

REQUEST OF GARTNER, BURDICK, BAUER-NILSEN (AGENT) FOR
TIPTON ASSOCIATES AND PAUL HEMMER MANAGEMENT COMPANY (OWNERS BY OPTION)
FOR UTILIZATION OF AN UNDERLYING ZONE IN PLANNED DEVELOPMENT

DESCRIPTION AND LOCATION OF REQUEST

A Concept Development Plan has been submitted by Gartner, Burdick, Bauer-Nilsen (agent) for property currently owned by the Gilbert Foltz Trust. A request has been made by Tipton Associates and Paul Hemmer Management Company (owners by option) for the utilization of an underlying zone in Planned Development. The 69.57 acre site is located on the north side of Houston Road and west of Turfway Road and the Turfway Connector. The entire site or 69.57 acres is located in Boone County, Kentucky. The remaining amount or 31.5 acres is within the City of Florence and will be subject to a separate review and application at a later date.

EXISTING ZONING AND SURROUNDING LAND USES

The 69.57 acre site is currently zoned Industrial One/Planned Development Overlay (I-1/PD) and Commercial Two/Planned Development Overlay (C-2/PD). Surrounding zoning districts in the area include Recreation (R) and Airport (A) to the north; Commercial Two/Planned Development Overlay (C-2/PD) and Industrial One/Planned Development Overlay (I-1/PD) to the south; Commercial Two/Planned Development Overlay (C-2/PD) to the east; and Airport (A) to the west. Land uses in the area include commercial (truck repair) and recreation (Latonia Race Course and a steeplechase course) to the north; open space to the south; residential to the east and open space to the west.

NATURAL FEATURES OF SITE

The unique features of the 69.57 acre site and general area include four existing lakes and several natural drainage areas. Upon inspection of the site, there was the presence of some wildlife habitat such as deer. According to the Turfway Study, the site has two drainage swales located near the 900 foot contour level. These swales will require that any development in the area be environmentally sensitive. In addition, these areas could serve as ideal buffer areas between land uses. The site itself is flat in some areas but gradually slopes downward from the north to south towards Houston Road. There is a major drainage area located along the west side of Houston Road. The soil types include Rossmoye Silt Loam (RsB and RsC), Jessup Silty Clay Loam (JsD3), and Newark Silt Loam (NK). These four soil types are located on 0 to 20 percent grade slopes. They also require erosion controls to slow surface runoff and reduce soil loss. In general, they also appear in sloping areas and have a moderate-to-severe-swell potential. There is a projected 34 acres of open space in this proposal.

REFERENCE TO TURFWAY STUDY AND 1986 COMPREHENSIVE PLAN

Because the 69.57 acre site is located in the I-75/Turfway Road Interchange area, it is subject to the Land Use Study: I-75/Turfway Road Interchange. According to the recommended guidelines for development, the study suggested that the area be developed with multiple land uses. The area is specifically referred to in a number of ways.

1. Page 3-3 refers to the general topography of the site. "The two large drainage areas to the north of Houston Road must be sensitively reviewed as an integral part of any planned development in the area."

2. Page 3-9 mentions the importance of traffic. "Traffic is the key consideration in the analysis of land use alternatives. The design of the interchange and the width of Turfway Road are serious constraints that affect development in the study area."
3. Page 4-1 states that the "principal objective should be to protect the interchange and to minimize the potential for serious traffic congestion in the area. It is important that the major generators of traffic be located so as to provide for maximum ease of ingress and egress to the interstate."
4. Page 4-8 "The area to the west of Houston Road has significant vegetation and topographic constraints, and must be planned in a very sensitive manner." (Page 4-9) "This area should be accessed off Turfway Road across from the Latonia Race Track. Small office/warehouse type users could be sited to create a complete office warehouse park accessible by commercial, office/warehouse/industrial user or many small ones."
5. Page 4-7 "This parcel is bounded on the north by Turfway Road and the east by Houston Road. The land is readily developable as commercial use."

Controlled access to this parcel is restricted along Houston Road and should be minimized along Turfway Road. It is suggested that any development of the parcel consider an access road through the parcel which would align with the southbound interstate ramps at Houston Road and the main entrance to Latonia Race Course at Turfway Road. This access road would provide the major ingress and egress for commercial development of the parcel which is immediately accessible to the traffic coming from the north."

In addition, the 1986 Boone County Comprehensive Plan (the first nine elements recently adopted by Boone County Fiscal Court) refers to the general area in the following manner:

1. Page T-4 "Traffic volume on Turfway Road must be controlled through careful evaluation of trip generation for all future development within the Turfway study area. With the opening of the I-75 southbound ramps, Houston Road will be prone to rapid and intense development."
2. Page T-9 "As the expansion of the airport occurs, compatible land uses must be encouraged for land not owned by the airport but greatly impacted by it."
3. Page PF-1 "The Florence water system capacity is limited only by the amount of water available from Kenton County. Recent water line extensions along Houston and Turfway Roads maintain the Florence distribution system as an intensely developed system."
4. Page PF-11 "Another improvement would be supplying public sanitary sewer service to the area west of Houston Road, along Burlington Pike to existing and future developments."

In summary, both the Turfway Study and the 1986 Boone County Comprehensive Plan emphasize the need for careful planning in the Turfway Road/I-75 Interchange area with regard to traffic generation utilities, transportation improvements, topography and compatible land uses.

BLUEGRASS BUSINESS CENTER CONCEPT DEVELOPMENT PLAN

The Bluegrass Business Center Concept Development Plan is a two phase mixed-use project. Phase I involves approximately 69.57 acres in Boone county and Phase II includes 31.5 acres in Florence. The following is a summary of land uses for Phase I.

<u>Area/Acres</u>	<u>Land Use</u>	<u>Square Footage</u>
28.6	Industrial	294,000 sq. ft. (initial) 475,000 sq. ft. (expansion) (total)
31.5	Office/Research (one story)	381,000 sq. ft. (total)
1.8	Sit down restaurant	<u>12,000 sq. ft. (total)</u>
	TOTAL SQUARE FOOTAGE	868,000 sq. ft.

Phase II is not part of this application but is proposed to include 120,000 square feet of commercial space; 10,000 square feet of restaurant space; 115,000 square feet of office research; and 106,000 square feet of office campus (two story buildings).

In the reduced copy of the Concept Development Plan that follows, the applicant has shown the general arrangement of the proposed structures and layout of the interior road system. The objective of the Plan is to create a "distinct working environment at the Bluegrass Business Center". Three land uses will be developed in this phase, which will include industrial, office/research and commercial/restaurant. The industrial portion will be located on eight individual parcels of land. The proposed buildings will be one-story with a maximum building height of 20 feet. The buildings will include approximately 10% office area with the remainder being devoted to light assembly or specialized manufacturing. The office/research portion will be developed in three clusters. These proposed buildings will be one story with a 14 - 18 foot clear height. They are designed and constructed to provide a maximum front door image and exposure. Common service courts will be located in the rear of each building in order to provide loading dock facilities and service ramps. Each building will contain approximately 25% office and 75% light manufacturing, assembly/warehouse. The concept of this type development is expected to generate minimal truck traffic. It would include manufacturers representatives, software/hardware for the computer industry and companies requiring showroom space. Finally, the proposed restaurant is proposed to be a sitdown quality restaurant with no drive-thru capabilities.

ACCESS TO THE SITE

Access to the site is being proposed with two main entrances. These main entrances will be located approximately 1,500 feet from the southbound I-75 exit ramp on Houston Road and 1,000 feet from the same traffic signal on the Turfway Connector. Separate entrances are planned for the future retail or commercial center

and restaurants (one across from the existing access road and the other approximately 500 feet from the traffic signal at Houston Road and the southbound exit ramp). Other minor entrances include two serving the office/research portion on the Turfway Connector and Turfway Road. The Concept Development Plan also shows shared driveway aisles and interconnecting parking lots. Bluegrass Boulevard is proposed to be a 28 foot wide concrete street with a 50 foot right-of-way. The applicant has indicated that the streets may be publicly dedicated at a later date. No pathway or sidewalk system within the project is anticipated at this stage. However, there is room for pedestrian connections between some of the buildings during the final stages of review.

UTILITIES AND STAGING OF DEVELOPMENT

Utilities to the site will require an extension and possible expansion of existing service lines. Currently, there is a 10" sanitary sewer line which crosses Houston Road near the World of Sports site and leads into the airport property and eventually to Zig Zag Road. A 12" water line is located both on Houston Road and Turfway Road. Stormwater runoff is being directed to a retention lake located on the west side of Houston through proposed storm water lines and catch basins. Electrical lines will be installed underground.

The applicant has indicated that the entire project is expected to occur during an 8 - 10 year time period. During the first 6 - 12 months, preliminary grading of the site and construction of the road and utilities will begin. The office/research section would proceed next with the development of parcels 9 and 10. Parcel 11 would follow according to market conditions. The industrial buildings would be absorbed into the project as the market permits or the second or third year of the project.

