Architects (applicant) for TRP Associates (owner) for a Zoning Map Amendment and for a revision of a previously approved Concept Development Plan for a 106-acre site known as Turfway Business Park, Florence, Kentucky. The site is currently zoned Commercial Two/Planned Development (C-2/PD) and Industrial One/Planned Development (I-1/PD). The request is to change a portion of the site from Industrial One/Planned Development (I-1/PD) to Commercial Two/Planned Development (C-2/PD) and to amend the previously approved Concept Development Plan.

Staff Member, Dave Geohegan, presented the Staff Report which included a slide presentation. Mr. Doug Powell, Transportation Planner, presented the portion of the Staff Report relative to traffic (see Staff Report).

Mr. Burch asked if there was a representative of the applicant present.

Mr. Ken Oswald, representing TRP Associates, a Joint Venture of the Paul Hemmer Construction Company and Tipton Associates, introduced those present in behalf of the request -- Mr. Hans French of Tipton Associates; Mr. Mike Bingham of Wal-Mart; Mr. Bob Gramann of GBBN; Mr. Jack Gehrum, traffic engineer; Mr. Steve Tipton, and Anne McBride, a land planner with Strauss Troy.

Mr. Oswald referred to an article in the Cincinnati Enquirer which indicated this site to be 200 acres. The site is 106 acres and they are requesting an additional 300,000 sq. ft. of retail space. Using a display write-up, Mr. Oswald reviewed their objectives and development to date. Since the Spring of 1987, they have completed Building A which is a 25,000 sq. ft. office research building. It has 75% office use and 25% warehouse use. The building is approximately 95% leased and has approximately 100 employees. Building B was started in March, 1988 and has 34,500 sq. ft.. It is approximately 50% office and 50% warehouse. It is about 30% to 40% leased. Due to the need for single-floor office space, the next building to be constructed was Building D, which is made up of Buildings D, E, and F. It is 29,000 sq. ft. and will be completed in June. He stated that leasing has been slow. He indicated on a drawing how far Spiral Drive had been completed and stated that street lights will be in shortly. In Spring, 1988 they began construction of Sam's Wholesale Warehouse (formerly Price Savers). He stated that they have developed 90,000 sq. ft. of office and office research buildings and 100,000 sq. ft. of wholesale warehouse space. With Staff's input, an overall three-phase landscaping plan and also a signage plan were developed. He

presented a drawing of the entrance signs off Spiral Drive, which will be similar to the sign off Houston Road.

Mr. Oswald stated that due to the requirements of Wal-Mart, changes were made in their prototype store. He asked Mr. Gramann to address those changes.

Mr. Gramann presented a display write-up called "Proposed Plan". He stated that there had been a lot of give and take and the proposed plan is sympathetic to Staff's concerns, as well as the Commission's and the community's concerns. He reviewed the proposed plan and stated that it is conceptually the same as what was approved in terms of land use, traffic intensities, and conformance with the Houston-Donaldson Study. They are proposing completion of the commercial area. He stated that the plan evolved from the marketplace and what has happened around the park. It is a mixed-use community. He referred to the portion of the park known as "campus office" and stated that it is their intention not to change that original concept. He noted that there is vegetation and topography to be dealt with in that area. It is the lowest point of the project and targeted as a lake or retention area. He stated that the major entrance, which will be signalized, needs to be an introduction to what is going on in the park. He stated that the mixed uses within the park are compatible. The major service areas are backed up against the office warehouse and office research facilities. He stated that there would be a lot of business for Sam's from the 2,000 people to be employed in the office warehouse and industrial facilities. The tire and battery section will be a convenience for the employees so that they can drop off their cars and walk to work using the pedestrian circulation system. Mr. Gramann stated that two of the restaurants have been eliminated. He stated that the mix in the I-1 area has changed based on changes in the marketplace. There is more office use in the park than there was originally. He presented a picture of the Turfway Retail Center as an example of the architecture. He stated that Wal-Mart has committed to this quality and effort by eliminating all signage except for the Wal-Mart sign and continuing the canopy across the front of their store which runs up to Sam's. He stated that there will be unity and continuity from right to left and north to south in regard to signs and colors. He noted Staff's concerns in regard to the entrance and a tire and battery store. He stated that they are back from the road almost 200 feet and there is a 500 foot buffer strip separating Spiral Drive from the area. There will also be landscaping. Landscaping on the boulevard is a priority.

