

REVIEW NO. \_\_\_\_\_

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: [X] Change in Concept Dev. Plan Utilization of an Underlying Zone in Planned Development
2. Name of Development: Microtel
3. Location of Development: Commonwealth Park/Turfway Road
4. Total Acreage of Site: 2.47
5. Current Zoning: O-2/PD
6. Date of Zone Change or Approved Concept Development Plan (if applicable): N/A
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) 99 Room Motel (no restaurant)
9. Name of Applicant(s): W.M.C. Corp. Phone Number(s): (502)223-7655
10. Address of Applicant(s): 503 Murray St. Frankfort, KY 40601
11. Name of Property Owner(s): Corporex Parks of Kentucky 50 East Rivercenter Blvd. Phone Number(s): (606)292-5500 Covington, KY 41011
12. Address of Property Owner(s): 50 East Rivercenter Blvd. Covington, KY 41011
13. Proposed Building Intensities (please specify) 99 guest room motel with 105 parking spaces.
14. Are there any existing buildings on the site? No
15. Deed Book 403 Page No. 170 Group No.
16. Have you had a pre-application meeting with BCPC staff? yes

Handwritten note: map # 292-5599 with an arrow pointing to the applicant's address.

(COMPLETE OTHER SIDE OF APPLICATION)

**EXHIBIT "A"**

## STAFF REPORT

#2

REQUEST OF W.M.C. CORPORATION (APPLICANT) FOR  
CORPOREX PARKS OF KENTUCKY (OWNER) FOR  
UTILIZATION OF AN UNDERLYING ZONE IN PLANNED  
DEVELOPMENT ON A 2.47 ACRE SITE LOCATED ON  
TURFWAY ROAD, FLORENCE, KY.

June 26, 1991

This is a request of W.M.C. Corporation for approval of a Concept Development Plan to allow a hotel in Commonwealth Park, Florence, Ky. The 2.47 acre site is currently zoned Office Two/Planned Development (O-2/PD). The site is currently approved for an office building that would be required to undergo further review by the Florence Board of Adjustments. In addition to this site, one undeveloped site remains in Commonwealth Park along the I-75 Turfway exit ramp. That site is adjacent to the 2.47 acre site, and is approved for a sit-down restaurant. Commonwealth Park is subject to an approved Special Sign District.

The submitted Concept Development Plan indicates a 99 room, two story hotel, referred to as a Microtel. The Microtel is intended to be a price-conscious hotel with no restaurant, lounge, or meeting rooms. The Microtel is proposed to have a Cape-Cod residential exterior appearance, with light gray siding and white trim.

The submitted Plan indicates two entrances on Steeplechase Drive. A monument style sign is anticipated along Turfway Road, and a 79 foot, two tenant pole sign is proposed near Steeplechase Drive. General landscaping is noted on the plan.

A traffic impact analysis has been submitted by the applicant, of which several pages are attached to this report. It concludes that this development would generate little traffic when compared to the existing conditions of Turfway Road, and would generate less traffic than an office development on the site. No restaurant facilities are proposed on this 2.47 acre site. The analysis recommends no roadway improvements.

### Surrounding Land Uses and Zoning

The entire Commonwealth Park is zoned O-2/PD, and includes the Hilton Hotel to the east, the undeveloped restaurant site to the south, Hampton Inn to the southwest, and Applebees Restaurant to the west. The Hilton Hotel was originally approved by the Florence Board of Adjustments in 1984 and modified in 1986. It was not until after the 1986 approval that the site became part of Commonwealth Park. The St. Luke Hospital West is across Turfway Road and is zoned Public Facilities/Planned Development (PF/PD).

### Comprehensive Plan and Houston-Donaldson Study

The 1988 Houston-Donaldson Study is the official comprehensive plan for the area.

The Study incorporated the approved uses in Commonwealth Park into the recommended uses and zoning for the site, which included the office space on the 2.47 acre site. The Study intended to establish an employment character for the Turfway Interchange area. Because the site is within the Study Area, development is subject to the Design Review guidelines in the Study. The intent of these guidelines is that the design of any structure and site can be made to compliment neighboring developments and the surrounding landscape. This will require that the proposed Microtel undergo review that includes Committee review of the architectural style. The Committee will need to determine whether or not the development is consistent in appearance with surrounding buildings.

The Houston-Donaldson Study is currently being updated. As of the time of this report, the update version of the Study treats the site similar to the 1988 Study in recommending that previously approved uses be developed on the site.

The 1990 Boone County Comprehensive Plan contains Goals and Objectives that pertain to the site. The document generally recommends that commercial uses be developed in the form of compact developments with an integrated design, and that highway commercial services be located so that they do not congest traffic movements at intersections. The Overall Goal of the Comprehensive Plan recognizes that different types of development can be located next to each other, but development design is important in avoiding adverse impacts on adjacent uses.

The request must also be reviewed in terms of the criteria included in Article 15 Planned Development of the Boone County Zoning Regulations. These criteria generally encourage innovative but consistent development design. The requested Microtel should be evaluated in terms of how it affects the planned development status of Commonwealth Park.