ARCHITECTURAL DESIGN AND COMMUNITY SERVICES

The applicant has stated that the co-developers will coordinate the use of building materials and architectural design to reinforce the compatibility and unique character of the Bluegrass Business Center. Also, the applicant expects no adverse effect on fire services in the area. As noted, the long term phasing of the project will allow more time for purchasing additional fire equipment if needed.

TRAFFIC STUDY FOR THE BLUEGRASS BUSINESS CENTER

The major issue concerning the proposed Bluegrass Business Center is traffic. This is a result of its location near the Turfway Interchange - a sensitive area for traffic considerations. In order to both evaluate the effect this particular development would have on the traffic situation of the area and to relate this development to the effects of other existing, planned, and potential developments, an in-depth detailed Traffic Study has been prepared by Robert S. Vogt and Partners, Inc.

This traffic study includes trip generation data, peak hour traffic data, and traffic assignment data for both the proposed Bluegrass Business Center and the surrounding Turfway Interchange area. The study supplies existing traffic volumes and system capacity and examines traffic system improvements that could accommodate the various stages of development in the Turfway-Houston area.

Trip generation estimates for the Bluegrass Business Center are provided in the form of daily trips and AM/PM peak hour trips. The attached appendix contains some of these estimates for Phase One, Phase Two, and the ultimate development.

The estimated number of total daily trips for the initial development of Phase One is 6,051 and for the ultimate development of Phase One is 6,938. Estimated total daily trips for Phase One and Phase Two would be 17,598. Total daily external trips are estimated at 15,325. Staff has also arrived at trip generation data for the project that is in general agreement with this figure. This total is one portion of the total estimated daily trips for the Turfway Interchange area.

In order to study the traffic-related impacts of the Bluegrass Business Center and other potential development in the Turfway Interchange Area, development was grouped into three stages.

Stage One includes the initial part of Phase One of the Bluegrass Business Center, existing development and the initial phases of planned developments in the area.

Stage Two includes ultimate Phase One development and some Phase Two (without retail) of the Bluegrass Development. It also includes secondary phases of the planned developments in the area and some potential development of currently unplanned land area.

Stage Three includes ultimate development in the study area as outlined by the concept development plan, planned developments, and existing zoning.

Trip statistics and traffic assignments for these three stages were used to evaluate the traffic system and alternative improvements.

CONCLUSION OF THE TRAFFIC STUDY

The estimated 15,325 total daily external trips for the Bluegrass Business Center is part of the estimated total trips of the study area. With all existing, planned, and potential development, including the Bluegrass Business Center, the estimated total daily trips is 77,808 for the Turfway Interchange Study Area. Recognizing that the northbound and eastbound outbound traffic movements are the limiting factor in terms of capacity, and using peak hour demands, the study also outlines what system improvements can accommodate the stages of trip generation. The study indicates that Stage One can be accommodated on the existing roadway system. Stage Two, however, cannot be accommodated even with the Mineola Interchange and Mall Road interstate ramp alternatives. The extension of Houston Road to Donaldson would provide additional capacity, though not sufficient for Stage Two development. The Houston Road interstate on-ramp/overpass alternative, however, would be more than adequate for Stage Two demand. Stage Three would require several improvements to accommodate an estimated peak hour demand of 2,655 vehicles per hour. These are:

- the I-75 Southbound Off Ramp to Houston Road - Capacity = 1,100 vehicles/hour (1,500 vehicles per hour with additional improvements to Houston Road/I-75 Ramp Connection intersection)
- Houston Road Extension from Turfway Road to Donaldson Road - Capacity = 400 vehicles/hour.
- Turfway Road Westbound - Capacity Available = 500 vehicles/hour
- Route 18 to I-75 - Capacity Available = 300 ± vehicles/hour
- Mineola Pike Interchange - Capacity Available = 200 ± vehicles/hour

SPECIAL CONCERNS

Based upon the submitted Concept Development Plan and written information, the staff has a number of concerns with regard to the impact of the proposed Bluegrass Business Center. These concerns involve the following:

1. With the completion of the entire project, the proposed Bluegrass Business Center will severely impact on the existing transportation systems in the Turfway Road/I-75 Interchange area, unless some improvements are made in a timely manner. This conclusion is based upon existing conditions and zoning, approved plans in the area, different land uses and the applicant's traffic study. Improvements such as the construction of the Houston Road Extension, widening of Houston and Turfway Roads and possibly constructing an I-75 northbound ramp from Houston Road, while utilizing the existing southbound entrance ramp. These improvements and other issues are being examined by staff in the Houston Road Corridor Study. Improvements will have to be made to minimize any potential problems with the mixture of truck and automobile both within the development and outside the project area. Traffic patterns or movement in the area will be limited unless transportation improvements are made.
2. With the completion of the entire project and other projects in the Turfway Interchange area, infrastructure improvements with regard to water and sanitary sewer will eventually have to be made based upon existing line limitations. A well-planned capital improvements program is needed in the Turfway Interchange area to coincide with staged development.
3. A special concern involves the property, which has been or is currently being purchased by the airport. The 30 acre site is located directly west of parcels 1 - 8. It is unclear whether this site will be developed under the control of the airport. The site may be suitable for industrial development at a later date but has no planned access. Also, the traffic impact of the site has not been included in the applicant's study. If this property is purchased by the airport and rezoned, the Planning Commission may have either little or no comment on the proposed use of this property even though it may have a dramatic impact on the surrounding land uses.
4. Signage to the site should be low level and in harmony with the variety of land uses. Small scale building mounted signage and/or directional signage should be encouraged and not individual free standing signs.
5. A coordinated effort should be made to combine driveway aisles and parking lots, where appropriate to create larger buffer and landscaped areas. The staff would also like state the need to expand the main entrances to the site in order to allow better turning movement in and out of the proposed Bluegrass Business Center.

CONCLUSION

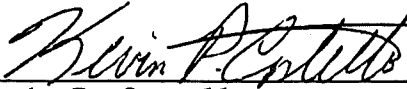
This Concept Development Plan demonstrates a variety of land uses, which are compatible given the accessibility of the Turfway Road Interchange and the expansion of the Greater Cincinnati International Airport. The Plan is sensitive to the recommendations of the Turfway Study and offers the potential of a distinct working environment. If approved, the Plan will add a new feature to Boone County, with a

GBBN FOR TIPTON ASSOC.

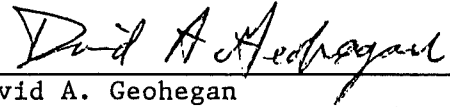
PAGE SEVEN

combination of an industrial, office/research center. The Planning Commission should evaluate this Plan to determine if it is consistent with the objectives of Article 15, Planned Development, Boone County Zoning Regulations and with the Turfway Study.

Respectfully submitted,



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Asst. Director/Sr. Planner



David A. Geohegan
Planner/Plans Examiner

J. Munton 7-23-86

APPENDIX



BLUEGRASS BUSINESS CENTER

LEGEND:

PHASE ONE - BOONE COUNTY

NO.	DESCRIPTION	AREA	PERCENTAGE
1	OFFICE BUILDING	100,000	100%
2	OFFICE BUILDING	100,000	100%
3	OFFICE BUILDING	100,000	100%
4	OFFICE BUILDING	100,000	100%
5	OFFICE BUILDING	100,000	100%
6	OFFICE BUILDING	100,000	100%
7	OFFICE BUILDING	100,000	100%
8	OFFICE BUILDING	100,000	100%
9	OFFICE BUILDING	100,000	100%
10	OFFICE BUILDING	100,000	100%
11	OFFICE BUILDING	100,000	100%
12	OFFICE BUILDING	100,000	100%
13	OFFICE BUILDING	100,000	100%



BLUEGRASS BUSINESS CENTER
 BOONE COUNTY, KENTUCKY
 PAUL HEMMER MANAGEMENT CO.
 TIPTON ASSOCIATES INC.
 CO - DEVELOPERS

1:1

C-2

CONCEPT DEVELOPMENT PLAN
 SCALE 1/8" = 1'-0"



BLUEGRASS BUSINESS CENTER
 PAUL HEMMER MANAGEMENT CO. DEVELOPERS

GBBN

Greater Boone County Planning and Development Authority
 100 North Boone County Courthouse
 Boone, Kentucky 40303-1100