Mr. Gramann noted that the Staff Report indicates a concern for a macro scale. He presented a graphic in regard to the impact. He noted that there is concern for the commercial growth of Turfway Road. He stated that the increase in commercial is only 5% in the park when the frontage is increased by 300 feet. The increased amount of commercial growth along Houston Road is 4% with this request. He noted that Mr. Powell had reviewed the traffic and had stated that the traffic generated by the approved plan is no greater or lesser than the traffic generated by the proposed plan. He stated that the traffic point is moot. He stated that within the approved Concept Development Plan the number of trips per day has not changed.

Mr. Gramann stated that one of the most important issues is that a regional use is being proposed in Wal-Mart as opposed to a local use. He stated that Mr. Mike Bingham from Wal-Mart in Arkansas would address this issue.

Mr. Mike Bingham stated that he is the Regional Real Estate Representative from Wal-Mart. He reviewed his credentials, including twelve years experience in the commercial real estate development industry. He stated that Wal-Mart is just over 25 years old and operates 1,259 stores. There are 103 Sam's Wholesale Clubs. Wal-Mart is a family-oriented business with a one-stop shopping concept. They have 36 departments in their larger stores. Their philosophy is everyday low prices. They use limited advertising. The stores are to develop long-term relationships with their customers, their employees, and the community.

Mr. Bingham stated that they have analyzed and defined the trade area for this store. They do not feel that the trade area includes all of Boone County. The store will serve Florence and some of Boone County. He stated that there will be an increase of about 36,000 sq. ft. from what was previously proposed. The net square footage is just over 26,000 sq. ft.. The added aisles and customer conveniences take up approximately 15,000 sq. ft.. Aisle space is increased 31%, the stockroom has been doubled, there are more checkstands with scanners, and there are more restrooms. There is also a full-service pharmacy. These items account for 70% of the additional square footage. There will also be a tire and battery store. There will be enclosed square footage in the garden store. There will be a snack bar.

Mr. Gramann stated that many of the goals of the Houston-Donaldson Study have been satisfied by this plan. It is a benchmark for measuring some of the areas in regard to densities. He stated that they are within the allowable densities. They are trying to stay within the framework and the goals set. He stated that the proposed plan conforms to the Houston-Donaldson Study and will allow for one of the most successful retailers in the country to develop in the Boone County/Florence area.

Mr. Burch asked if there was anyone else present who wished to speak in regard to this request.

Mr. Jeff Scanlon, owner of Scanlon's Drugs in Burlington, stated that he is a competitor to Wal-Mart. He stated that he has the same reaction to Wal-Mart as the grocers had to Bigg's. He stated that the traffic generated by a typical Wal-Mart store needs a second look. He stated that the relationship of Bigg's to the grocers and the location of this store to Florence Mall is the same as the relationship between Wal-Mart and Sear's and K-Mart. He asked if this amount of retail would not be better served in the Florence Mall area.

Mr. Burch asked if there were any comments from the Commission.

Mr. McMillian stated that the two stores, Wal-Mart and Sam's, are doing the same thing. He stated that the Wal-Mart's he has seen are grubby. Mr. McMillian noted that Wal-Mart has outside storage which may not be desirable. He noted that there were to be restaurants to serve the people in the area, but one building is 95% occupied and there is no place to eat. He stated that the phasing is off schedule and there are many things lacking in the project.

Mr. Neltner asked if the applicant would be coming back to the Commission to ask for additional development to recover what he is giving up at this time.

Mr. Gramann stated that there will be many constraints in place to prevent that. He stated that Spiral Drive will be finished and the commercial development limited. He stated that the only area left is the sliver of land targeted for office warehouse. He noted that there is the industrial piece to the rear, but densities are covered by the building code. He stated that this is a big piece of the project and then there will be in-fill, which is protected by the people doing the review.

Mr. Neltner asked if Mr. Bingham could provide an honest estimate of the anticipated change in the traffic count.

Mr. Bingham stated that this size store is new for them. The first one opened in early fall and they do not have a lot of information. He stated that they require the Sam's customer to be a business owner. He stated that the merchandising is oriented different from the Wal-Mart stores.

In response to comments from Mr. French, Mr. Bingham stated that they opened 150 stores last year and project 155 stores to be opened this year. They anticipate more dollars per transaction, i.e., that each customer will make more purchases.

Mr. Damstrom stated that it is difficult to believe that they would incur the additional expense without drawing more customers and creating more traffic.

Mr. Bingham stated that the increased stockroom area will eliminate outside storage.

Mr. Oswald stated that the wider aisles would add more convenience and the opportunity to increase sales by individuals buying more, not necessarily by drawing more people in. He stated that it will be easier for the customer to shop and he will have a tendency to buy more.

Mr. DeLong questioned access management to properties to the south. He stated that there is a great deal of parking space indicated. He stated that if everyone in the Houston-Donaldson Study area increased 6% it would be a great change. He stated that the Technical Committee was gracious in allowing an 80,000 sq. ft. Wal-Mart without considering it a major change.

Mr. Gramann stated that they had agreed to access to the Foltz property originally and would agree to it now. It is beneficial to the park. He stated that as the center grows, the percentage of parking grows. The number of cars for commercial has increased.

Mr. Oswald noted Mr. McMillian's comment regarding the restaurants and stated that he would like to find the restaurant users. He stated that the grading of that section of Houston Road to Spiral Drive and completing the roadway network would open up the park and create a marketing opportunity to attract the restaurant users.

Mr. Sharp questioned why the additional retail space is so important to the park.

Mr. Gramann advised that considerable cut and fill and earth moving is needed to do this project and they cannot afford to put in Spiral Drive without a use to carry it. It cannot be developed without these additional dollars. The additional square footage is part of the prototype that Wal-Mart now builds.

Mr. Collins questioned if they are committed to access management off Spiral Drive.

Mr. Geohegan advised that it was a condition of the previous approval and is mentioned in the Staff Report. Mr. Powell stated that it is mentioned in the Houston-Donaldson Study and he has discussed it with the applicant. Mr. Geohegan added that there was a condition of approval on Phase I that there would be a connection to the airport property.

Mr. Moore questioned the anticipated daily number of customers for Wal-Mart.

Mr. Bingham stated that he could not answer this question. He stated that in the 80,000 sq. ft. range they have about 11,000 to 16,000 customers per week. They define customers by transactions.

Mr. Moore stated that the Houston-Donaldson Study area is a commercial district that is to have businesses to support the uses. Sam's Wholesale does not support those businesses. He stated that he has seen signs that they are open to the public and he has received their mailings. He stated that they will draw from more than the Florence area. The facility will bring traffic that would not otherwise be there. Wal-Mart will not just serve the people working in that employment district.

Mr. Oswald stated that all developers in the Houston-Donaldson Study area are tied to the traffic manual and it is used as a guide for determining peak hour traffic and total trips per day. He stated that Wal-Mart will provide as much information as possible, but there are issues that are sensitive. The three Price Savers stores in the greater Cincinnati area were some of the poorest performers. Their traffic counts and transactions were well below what is considered to be a typical store. He stated that they are being asked to count the number of people in a Wal-Mart Store or a Sam's versus what is indicated in the traffic manual. He stated that there is a need to be consistent.

Mr. Moore stated that customers to support this store must come from outside the Florence area which is contrary to the Houston-Donaldson Study.

Mr. Scanlon quoted from the Cincinnati Enquirer in regard to Sam's Wholesale Club and noted that it does \$500,000 a week and after three years it will do \$750,000 a week. He stated that if Wal-Mart is consistent with Sam's, they will do about \$1 million a week in traffic volume.

There being no further comments, Mr. Burch stated that this item will be on the Agenda for the Business Meeting on March 1, 1989 at 8 P.M. and closed this Public Hearing.

APPROVED:

Fred Burch, Vice Chairman

Attest:

Jan Hancock
Jan Hancock, Recording Secretary

BOONE COUNTY PLANNING COMMISSION

BUSINESS MEETING

April 5, 1989

8:00 P.M.