TABLE ONE - BLUEGRASS BUSINESS CENTER

TRIP GENERATION ESTIMATES

<u>PHASE</u>	<u>DESCRIPTION OF USE</u>	<u>SQUARE FEET</u>	<u>TRIP GENERATION RATE</u>	<u>TOTAL DAILY TRIPS</u>
<u>Phase One (Initial)</u>	a) Industrial	294,000	4.9 trips/1,000 sf	1,441
	b) Office/Research 50% Office, 50% Warehouse	381,000	8.95 trips/1,000 sf	3,410
	c) Commercial . Restaurant	12,000	100 trips/1,000 sf	<u>1,200</u>
	TOTAL DAILY TRIPS			6,051
<u>Phase One (Ultimate)</u>	a) Industrial	475,000	4.9 trips/1,000 sf	2,328
	b) Office/Research	381,000	8.95 trips/1,000 sf	3,410
	c) Commercial . Restaurant (1)	12,000	100 trips/1,000 sf	<u>1,200</u>
	TOTAL DAILY TRIPS			6,938
<u>Phase Two</u>	a) Office/Research	115,000	8.95 trips/1,000 sf	1,029
	b) Commercial . Retail	120,000	40-75 trips/1,000 sf	7,200
	. Restaurants (2)	10,000	100 trips/1,000 sf	1,000
	c) Office Campus	106,000	13.5 trips/1,000 sf	<u>1,431</u>
	TOTAL DAILY TRIPS			10,660
<u>Phase One (Ultimate)/ Phase Two Combined</u>	a) Office/Research	496,000	8.95 trips/1,000 sf	4,439
	b) Industrial	475,000	4.9 trips/1,000 sf	2,328
	c) Commercial . Retail	120,000	60 trips/1,000 sf	7,200
	. Restaurant (3)	22,000	100 trips/1,000 sf	2,200
	d) Office Campus	106,000	13.5 trips/1,000 sf	<u>1,431</u>
	TOTAL DAILY TRIPS			17,598

The estimates shown in Table One represent the total trips generated by each use without consideration of its relationship to other uses. By combining the uses listed into a single development, the trips generated by the development which leave the site are reduced by those trips which are made between uses on the site. The average daily trips and AM and PM peak hour trips which enter and leave the development site are estimated in Table Two.

TABLE TWO - ADT AND PEAK PERIOD TRIP GENERATION

<u>PROPOSED USE</u>	<u>TRIPS (ADT)</u>	<u>INTERNAL/ EXTERNAL TRIPS(ADT)</u>	<u>AM PEAK</u>		<u>PM PEAK</u>	
			<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>
<u>Phase One (Initial)</u>						
Office/Research	3,410	3,369	367	67	67	354
Industrial	1,441	1,424	114	36	43	107
Commercial						
. Restaurant	<u>1,200</u>	<u>1,140</u>	<u>68</u>	<u>46</u>	<u>68</u>	<u>34</u>
TOTAL TRIPS	6,051	5,933	549	149	178	495
<u>Phase One (Ultimate)</u>						
Office/Research	3,410	3,369	367	67	67	354
Industrial	2,328	2,304	184	57	69	173
Commercial						
. Restaurant	<u>1,200</u>	<u>1,128</u>	<u>68</u>	<u>45</u>	<u>68</u>	<u>34</u>
TOTAL TRIPS	6,938	6,801	619	169	204	561
<u>Phase One (Initial)/Phase Two (Without Retail)</u>						
Office/Research	4,439	4,332	476	87	87	455
Industrial	1,441	1,406	112	35	42	105
Commercial						
. Restaurant (3)	2,200	2,024	121	81	121	61
Office Campus	<u>1,431</u>	<u>1,397</u>	<u>175</u>	<u>21</u>	<u>21</u>	<u>168</u>
TOTAL TRIPS	9,511	9,159	884	224	271	789

TABLE TWO - ADT AND PEAK PERIOD TRIP GENERATION (Continued)

<u>PROPOSED USE</u>	<u>TRIPS (ADT)</u>	<u>EXTERNAL TRIPS(ADT)</u>	<u>INTERNAL/</u>			
			<u>AM PEAK</u>		<u>PM PEAK</u>	
			<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>
<u>Phase One (Initial)/Phase Two</u>						
Office/Research	4,439	3,995	439	80	80	419
Industrial	1,441	1,296	104	32	39	97
Commercial						
. Retail	7,200	6,480	65	65	292	292
. Restaurant (3)	2,200	2,024	121	81	121	61
Office Campus	<u>1,431</u>	<u>1,288</u>	<u>161</u>	<u>19</u>	<u>19</u>	<u>155</u>
TOTAL TRIPS	16,711	15,083	890	277	551	1,024
<u>Phase One (Ultimate)/Phase Two</u>						
Office/Research	4,439	3,795	417	76	76	398
Industrial	2,328	1,990	159	50	60	249
Commercial						
. Retail	7,200	6,336	63	64	285	285
. Restaurant (3)	2,200	1,980	119	79	119	60
Office Campus	<u>1,431</u>	<u>1,224</u>	<u>153</u>	<u>18</u>	<u>18</u>	<u>147</u>
TOTAL TRIPS	17,598	15,325	911	287	558	1,139

TRIP GENERATION (PLANNED DEVELOPMENTS WEST OF I75)

The recent traffic study for Florence by Pflum, Klausmeier and Wagner developed estimates of trips for several proposed developments along Houston Road and Turfway Road on the west side of I75. The estimated traffic generated by these proposed developments as determined by that study are summarized in Table Three below:

TABLE SIX - TRIP GENERATION SUMMARY (FULL DEVELOPMENT)

BLUEGRASS BUSINESS PARK, LATONIA RACE COURSE, OTHER

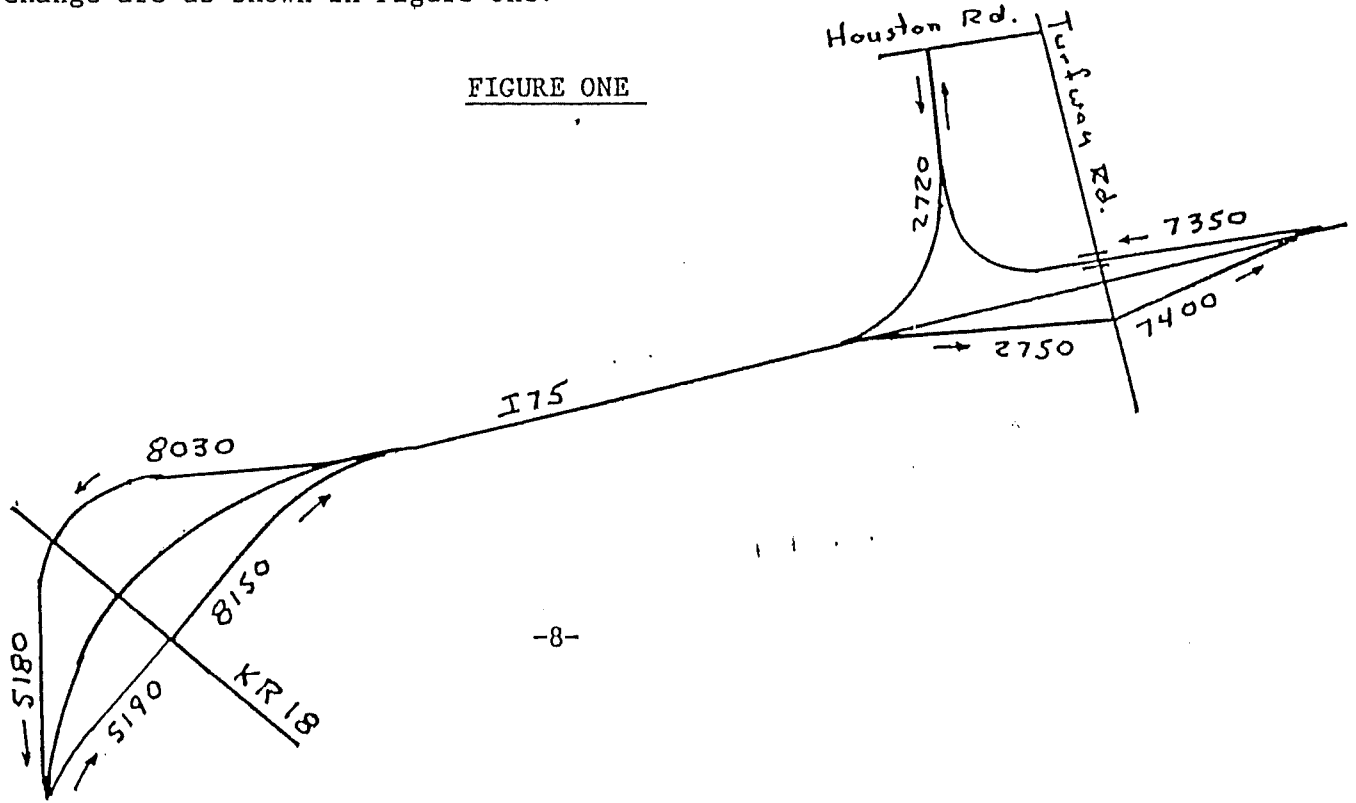
PLANNED DEVELOPMENTS AND POTENTIAL DEVELOPMENT

<u>DEVELOPMENT</u>	<u>ADT</u>	<u>AM PEAK</u>		<u>PM PEAK</u>	
		<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>
1) Bluegrass Business Park Phase One Ultimate/Phase Two	15,325	911	287	558	1,139
2) Other Planned Developments	23,533	1,489	656	909	1,365
3) Latonia Race Course	4,500	-	-	500	-
4) Potential Development	<u>34,450</u>	<u>1,139</u>	<u>228</u>	<u>1,186</u>	<u>2,001</u>
TOTAL TRIPS	77,808	3,539	1,171	3,153	4,505

ASSIGNMENT OF GENERATED TRAFFIC

The Ohio, Kentucky, Indiana Regional Council of Governments has recently performed several regional traffic assignments for the Kentucky Department of Transportation to evaluate alternative alignments for the proposed Northern Kentucky Cross County Highway. The alternative preferred by most Northern Kentucky officials is identified as Alternative 3. This alternative assumes that the Northern Kentucky Cross County Highway will begin at the I71/I75 interchange, follow an alignment south of Independence, cross the Licking River at the Visalia bridge, pass south of Alexandria and then cross the Ohio River and connect to I275 at Five Mile Road on Eight Mile Road in Ohio. With this alignment, the assigned Year 2000 traffic volumes to the I75/Turfway Road interchange are as shown in Figure One.

FIGURE ONE



BLUEGRASS BUSINESS CENTER
TRIP GENERATION ESTIMATES
BOONE COUNTY PLANNING COMMISSION

<u>Boone County</u>	<u>Phase One (Initial)</u>	<u>Land Use</u>	<u>Square Feet</u>	<u>Trip Generation Rate</u>	<u>Total Daily Trips</u>
		a) Industrial	294,000	5.43 trips per 1,000 GSF	1,596
		b) Office/Research		5.30 trips per 1,000 GSF	504
		-25% office research	95,250		
		-75% warehouse	285,750	4.88 trips per 1,000 GSF	1,396
		c) Commercial	12,000	74.90 trips per 1,000 GSF	899
		-restaurant			
		TOTAL DAILY TRIPS			4,395
	<u>Phase One (Ultimate)</u>	<u>Land Use</u>	<u>Square Feet</u>	<u>Trip Generation Rate</u>	<u>Total Daily Trips</u>
		a) Industrial	475,000	5.43 trips per 1,000 GSF	2,579
		b) Office/Research		5.30 trips per 1,000 GSF	504
		-25% office research	95,250		
		-75% warehouse	285,750	4.88 trips per 1,000 GSF	1,396
		c) Commercial	12,000	74.90 trips per 1,000 GSF	899
		TOTAL DAILY TRIPS			5,378
<u>Florence</u>	<u>Phase Two</u>	<u>Land Use</u>	<u>Square Feet</u>	<u>Trip Generation Rate</u>	<u>Total Daily Trips</u>
		a) Office Research	115,000	5.30 trips per 1,000 GSF	610
		b) Commercial			
		-retail	120,000	66.70 trips per 1,000 GSF	8,004
		-restaurants (2)	10,000	164.40 trips per 1,000 GSF	1,644
		c) Office Campus	106,000	20.65 trips per 1,000 GSF	2,189
		TOTAL DAILY TRIPS			12,447
	<u>Phase One (Ultimate)/ Phase Two Combined</u>	<u>Land Use</u>	<u>Square Feet</u>	<u>Trip Generation Rate</u>	<u>Total Daily Trips</u>
		a) Industrial	475,000	5.43 trips per 1,000 GSF	2,579
		b) Office/Research			
		- 25% Office Research	95,250	5.30 trips per 1,000 GSF	504
		- 75% Warehouse	285,750	4.88 trips per 1,000 GSF	1,396
		- Office Research	115,000	5.30 trips per 1,000 GSF	610
		c) Commercial			
		-retail	120,000	66.70 trips per 1,000 GSF	8,004
		-restaurants (1)	12,000	74.90 trips per 1,000 GSF	899
		(2)	10,000	164.40 trips per 1,000 GSF	1,644
		d) Office Campus	106,000	20.65 trips per 1,000 GSF	2,189
		TOTAL DAILY TRIPS			17,825
		minus 10% internal circulation (Bluegrass Business Center)			<u>1,782</u>
					<u>16,043</u>

Source: Institute of Transportation Engineers Trip Generation Summary (1983)

BOONE COUNTY PLANNING COMMISSION

PUBLIC HEARING

JULY 23, 1986

8:00 P.M.

#2

Chairman Kroger opened the Public Hearing on the request of Gartner, Burdick, Bauer-Nilsen (GBBN) for Tipton Associates and Paul Hemmer Management (owner by option) for the utilization of an underlying zone in Planning Development. The 69.57 acre site is located on the west side of Turfway Road and north of Houston Road, Boone County, Kentucky. The site is currently zoned Industrial One/Planned Development Overlay, I-1/PD Overlay and Commercial Two/Planned Development Overlay, C-2/PD Overlay.

Staff member David Geohegan presented a slide presentation of the proposed site and surrounding area.

Staff member Kevin Costello requested to present the Staff Report after the applicant's presentation.

Mr. Paul Hemmer of the Paul Hemmer Construction Company, referred to the Tipton Company and the quality of construction development they had done in the Cincinnati area. Mr. Hemmer described the history of the Paul Hemmer Construction Company and the various developments they had constructed. Mr. Hemmer introduced the members of their team: Mr. Dave Tipton, President of Tipton Associates; Mr. Randy Smith; Mr. Jeremy Moore; Mr. Mike Hargis, Vice-President of the Paul Hemmer Construction Company; Mr. Jim Viox, Engineer; and Mr. Bob Gramann, Architect of GBBN.

Mr. Bob Gramann, Architect for the proposed request, described the location of the proposed site in relation to the surrounding areas. Mr. Gramann stated the proposal was in accordance with the Turfway Study. Mr. Gramann stated the proposed development was basically for three types of land use: (1) Industrial Use - Lots 1-8; (2) Office (research) Use - Lots 9-11 and; (3) Restaurant - Lot 12. Mr. Gramann described the architectural layout of the office research building for Lots 9-11. Mr. Gramann stated the office research building would be 25% office and 75% assembly and a clean type user. Mr. Gramann stated the industrial users would be 10% office and 90% light manufacturing and noted the restaurant on Lot 12 would be a sit-down restaurant, no drive thru. Mr. Gramann noted several reasons which would make the Bluegrass Center unique: (1) the overall sense of place and character and; (2) the architectural character that would be controlled by the developer through the use of the type of materials used. Mr. Gramann stated the

Mr. Costello noted that on page 6 of the Staff Report was a list of special concerns: (1) How will the truck traffic mix and the need for road improvements in the area if the entire Interchange was developed; (2) water and sanitary service in the entire area; (3) Airport property and what they intend to do with the property; (4) Signage and; (5) A coordinated approach or effort to combined driveway aisles and parking lots, where appropriate to create larger buffer and landscaped areas.

Chairman Kroger inquired of audience's support, opposition or comments on the proposed request.

Mayor Roger Rolfes of the City of Florence, noted that since the applicant's neither owned nor had an option to buy the adjoining property (the gray area on the plan) then there was no assurance that the road proposed to connect on Houston Road would or would not be built. Mayor Rolfes referred to the traffic situation and stated everyone had to be very concerned at the type of industry that would be within the various industrial sites and make sure they were compatible with the area particularly with respect to any types of pollution. Mayor Rolfes pointed out that the traffic situation was really going to be a tough situation and stated that if everyone worked together then maybe some type of control could be created. Mayor Rolfes expressed concern of trying to find some type of truck route.

Mr. Collins referred to the utilities for the proposed project and inquired if the project would be brought into the City of Florence. Mr. Paul Hemmer stated at the present time he was not sure where they would get the utilities. Mr. Collins expressed concern of the current sewer lines serving the proposed project. Mayor Rolfes stated he should hope the sewer system would be adequate to accomodate for all the developments in the Florence area. Mr. Collins inquired of the water systems. Mayor Rolfes responded that the water systems were going to be upgraded in the entire Turfway Road area.

Mr. Delong expressed concern of the number of buildings on the Industrial zone within the Park. Mr. Delong stated he would like to see the number of buildings narrowed down. Mr. Delong inquired how many feet from the curb to the major access point. Mr. Delong inquired how many feet the restaurant was from the entrance and if it was close then maybe there could be an interconnecting street with the office complex next door. Mr. Gramann responded that the actual intensity in the Industrial zone which was being proposed was much less than what was allowed in zoning approval. Mr. Gramann stated the ingress and egress from the main intersection to the curb would be approximately 600 feet and noted the restaurant had been pushed back as far as it could be.