Mr. Fred Burch, Vice Chairman, called the meeting to order at 8:00 P.M..

COMMISSION MEMBERS PRESENT:

Mr. Larry Barnett
Mr. Fred Burch, Vice Chairman
Mrs. Rita Bushelman
Mr. Lawrence Collins
Mr. R. N. Greene
Mr. Rector Jones
Mr. Don McMillian
Mr. Charles Moore
Mr. Barry Neltner
Mr. Floyd Sharp
Mrs. Carol Smith

COMMISSION MEMBERS NOT PRESENT:

Mr. Phil Damstrom
Mr. Melvin DeLong
Mr. Ralph Rush
Mr. William Viox, Chairman

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

Mr. Burch noted that each member had received copies of the Minutes of the Business Meeting of March 15, 1989, the Business Meeting and Public Hearing of March 22, 1989, and the Business Meeting of March 29, 1989. He asked if there were any comments or corrections.

There being no changes to the Minutes, Mr. Moore moved that they be approved as mailed. Mrs. Smith seconded the motion and it carried unanimously.

Queen City Reproduction & Design (foamcore)	\$ 48.00
Recorder Newspapers (legal ads)	402.00
Redeker & Dick Inc.	162.40
Jerry W. Rouse	99.00
Unisys Corp. (4/1/89)	123.59
United States Post Office (stamps)	50.00
WordPerfect Magazine (1 yr. subscription)	15.00

TOTAL BILLS DUE: \$ 6,040.87

GRAND TOTAL: \$44,937.99

* denotes paid item (Total: \$24,968.56)

Mr. Jones moved that the salaries, benefits, and bills due be approved and paid as presented; and indicated approval of the bills which have been paid. Mr. McMillian seconded the motion and it carried unanimously.

REPORTS:

Mr. Burch noted that the Zoning Enforcement Officer's Report, the Building Inspector's Report, the Record of Convenience Plats, and the Statement of Income for the Period Ended February 28, 1989 had been distributed for the Commission members to review.

Mr. Newton read the report of the Enforcement Committee Meeting held on March 23, 1989, as submitted by Mr. Collins, and signed by Mrs. Bushelman and Mr. Sharp. A copy is available in the Staff Office.

There being no discussion of the reports, Mr. Burch proceeded to the items on the agenda:

BUSINESS MEETING AGENDA

UNFINISHED BUSINESS:

1. Zoning Map Amendment and Concept Development Plan

The request of GBBN Architects (applicant) for TRP Associates (owner) for a Zoning Map Amendment and for a revision of a previously approved Concept Development Plan for a 106-acre site known as Turfway Business Park, Florence, Kentucky. The site is currently zoned Commercial Two/Planned Development (C-2/PD) and Industrial One/Planned Development (I-1/PD). The request is to change a portion of the site from Industrial One/Planned Development (I-1/PD) to Commercial Two/Planned Development (C-2/PD) and to amend the previously approved Concept Development Plan.

Mr. Gerald Newton, Director, read the Committee Report which recommended approval of the Zoning Map Amendment and change in the Concept Development Plan based on the findings of fact, but subject to conditions (see Committee Report). The applicant has signed the letter indicating agreement with the conditions.

Mrs. Smith noted a correction to condition #1 that the date May 9, 1989 should be May 9, 1988.

Mr. Burch asked if the applicant was in agreement with the conditions, including the typographical amendment. Mr. Ken Oswald indicated their agreement.

Mr. Greene moved by resolution that the request be approved based on the Staff and Committee Reports, including the conditions. Mr. Jones seconded the motion.

Mr. Ken Oswald stated that he was present representing TRP Associates, Mr. Paul Hemmer, Sr. and Mr. Paul Hemmer, Jr. were present in behalf of the joint venture partner. Also present were Mr. Dick Haylish and also Mr. Bob Gramman of GBBN. Mr. Oswald stated that he received and accepted the conditions yesterday and will incorporate them into the development.

Mr. Burch asked if there were any other comments.