Mr. Jim Viox, Engineer for the proposed request,

infrastructure of the roads would be publicly dedicated 28 foot wide concrete roads, two lanes within the Park with 4 lanes at the entrance to the Turfway Connector and also to Houston Road. Mr. Gramann stated it was the intention of the Tipton and Hemmer group upon approval that grading, roads and utilities start immediately this Fall. Mr. Gramann stated that possibly by next Spring or Summer they would begin the development of Lot 10 or 11 (office research) and then followed immediately by the Industrial Lots and then later by the market absorption. Mr. Gramann stated the development would probably be an 8-10 year build out. Mr. Gramann closed by stating that the particular park was in keeping with the types of things the Planning Commission and others in the area desire for the Turfway Interchange. Mr. Gramann stated the Park was compatible with the Land Use Study. Mr. Gramann noted Mr. Bob Vogt would address the traffic situation and noted the report that had been created indicated there would be no adverse effects to any of the surrounding roadways by Phase One of the development nor would any of those present roads have to be improved.

Mr. Bob Vogt, stated the proposed area was just a small part of the entire area that represented the development from south of Donaldson Road to KY 18 and west of I-75. Mr. Vogt stated the amount of traffic the particular area represented was probably in the range of 6,000 trips of a total 77,000 new trips that could be generated in the entire area over a period of time. Mr. Vogt stated they had tried to do a traffic analysis and produce a product that would be beneficial to the Planning Commission and all development that would occur within the particular area. Mr. Vogt stated that currently there was approximately 12,000 trips in and 12,000 trips out of the area. Mr. Vogt explained that in the first stage, which included the proposed project, and also part of the Latonia Park and Corporex projects there would be another 11,000 trips in and 11,000 trips out added to the area a day. Mr. Vogt stated that with Phase Two and the rest of the development there would ultimately be another 39,000 trips in and 39,000 trips out a day. Mr. Vogt stated the total amount of traffic would be around 50,000 in and 50,000 out a day. Mr. Vogt described the three stages used to determine how well the system would work to help take care of all the traffic.

Mr. David Tipton, President of Tipton Associates, introduced himself and briefly explained Tipton Associates history of construction and development in the Cincinnati area and noted their excitement to start their first development in the Northern Kentucky area.

Mr. Costello presented the Staff Report. (See Staff Report)

Mr. Geohegan stated that the staff did work on a few trip generation figures for the project and the staff's figures came close to the figures reported in in GBBN study.

referred to the sanitary sewer and water concerns and stated the sanitary sewer issue was in the Florence 201 study, the line size was intended to be adequate to serve the area. Mr. Viox stated there was a 10 inch sewer line through the airport site to the area. Mr. Viox stated that when it was elected not to build a treatment plant in the City and pump the sewage through the sanitation district in Drycreek, then one of the largest gravity outfalls in Northern Kentucky was built in recent years and it started at the intersection of Turfway Road and went all the way to Drycreek by gravity. Mr. Viox noted that in the future if there were any sanitary sewer problems in the area the simple solution would be to have the sewage intercepted by an initial lift station and discharged into the outfall system and not cause any problems for the area. Mr. Viox referred to the water condition and noted there was water on Houston Road (12" line) that belonged to the City of Florence and on Turfway Road. Mr. Viox stated that because of the developments that were occurring in the area and the area in general, all the water districts in the area had developed studies which concluded that the major source of water was going to be pushed through a transmission system into the area of Houston Road and Turfway Interchange by a transmission line from the 5 million gallon storage tank on Dudley Pike and on into Florence and Boone County. Mr. Viox stated the completion of that master plan had basically been adopted by all three water commission's and some of those phases were under construction at the present time.

Mayor Rolfes stated the City of Florence was aware of the master plan of the 201 study but noted there had been no commitments made at the present time by the City of Florence.

Mr. Neltner inquired if a revised Concept Development Plan would have to be submitted if the three (3) parcels off Houston could not be acquired for the access. Mr. Hemmer stated that if whoever developed the other property did not complete the access then they would have to dead-end the street. Mr. Gramann stated that if the Tipton/Hemmer group could only construct a certain amount of road then the individual that developed the property, in order to get the approval, should be required by the Planning Commission to provide the access.

Mr. Jones referred to the drawing and inquired if the gray colored area on the plan was included in the 70 acres. Chairman Kroger explained the gray colored area was properties that were not owned by the applicant.

Mr. McMillian inquired if any thought had been given to the truck traffic going through Lot #9 coming in from Turfway rather than all the truck traffic coming in off the connector. Mr. McMillian stated Turfway could be a stacking lane. Mr. Gramann stated he was not sure if the truck traffic was as acute of a problem as believed to be, and noted that approximately 600,000 square feet had 8 trucks per day. Mr. Gramann stated that the type of users that would be within the development

would not have heavy truck traffic. Mr. Gramann stated he did not perceive the mixing of the minimum amount of trucks to be a problem. Mr. McMillian pointed out that Turfway was relatively vacant at the present time but there would be a lot of traffic when buildings were operating.

Mr. Greene stated he would like to see some way for the traffic to go through the airport property where parcels 4 & 5 were.

Mr. Barnett stated he did not feel the area had the proper utilities for the development nor had everyone sat back long enough to see what impact the whole area would have on the City of Florence and Boone County. Mr. Barnett stated it seemed the roads and plans were based on a whole list of assumptions and he felt there were too many assumptions to project what the traffic would do.

Chairman Kroger inquired if an Architectural Review Board for the proposed park would be established. Mr. Gramann explained the unique character of the particular park would have the architectural design/review of the developing architectural team. Chairman Kroger inquired if there were 3 or 4 people who were members of a board who would review any requests that would come into the park such as the Northern Kentucky Industrial Park (N.K.I.P.). Mr. Gramann stated the particular park would have the character and quality assured by the Tipton/Hemmer team. Chairman Kroger stated as long as the Principles were involved throughout the entirety of the project they had that assurance. Chairman Kroger inquired if the applicant would have a board to review the useages within the park. Chairman Kroger stated there were uses that may not be compatible with what the City of Florence and Boone County were looking at. Chairman Kroger noted the development was a community development. Mr. Paul Hemmer stated at the present time they did not have a board organized such as they did for the N.K.I.P. Mr. Hemmer noted that he felt the covenants in the Industrial Park were much stronger than the planning standards for Industrial Parks. Mr. Hemmer stated he could assure the City of Florence and Boone County that the proposed park would be of much higher quality than that which would be demanded by the present zoning regulations for the particular zone. Mr. Hemmer stated the proposed park would be the highest quality Industrial Park in all of Northern Kentucky.

Mr. Davis stated he found the gray area on the drawing to be somewhat of a deceptive area because of the extra access point shown. Mr. Davis noted another concern was the hospital which was at the same interchange and almost at the same corner with the access point. Mr. Davis stated he felt there was a major problem at the access point area and he did not see how the project could be addressed in just a short two weeks. Mr. Davis stated he would like to see more study go into the project before it came before the Commission as a whole or even perhaps

by the Commission as a whole.

Chairman Kroger inquired if they were back to putting more lanes behind the Interchange piers at Stage 2. Mr. Vogt responded it may be possible with further study.

Mr. Gramann stated it was of the utmost importance that everyone knew that the proposed development, in the stage that was being presented, would not adversely affect the traffic in the area. Mr. Gramann noted that the most comprehensive traffic study had been done for the particular Turfway Interchange.

Mr. Vogt explained the staging of the proposed development and the surrounding area in relation to the current traffic study done by GBBN.

Hearing no further questions or comments, Chairman Kroger suggested that the proposed request be scheduled for August 20, 1986. After further discussion, Chairman Kroger closed the Public Hearing.

BOONE COUNTY PLANNING COMMISSION

BUSINESS MEETING

SEPTEMBER 3, 1986

8:00 P.M.

Chairman Kroger called the meeting to order. 14 members present. Absent: Mr. Slusher. All staff members were present. Atty. Dale Wilson was also present.

Chairman Kroger noted the Minutes of the August 20, 1986 Business Meeting would be referred to later on in the meeting.

Chairman Kroger inquired of any bills to be paid. Staff member Dee Ann Brewer read the bills to be paid: Staff Salaries and Benefits, \$8,527.30; The Boone County Recorder, \$834.29; Dolbey and Company, \$1,980.00; Bluegrass Florist, \$74.25; University of Kentucky, \$40.40; Scot Business Machines, \$153.59; The Preservation Press, \$128.73; Transportation Cabinet, \$82.50; Headquarters Office & Services, \$111.00; Budget Print Center, \$19.00; The Picture Place, \$16.37; Ohio Blue Print, \$98.40; Village Square Office Products, \$71.90, Ky. State Treasurer, \$2,134.98; People's Deposit Bank, \$1,520.63 and; Scot Business Machines, \$4,678.30 for an overall total of \$20,471.64. Mr. McMillian moved to approve all bills to be paid as presented. The motion was seconded by Mr. Martin. The motion carried unanimously.

Reports

Chairman Kroger noted the Zoning Enforcement Officer's Report for the Commission's review. Hearing no comments on the Zoning Enforcement Officer's Report, Chairman Kroger proceeded to the items on the agenda.

Zoning Map Amendment

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

Staff member Jim Sturdevant read the Committee which recommended deferral in order to allow the applicant additional time to address the comments and concerns made at the Public Hearing.

Mr. McMillian moved to defer the request of Corporex Parks of Kentucky, Inc. for a Zoning Map Amendment for property located west of Mineola Pike, north of Donaldson Road and south of

I-275 based upon the Committee Report. The motion was seconded by Mr. Collins. The motion carried unanimously.

1986 Boone County Zoning Regulations, 1986 Boone County Comprehensive Plan

Two public hearings to hear presentation, comments and opinions on the 1986 Boone County Zoning Regulations, both text and map and the "Land Use Element", "Introduction", and "Preface", of the 1986 Boone County Comprehensive Plan.

Chairman Kroger inquired if the request was also for deferral. Mr. Neltner, Chairman of the Comprehensive Plan Committee stated yes.

Mr. Collins moved to defer the two public hearings on the 1986 Boone County Zoning Regulations and the 1986 Boone County Comprehensive Plan based upon the Committee Report. The motion was seconded by Mr. Neltner. The motion carried unanimously.

Concept Development Plan

A request of GBBN (agent) for Tipton Associates and Paul Hemmer Management (owner by option) for the utilization of an underlying zone in Planned Development. The 69.57 acre site is located on the west side of Turfway Road and north of Houston Road, Boone County, Kentucky. The site is currently zoned Industrial One/Planned Development Overlay, I-1/PD and Commercial Two/Planned Development Overlay, C-2/PD.

Director Gerald Newton read the Committee Report which recommended approval based upon findings of facts and conditions. (See "Exhibit A" attached)

Mr. Davis moved to recommend approval by Resolution to the Boone County Fiscal Court of the request of GBBN (agent) for Tipton Associates and Paul Hemmer Management (owner by option) for the utilization of an underlying zone in Planned Development for property located on the west side of Turfway Road and north of Houston Road, Boone County, Kentucky based upon the Committee Report. The motion was seconded by Mr. Collins.

Chairman Kroger inquired of any discussion from the Commission.

Mr. Delong noted the Tipton/Hemmer Companies had work very hard to present a development for the community but he felt the intensity of the development was too great. Mr. Delong suggested the Planning Commission refine the development to allow the traffic and infrastructures to be compatible with other parks in the area (e.g. Northern Kentucky Industrial Park). Mr. Delong noted that 30% of the Northern Kentucky Industrial Park property was greenery but the proposed development would only be 25% greenery. Mr. Delong noted 4% more greenery would make a great

difference. Mr. Delong stated he would like to see the intensity of the development lowered.

Chairman Kroger inquired if Mr. Delong was suggesting the amount of floor space be cut relative to the Northern Kentucky Industrial Park. Mr. Delong stated yes.

Mr. Viox noted he would abstain on the vote due to a business affiliation with the proposed development. Mr. Hemmer noted he too would abstain due to being related to the applicant.

Mr. Davis noted the square footage suggested in the Committee Report in Industrial was shown as 425,000 square feet and stated the applicant had ask for 475,000 square feet. Mr. Davis noted the applicant had ask for 410,000 square feet on the Office Research and the Committee was suggesting 375,000 square feet. Mr. Davis stated the Committee felt they had dropped the square footage as much as they felt was compatible with the area and the intensity that was already going to be at that interchange area.

Chairman Kroger inquired if the applicant had any comment to make regarding the conditions within the Committee Report.

Mr. Bob Gramann of GBBN, stated the proposed development was approximately 70 acres and they had calculated about 50% as open space for the development. Mr. Gramann stated the present plan was already proposing 62% less density than would be allowed in the Industrial section and approximately 50% less than what was allowed by Zoning Regulations. Mr. Gramann requested the Commission give the proposed development a positive vote. Mr. Gramann inquired whether in a meeting with the Zone Change Request Committee, had a consensus on conditions 3 & 4 been made. Mr. Costello stated the Committee Report spoke for itself. Mr. Gramann agreed to condition 4. Mr. Gramann noted condition 11 which referred to "staging" and described the intended staging of the proposed development: Stage 1 - grading, road construction, and utilities to begin in fall of 1986 and noted that due to the timing may now begin in Spring of 1987; Stage 2 - Office Research and Restaurants and; Stage 3 - Some Industrial would happen within Stage 1 or the first year. Mr. Gramann stated only condition one (1) was of great concern to them.

Chairman Kroger pointed out that condition 11 stated "the applicant shall be responsible to follow the following schedule or stages of development". Chairman Kroger noted the three stages were indicated and in his opinion in Stage 1, Industrial development had not been indicated but Mr. Gramann stated he foreseen some Industrial development occuring within Stage 1. Chairman Kroger stated "some Industrial development" should be included in Stage 1. Mr. Gramann concurred, and stated "and some Office Research within the first year" should also be included in Stage 1.

Mr. Barnett stated the Zone Change Request Committee agreed.

Mr Davis amended his motion to reflect that condition 11 of the Committee Report include some Industrial and Office Research development. Mr. Collins also agreed to amend his second as same.

Atty. Dale Wilson inquired of the motion to mean, that all conditions within the Committee Report with the clarification on staging were acceptable by the applicant.

Mr Randall Smith of the Tipton Associates, referred to condition 3 and requested clarification of the roadway improvements in the Turfway Road/I-75 area. Mr. Barnett stated the Zone Change Request Committee had decided to incorporate condition 3 into condition 15 and then require the Concept Development Plan to come back before the Planning Commission. Mr. Barnett explained the Committee was not sure how to incorporate condition 3 into 15 without using some of the elements that would pertain to condition 3.

Mr. Delong noted he had been incorrect on the square footage of the site and stated that 26% did represent the square footage of the entire site.

Chairman Kroger referred back to Mr. Barnett's comment and inquired if it was perceived that there would be a request of the applicant by the legislative bodies to make some type of improvements on the current plan. Chairman Kroger inquired if anyone knew of any reason why the applicant should be required to give up an easement right or properties, for any community improvement. Chairman Kroger inquired if the proposed project was any different than any other project that came before the Commission in that regard. Mr. Barnett responded that condition 15 addressed any changes the applicant might make to the Concept Development Plan.

Chairman Kroger noted that Fiscal Court as the legislative body would have to make final judgement on the approval given.

Mr. Burch stated he believed that 475,000 square feet for the Industrial use and 410,000 square feet for the Office Research use was a fair number considering the potential allowable numbers in the particular area and he wondered how much would be gained by an across the board cut of 10%. Mr. Burch moved the motion be amended to include the motion on the floor plus changing condition 1 back to the original request which was to move the square footage from 425,000 square feet to 475,000 square feet for the Industrial use and to move the square footage from 375,000 square feet to 410,000 square feet for the Office Research use, plus eliminate condition 3 because he believed it was incorporated into condition 15. The motion was seconded by Mr. Greene.

Chairman Kroger noted that would bring the total from 812,000 square feet to 897,000 square feet.

Mr. Davis stated he would like to see the square footage stay as the Zone Change Request Committee had suggested. Mr. Davis suggested the last sentence in condition 3 be omitted.

Chairman Kroger stated he was in agreement with Mr. Burch's amendment to the motion because he felt the square footage was an important aspect of the economic well being of the project.

Chairman Kroger noted the Commission could limit and continue to limit the developer's ability to sell square footage and in turn they inhibit some of the aspects of the project which would be a benefit to the community.

A roll call vote was taken to amend the motion.

Ayes: Messrs: Burch, Collins, Greene, Jones, Martin, McMillian, Mrs. Smith and Chairman Kroger.

Nays: Messrs: Barnett, Davis, Delong and Neltner.

Abstain: Messrs: Hemmer and Viox.

The motion for amendment carried.

Mr. Neltner inquired how many stories the Research Office space structures would there be and also inquired if anyone had given any consideration to constructing two story structures which would allow more green space for the development. Mr. Randall Smith of Tipton Associates responded the Research Office structures would be one story and explained the specifications of the particular tenants were what they based the building on.

Mr. Paul Hemmer stated there was a possibility of some two-story buildings within the development.

Further discussion followed on the possibility of two story structures within the development.

A roll call vote was taken to recommend to the Boone County Fiscal Court the request of approval as amended.

Ayes: Messrs: Barnett, Burch, Collins, Davis, Greene, Jones, Martin, McMillian, Neltner, Mrs. Smith and Chairman Kroger.

Nayes: Mr. Delong.