Mr. Barnett stated that the Committee Report does not represent a majority decision as it was only signed by three members of the Committee. The other three members did not sign the report. He stated that the Wal-Mart building was approved for this site prior to the Houston-Donaldson Study. He questioned how the Committee could approve the request.

Mr. Moore stated that the original Concept Plan was for specialty retail. The proposed retail does not serve the office environment. It represents a regional draw, which is in strict opposition to the Comprehensive Plan and the Houston-Donaldson Study. He noted that the Committee made a mistake in permitting specialty retail to be classified as a Wal-Mart and approval of this request would compound that mistake. Mr. McMillian agreed. Mr. Sharp added that this request will bring in more traffic.

Mr. Burch stated that he was Chairman of the Committee. He stated that it is important to note that a traffic study has been submitted that indicates there would be very little additional traffic as a result of the enlargement of the building. However, along with this change, the owners agreed to reduce several other buildings. It appears that the overall impact of increasing this building and reducing or removing several others will have a positive effect on the area. If the Wal-Mart store stays the same, then the other three establishments will remain. That is the reason the Committee voted for approval.

Mr. Greene noted that the applicant has agreed to the conditions. He stated that a development is needed that will include the road improvements and this is a good chance to get the road improvements.

Mr. Barnett referred to Mr. Burch's comments and stated that specialty retail uses, such as restaurants, are being traded for regional retail use. He stated that the Commission does not want to make this corner a draw area.

There being no further comments, Mr. Burch asked for a roll call vote on the motion made by Mr. Greene which found Mr. Burch, Mr. Collins, Mr. Greene, Mr. Jones, Mr. Neltner and Mrs. Smith in favor. Mr. Barnett, Mrs. Bushelman, Mr. McMillian, Mr. Moore, and Mr. Sharp were opposed. The motion carried by a vote of 6 to 5.

2. Zoning Map Amendment

The request of Earl Baeten (owner) for a Zoning Map Amendment and a Conditional Use Permit on a 22.82-acre parcel located north of Frogtown Road and west of I-75. The request is to rezone the property from Suburban Residential One (SR-1) to Agricultural Estate (A-2) and for a Conditional Use Permit to allow a plant nursery and greenhouses, including the display and sale of plants.

Mr. Gerald Newton, Director, read the Committee Report which recommended approval of the Zoning Map Amendment and Conditional Use Permit based on the findings of fact, but subject to conditions (see Committee Report).

Mr. Collins moved that the request be approved based on the Staff and Committee Reports. Mr. Neltner seconded the motion.

Mr. Nienaber, representing the applicant, stated that they are in agreement with the report and have signed the conditions. They are in agreement with the conditions.

Mr. Burch asked if there were comments from a spokesman of those in opposition.

Mr. Dick Munson, President of South Hampton Estates Neighborhood Association, stated that there are approximately 60 residents in the neighborhood and they are opposed to the zone change. He stated that the Comprehensive Plan recommends that the area west of I-75 remain residential. The proposed change sets a dangerous precedent for the area. He stated that the property abutting the rest area should not be a reason for the change as there is no immediate access.

Mr. Tim Wirt, Cedarwood Village, stated that they have a stream in back of their subdivision and many children play there. He is concerned about pesticides and chemicals leaching into the stream. He questioned the quantities that would be used.

EXHIBIT "C"

COMMITTEE REPORT

#1

TO: Boone County Planning Commission

FROM: Fred Burch, Committee Chairman

DATE: April 5, 1989

RE: Request of GBBN Architects (applicant) for TRP Associates (owner) for a Zoning Map Amendment and for a revision of a previously approved Concept Development Plan for a 106 acre site known as Turfway Business Park, Florence, Kentucky. The site is currently zoned Commercial Two/Planned Development (C-2/PD) and Industrial One/Planned Development (I-1/PD). The request is to change a portion of the site from Industrial One/Planned Development (I-1/PD) to Commercial Two/Planned Development (C-2/PD) and to amend the previously approved Concept Development Plan.

REMARKS:

We, the Committee, recommend approval of the Zoning Map Amendment request and approval of the request for a Change in Concept Development Plan based upon the following findings of fact and with the following conditions.