Abstain: Messrs: Hemmer and Viox.

The motion carried.

Chairman Kroger turned the meeting over to Vice-Chairman

COMMITTEE REPORT

TO: BOONE COUNTY PLANNING COMMISSION

FROM: RECTOR JONES, CHAIRMAN

DATE: September 3, 1986

RE: Request of GBBN (agent) for Tipton Associates and Paul Hemmer Management (owner by option) for the utilization of an underlying zone in Planned Development. The 69.57 acre site is located on the west side of Turfway Road and north of Houston Road, Boone County, Kentucky. The site is currently zoned Industrial One/Planned Development Overlay (I-1/PD) and Commercial Two/Planned Development Overlay (C-2/PD).

REMARKS:

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

FINDINGS OF FACT

1. In general, the submitted Concept Development Plan is in agreement with the Land Use Study: I-75/Turfway Road Interchange and the first nine elements of the 1986 Boone County Comprehensive Plan. References to both studies are made in the Staff Report and on page 4-9 of the Turfway Study and on page T-9 in the 1986 Comprehensive Plan. However, both studies also raise potential problems in the I-75/Turfway Road Interchange area with regard to existing transportation routes and utilities (e.g. water and sanitary sewer). The Committee is concerned about the future impact of other development projects in the area. By itself, this project, as well as other approved projects in the area, appears to have no significant impact, but when combined with others, it may result in overdevelopment given the existing limitation of roads and utilities in the area. The Committee strongly feels that staged development in this project and in general for the I-75/Turfway Road Interchange area, is the key to a well-planned development. Utility and transportation improvements will have to be made in the future to accomodate this project and future growth.
2. The multiple uses or the mixing of industrial, office research and commercial uses demonstrates an innovative approach to create a distinct business or working environment. Because of the high levels of noise projected as a result of the proposed 10,000 foot north-south airport runway, the above uses are appropriate and compatible to

the adjacent airport facility.

3. The Concept Development Plan does in fact demonstrate a commitment to provide an extraordinary amount of open space and buffer area, which is normally not seen in typical industrial parks.

CONDITIONS

The Committee recommends approval of the submitted Concept Development Plan subject to the following conditions:

1. The applicant shall be limited to the following intensities:

<u>Area/Acres</u>	<u>Land Use</u>	<u>Square Footage</u>
30.7	Industrial	475,000 sq. ft. (Total)
34.0	Office/Research	410,000 sq. ft. (Total)
1.8	(1) Sit down restaurant	12,000 sq. ft. (Total)
Overall Total:		897,000 sq. ft.

The applicant shall develop the industrial section of the project within Lots 1-8, the office/research in Lots 9-11, and the sit-down restaurant in Lot 12. The lot sizes shall be flexible in the industrial section of the project. No more than 10 or less than 6 lots are to be made on the 30.7 acre tract. The approval of the Concept Development Plan shall not be construed to endorse a precise location or mixture of uses, configuration of parcels, arrangement of physical design, engineering feasibility of other particulars.

2. The applicant will need to enter into discussion with the appropriate water and sewer commission in order to determine current capacity levels and actual demand for the site. Before approval of any subsequent reviews, an agreement in principle for providing water and sewer services must be made between the applicant and appropriate water and sewer commission.
3. In regard to the Industrial One, I-1 uses, the applicant shall be limited to the manufacture distribution and assembly of the principally permitted, accessory and conditional uses except for the following which will not be permitted.

Principally Permitted

- a) Textile mill products except primary manufacture of dyes, fibers, felts, rubber goods;
- b) Fabricated wood products including containers, building components, structural members, but excluding the primary manufacture of wood or wood products;
- c) Laundering, dry cleaning, and dyeing services including rugs, linen supply, and industrial laundry services;
- d) Agricultural contract sorting, grading and packaging services of fruits and vegetables;
- e) Motor freight terminals, public warehousing, freight garaging and equipment maintenance;
- f) Automobile leasing.

Accessory

- g) Railroad right-of-way including switching and marshalling trackage and freight terminals;
- h) Marine freight terminals;

Conditional

- i) 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, japanning or lacquering; g) radium or radioactive elements; h) crushing or other reduction or waterproofing;;
 - j) Poultry and small game dressing and packaging; and
 - k) Gasoline service stations.
- 4. Outside storage of equipment and materials within the site will be subject to appropriate screening as approved by the Zoning Administrator and through Site Plan Review.
 - 5. Shared access shall be provided from the proposed Bluegrass Business Center to the adjacent property to the south. The main entrances to the site could then be provided from Houston Road and from the Turfway Connector.
 - 6. Because of the significant vegetation and natural topography of the site, extra precautions should be taken in designing an adequate storm water detention/retention system for the site especially if the applicant does not acquire the property to the south of Phase II.

7. The applicant shall be limited to three access points as indicated on the Concept Development Plan unless access is provided by the adjacent property owner to the south. No access will be provided to the Airport property to the west.
8. If at any time, there is a significant amount of truck traffic as a result of this project, the applicant shall be required to explore the possibility of designating a truck route to help alleviate any future problems of mixing industrial truck traffic with intense automobile traffic resulting from commercial and office uses.
9. The applicant shall be required to develop protective covenants or deed restrictions, and to establish an Architectural Review Board in order to coordinate the use of building materials and architectural design. This action will enhance compatibility and harmony within the business park.
10. The applicant shall be responsible to follow the following schedule or stages of development:

Stage 1 Grading, road construction, utility construction, Office/Research and Industrial 1st year.

Stage 2 Office/Research, Restaurant 2nd year.

Stage 3 Industrial 2nd-3rd year.
11. Signage to the site be low level and in harmony with the variety of land uses. Small scale building mounted signage and/or directional signage should be encouraged and not individual free standing signs.
12. A coordinated effort should be made to combine driveway aisles and parking lots, where appropriate to create larger buffer and landscaped areas. There also may be the need to expand the main entrances to the site in order to allow better turning movement in and out of the proposed Bluegrass Business Center.

The above two items will be analyzed at Site Plan Review, Preliminary Development Plan Review and at Improvement Plan Review.
13. The applicant shall be required to have sufficient screening and landscaping of the site in order to meet the objectives of the Planned Development. Preservation of existing trees and natural wooded areas where possible should occur.

14. Any change in the Concept Development Plan shall be brought to the attention of the Technical Committee. If the change is deemed significant or major, a new application and public hearing shall be required.

CONCLUSION

This Concept Development Plan indicates a variety of land uses, which are compatible given the accessibility to the Turfway Road Interchange and the expansion of the Greater Cincinnati International Airport. If approved, the Plan will add a new feature to Boone County with a combination of an industrial, office/research center.

Rector Jones, Chairman

Donald Davis

Larry Barnett

Fred Burch

William Viox

Melvin DeLong

AN ORDINANCE OF THE BOONE COUNTY FISCAL COURT ADOPTING A MAP AMENDMENT TO THE BOONE COUNTY, KENTUCKY, ZONING MAP, SUCH MAP AMENDMENT BEING A ZONE CHANGE FROM INDUSTRIAL ONE/PLANNED DEVELOPMENT OVERLAY AND COMMERCIAL TWO/PLANNED DEVELOPMENT OVERLAY TO INDUSTRIAL ONE AND COMMERCIAL TWO FOR PROPERTY LOCATED WEST SIDE OF TURFWAY ROAD AND NORTH OF HOUSTON ROAD [69.57 ACRE] AS REQUESTED BY GARTNER, BURDICK, BAUER-NILSEN FOR TIPTON ASSOCIATES AND PAUL HEMMER MANAGEMENT AND AS RECOMMENDED FOR APPROVAL BY THE BOONE COUNTY PLANNING & ZONING COMMISSIONER VIA RESOLUTION NO. (R-35-86).

WHEREAS, the Boone County Fiscal Court received a request from the Boone County Planning & Zoning Commission for a Map Amendment for a zone change from I-1/PD Overlay and C-2/PD Overlay to I-1 and C-2 for certain real estate which is more particularly described below, and;

WHEREAS, the Boone County Fiscal Court has recognized the conducted Public Hearing by the Boone County Planning Commission, serving as a due process trial-type hearing, and its findings of fact recommending approval of the zone change request, and;

WHEREAS, the Fiscal Court of Boone County, Kentucky, deems it necessary to enact this Ordinance, to preserve and protect the health, safety and convenience of the inhabitants of Boone County pursuant to the Fiscal Court's authority under KRS 67.083 and Chapter 100 of the Kentucky Revised Statutes.