FINDINGS OF FACT FOR ZONING MAP AMENDMENT

The Committee believes that the applicant has successfully shown that for this approximately six acre site, the existing zoning classification of Industrial One/Planned Development (I-1/PD) is inappropriate and that the proposed zoning classification of Commercial Two/Planned Development (C-2/PD) is appropriate. As a result of questions raised at the February 22, 1989 Public Hearing, the applicant has presented to the Committee information that further describes the nature of the similarities between the previously approved 80,000 square foot Wal-Mart Store and the proposed 118,000 square foot Wal-Mart. This information includes an analysis of the increased square footage which indicates primarily more area devoted to customer convenience and variety of purchase opportunities. Approximately half of the increase is comprised of additional aisle space and stockroom. The remainder of the increase is oriented toward providing a greater selection of goods such as fashion goods, garden center and tire/battery/accessory shop. The conclusion of the applicant is that each customer will make larger, more varied purchases, but that the actual number of customers will be consistent with the original 80,000 square foot Wal-Mart. Traffic information derived from existing conditions at another 118,000 square foot Wal-Mart site indicates less traffic is experienced than what is forecasted using accepted trip generation data. For these reasons, the Committee believes that the requested Zoning Map Amendment and the proposed enlargement of the Wal-Mart store help complete the front door to the Turfway Business Park without increasing adverse impacts on the infrastructure. In addition, the request still allows some office development to occur along Houston Road south of Spiral Drive

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in order to present a mixed-use appearance to Houston Road. It is the Committee's opinion that the previously approved office/campus portion of the development would not develop in the near future and would hinder the development of Spiral Drive and the staged improvements to Houston Road.

FINDINGS OF FACT FOR CHANGE IN CONCEPT DEVELOPMENT PLAN


1. The proposed shift from predominantly light industrial lots to an increase in office/warehouse uses is consistent with the Houston-Donaldson Study, the official Comprehensive Plan for the area. The proposed changes are in keeping with the professional or employment district character recommended by the Houston-Donaldson Study.
2. The office/campus development, as previously approved south of Spiral Drive, represents a viable use that can utilize some of the existing topography and vegetation, and presents an appropriate entrance to a major business park. In addition, the Committee believes that the proposed configuration of the restaurants and one retail outlot are designed to serve the Houston Road area and are in keeping with the employment district character foreseen for that area.

CONDITIONS

The applicant is being asked to agree to include these items as part of the Concept Development Plan in order to clarify the plan presented at the February 22, 1989 Public Hearing. Further, these conditions are intended to clarify the suitable uses and development for the presented plan.

1. The five conditions agreed to by the applicant and the Technical Committee in May of 1988 shall apply to the Commercial portion of the development. These five conditions addressed a full canopy on the entire front portion of the Wal-Mart building, signage for the Wal-Mart building, elimination of one restaurant from the previous zone change approval, road improvements to Houston Road, and future changes to the Concept Development Plan. These conditions are referenced in the February 22, 1989 Staff Report, and are contained in a May 9, 1989 letter from the Planning Commission office to Mr. Kenneth Oswald.
2. The improvements to Turfway Road, as proposed by the applicant at the February 22, 1989 Public Hearing shall be in place when Lots 6A, 6B, and 7 on the proposed plan are completed. These improvements shall include a southbound widening of Turfway Road where necessary to allow a continuous center turn lane from Thoroughbred Boulevard to the proposed entrance to Lots 6A, 6B, and 7.
3. The widening of Houston Road by one lane south past Spiral Drive and the construction of a southbound deceleration lane and acceleration lane at that intersection shall be constructed as previously approved. The added full through-lane shall taper into the existing southbound lane south of Spiral Drive.

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4. The south end of the Wal-Mart building, including the garden center and auto accessory center shall be screened by use of berms and extensive landscaping from Spiral Drive. All roof equipment shall be completely screened from public view.
 5. All development on the site will be subject to Design Review, including landscaping review, and must conform to the Special Sign Regulations in the Houston-Donaldson Study.



Fred Burch, Committee Chairman

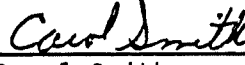
Larry Barnett

Phil Damstrom



Rector Jones

Barry Neltner



Carol Smith

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