NOW THEREFORE, BE IT ORDAINED 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 approved and adopted, this map amendment being a zone change from I-1/PD Overlay and C-2/PD Overlay to I-1 and C-2. The real estate which is the subject of this zone change recommendation is more particularly described as follows, to wit:

See attached legal description which is incorporated by reference as if fully set out herein.
(ATTACHMENT - EXHIBIT "A")

SECTION II

That as a basis for the recommendation of approval and adoption of the zone change request the findings of fact of the Boone County Planning & Zoning Commission, as set forth in its Minutes and official records for this zone change request, shall be and are hereby incorporated by reference as if fully set out in this Ordinance.
(ATTACHED - EXHIBIT "B")

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

Introduced, seconded and given first reading on the 7th day of October, 1988.

Adopted by the Fiscal Court of Boone County after second reading at a regular meeting on the 21st day of October, 1988, and on the same occasion signed in open session by the County Judge/Executive as evidence of his approval, attested under seal by the Boone County Fiscal Court Clerk and declared to be in full force and effect.

Bruce Ferguson
By: T. Scott Kinchen, Deputy Judge
Bruce Ferguson
Boone County Judge/Executive

ATTEST:

Jerry W. Rouse
Jerry W. Rouse
Boone County Clerk

Submitted by:

Larry Crigler
Larry Crigler
County Attorney

12 / 186
(DATE PUBLISHED)

(DELEGATIONS CONTINUED...)

Hopeful Road/Trish Morris relative to speed limit - (See Page [9], Paragraph [4].)

Moore Road/Bill Locke relative to County Road Maintenance System request - (See Page [9], Paragraph [2].)

I-75/Mt. Zion Road Interchange Zoning/Omar Prager, spokesperson for petition - (See Page [8], Paragraph [5].)

Ordinance No. (920.98)/Gartner, Burdick, Bauer, Nilsen Zone Change Request on behalf of Tipton Associates and Paul Hemmer Management - Judge Ferguson moved to Item 9-B of the Agenda and presented and read the First Reading of a zone change Ordinance request on behalf of same. Commissioner Raverty advised that upon his review of documentation as forwarded by the Boone County Planning and Zoning Commission, he noted conditions had been deleted from the original committee report to the amended committee report. A motion was made by Patrick Raverty, seconded by John Weaver approving the First Reading of Ordinance No. (920.98), an Ordinance of the Boone County Fiscal Court adopting a map amendment to the Boone County, Kentucky, zoning map, such map amendment being a zone change from Industrial One/Planned Development Overlay and Commercial Two/Planned Development Overlay to Industrial One and Commercial Two for property located on the west side of Turfway Road and north of Houston Road, 69.57 acre tract as requested by Gartner, Burdick, Bauer, Nilsen for Tipton Associates and Paul Hemmer Management and as recommended for approval by the Boone County Planning and Zoning Commission via Resolution No. R-35-86 with condition three as removed from the original committee report to be included as a required condition for the zone change. There being no discussion, Judge Ferguson called for a vote. Raverty voted AYE, Weaver voted AYE, Robinson was ABSENT, and Judge Ferguson voted AYE. The motion passed. (See Minutes of 10/21/86 for Second Reading consideration as Ordinance if approved will become a part of same and referred to as an exhibit attached thereto.)

Ordinance No. (920.99)/Corporex Zone Change Request - Judge Ferguson moved to Item 9-C of the Agenda and presented and read the First Reading of a zone change Ordinance request on behalf of same. Judge Ferguson recognized Tom Banta, Development Coordinator, Corporex, who briefed the zone change request with the Fiscal Court members. A motion was made by John Weaver, seconded by Patrick Raverty approving the First Reading of Ordinance No. (920.99), an Ordinance of the Boone County Fiscal Court adopting a map amendment to the Boone County, Kentucky, zoning map, such map amendment being a zone change from Industrial One to Industrial One/Planned Development Overlay for property located west of Mineola Pike and north of Donaldson Road and south of I-275, a 32.5050 acre site as requested by Corporex Parks of Kentucky, Inc. (owner) and as recommended for approval by the Boone County Planning and Zoning Commission via Resolution No. R-34-86. There being no discussion, Judge Ferguson called for a vote. Weaver voted AYE, Raverty voted AYE, Robinson was ABSENT, and Judge Ferguson voted AYE. The motion passed. (See Minutes of 10/21/86 for Second Reading consideration as Ordinance if approved will become a part of same and referred to as an exhibit attached thereto.)

Ordinance No. (340.4)/Martial Arts Weapons and Instruments - Judge Ferguson moved to Item 10-A of the Agenda and presented and read the Second Reading of an Ordinance relating to martial arts weapons and instruments as amended from First Reading approval granted on 09/17/86 and as submitted by Larry Crigler, County Attorney. Judge Ferguson recognized Col. Tom Schwartz, Chief of Police, for open discussion with the Fiscal Court relative to said Ordinance. Following discussion, Judge Ferguson confirmed the consensus of the court to (continued, Page [6]...)

MINUTES
BOONE COUNTY FISCAL COURT
Regular Meeting
October 21, 1986
5:30 P.M.

(continued from Page [2]...)

Judge Ferguson advised Mr. Green to meet with the County Attorney or his attorney to prepare documentation in regards to a "Quit Claim Deed" on piece of property.

Ordinance No. (920.97)/Zollars, Inc. Zone Change Request - Judge Ferguson moved to Item 9-A of the Agenda and presented and read the Second Reading of a zone change request on behalf of same. Judge Ferguson recognized Jerry Newton, Director, Planning & Zoning, to answer any questions in regards to same. Commissioner Robinson questioned the buffering conditions. Judge Ferguson recognized Jim Barth, Hunter Drive, property owner, who requested additional screening on eastern end of property and leaving existing trees. Judge Ferguson recognized Mr. Newton to clarify any questions from Mr. Barth and explained why a 30 foot buffer was needed instead of a 5 foot buffer. Commissioner Weaver advised the Fiscal Court to include in the Ordinance and zone change relative to leaving existing trees. Commissioner Weaver recommended the County Attorney's office to send correspondence in regards of unlawful removal of trees. Judge Ferguson recommended sending a letter to Mr. Zoller in regards to not bothering any trees not on his property. A motion was made by John Weaver, seconded by Patrick Raverty approving the Second Reading of Ordinance No. (920.97), including the condition of leaving existing trees and sending correspondence to Mr. Zollers informing him of same, an Ordinance of the Boone County Fiscal Court adopting a Map Amendment to the Boone County, Kentucky, Zoning Map, such Map Amendment being a zone change from Suburban Residential One to Commercial Services Three for property located south of Ky (20) and approximately 600 feet east of Ky (212) [1.71 acre] as requested by Zollars, Inc. (agent) for Carlton and Jeannine Anderson, Patsy and Robert T. Grant, Edward and Milrose Michels and Michael and Linda Conner (owners) and as recommended for approval by the Boone County Planning & Zoning Commission via Resolution No. (R-31-86). There being no discussion, Judge Ferguson called for a vote. Weaver voted AYE, Raverty voted AYE, Robinson voted AYE, and Judge Ferguson voted AYE.
(ATTACHMENT - EXHIBIT 1) - Ordinance as approved

Ordinance No. (920.98)/Gartner, Burdick, Bauer-Nilsen (agent) for Tipton Associates and Paul Hemmer Mnnagement Zone Change Request - Judge Ferguson moved to Item 9-B of the Agenda and presented and read the Second Reading of a zone change Ordinance request on behalf of same. A motion was made by Patrick Raverty, seconded by John Weaver approving the Second Reading of Ordinance No. (920.98), an Ordinance of the Boone County Fiscal Court adopting a Map Amendment to the Boone County, Kentucky, Zoning Map, such Map Amendment being a zone change from Industrial One/Planned Development Overlay and Commercial Two/Planned Development Overlay to Industrial One and Commercial Two for property located on the west side of Turfway Road and north of Houston Road, 69.57 acre tract as requested by Gartner, Burdick, Bauer-Nilsen for Tipton Associates and Paul Hemmer Management and as recommended for approval by the Boone County Planning and Zoning Commission via Resolution No. (R-35-86), approving the zone change with the adoption of the Planning & Zoning conditions and one additional condition: the applicant will endeavor to cooperate with the appropriate legislative bodies in order to determine the current transportation capacity levels and to review actual demand for the site. The applicant will also assist the appropriate legislative bodies in analyzing possible recommended improvements when actual demand on the system approaches the estimated projections as the overall master plan for development proceeds. At the time of site review, a traffic analysis will be required. Judge Ferguson recognized Paul Hemmer for discussion with the Fiscal Court. A motion was made by Commissioner Raverty, seconded by John Weaver approving said above motion with an additional condition proposed by Commissioner Robinson to eliminate the entrance on the curb at the end where building #10 is located on Connector Dr. leaving one entrance on Turfway and one entrance on Connector Dr. There being no disussion, Judge Ferguson called for a vote. Raverty voted AYE, Weaver voted AYE, Robinson voted AYE, and Judge Ferguson voted AYE. The motion passed unanimously.
(ATTACHMENT - EXHIBIT 2) - Ordinance as approved