#### Staff Concerns

- 1) The fact that the proposed use would replace office uses may subtract from the corporate or employment character that was envisioned for Commonwealth Park and the Houston-Donaldson Study area. The result may be a grouping of interstate commercial uses rather than a planned development serving as a gateway to Florence and Boone County.
- 2) The submitted photographs of the same product in Lexington indicate that the anticipated architecture is not consistent with the other hotel uses in Commonwealth Park. This issue would be important at the Design Review stage if this Concept Development Plan is approved. The Commission should consider whether the residential character of the proposed building jeopardizes the planned development nature of Commonwealth Park.
- 3) The proposed Steeplechase Drive entrance nearest to Turfway Road may need to be redesigned or relocated to reduce confusion at this intersection.
- 4) Stormwater detention may be more appropriate under the parking area, instead of being located in a visible detention basin along Steeplechase Drive.

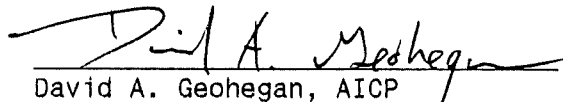
- 5) The approved special sign district for Commonwealth Park seems to indicate that a pole sign or a ground mounted sign may be permitted for the site. However, a condition of approval requires that any free standing or ground mounted signs proposed for this 2.47 acre site undergo review by the Planning

Commission via the Commonwealth Park Sign Review Board. This Board will need to convene.

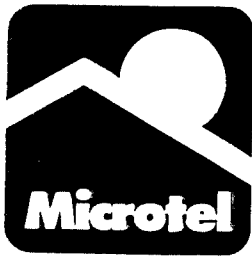
Conclusion

The Planning Commission and City of Florence need to consider whether conditions in the area warrant a change in use, and consider the potential impacts of the proposed use on the character of Commonwealth Park. The request should be evaluated in terms of the three criteria in Article Three and the criteria contained in Article 15 Planned Development of the Boone County Zoning Regulations. Should the request be approved, the update of the Houston-Donaldson Study should reflect the change, however, no changes will be necessary to the Boone County Comprehensive Plan.

Respectfully submitted,

  
David A. Geohegan, AICP  
Senior Planner

DAG:kat



**Microtel/Lexington**  
Winchester Road/U.S. 60 at I-75  
2240 Buena Vista Drive  
Lexington, Kentucky 40505  
(606) 299-9600  
FAX (606) 299-8719

*"First the hotel.  
Then the motel.  
Now Microtel<sup>SM</sup>."*

June 1, 1991

Mr. Kevin Costello  
Boone County Planning Commission  
Burlington, Kentucky 41005

RE: Microtel/Commonwealth Park Planned Development

Dear Mr. Costello:

Microtel represents a new concept in the lodging industry, offering the price-conscious business or transient customer a new, contemporary room at a bargain price. With single room rates below \$30, Microtel represents the newest direction in the lodging industry, reflecting consumer demand for lower prices over "amenity creep", a trend clearly evident all over the retail market.

#### The Developer

Microtel/Turfway is a business venture of the four partners who developed the nation's second Microtel in Lexington, Kentucky, at Exit 110 of Interstate 75 (72 miles south of the Turfway location). William H. Cull, its managing partner, serves as general counsel of Wilkinson Enterprises, a Lexington Development Company. Curtis "Butch" Hart is a principal in CHW, a major Lexington highway contractor, while David Pratt is a Lexington attorney. R.A. Williams is the owner of R.A. Williams Development Company which constructed the Lexington hotel and will build the Turfway property.

#### The Project

Microtel will be a 99 room, two story hotel, virtually identical to the Lexington hotel, excepting only the addition of two full-sized beds in 16 of its rooms (see photos and newspaper supplement).

Microtel has a Cape-Cod residential-look exterior with light gray siding and white trim, projecting a contemporary softness of style. Unlike the much harder and colder look of the typical precast, rectangular interstate hotel or motel, Microtel projects an individuality and warmth which is uniformly appreciated by its customers.

The Microtel guest room projects an extremely contemporary and efficient design, giving the guest each necessary component for comfortable lodging, but no surplusage. Eighty-three rooms feature queen-sized beds, with 16 rooms having two full-sized beds. All rooms will have remote control TV's, a bay window seat, desk, enclosed closet, Euro-style cabinetry, with full-sized modern bath, tub and shower.

Mr. Kevin Costello  
Page Two  
June 1, 1991

Microtel has a simple, but efficient internal layout and offers only rooms, no restaurant, lounge or meeting rooms. Single room rates will range from \$26 - \$28, with double occupancy from \$30 - \$35.

Microtel will offer the price conscious business traveler a comfortable, secure (interior corridor entry only) room in an excellent location at a great price. For the interstate traveler, Microtel will have direct interstate visibility and will be the third Microtel between Troy, Ohio (83 miles north) and the Lexington location, which is 72 miles south. The Canadian, or Midwestern Florida-bound traveler is a mainstay of the Lexington Microtel customer mix.

#### Land Use Compatibility

The Houston-Donaldson Study recognizes the high visibility of the Commonwealth Park planned development, and its important role in the overall area development. Microtel, a hotel use, is clearly consistent and compatible with the current hotel/restaurant development pattern, while Microtel will serve a price-conscious segment associated with Turfway Racetrack, the Booth Hospital (birthing center particularly) and the general area. The importance of Commonwealth Park as a hotel and restaurant area adjacent to the interstate and its service role to the Turfway development are clearly recognized in the Houston-Donaldson Study.

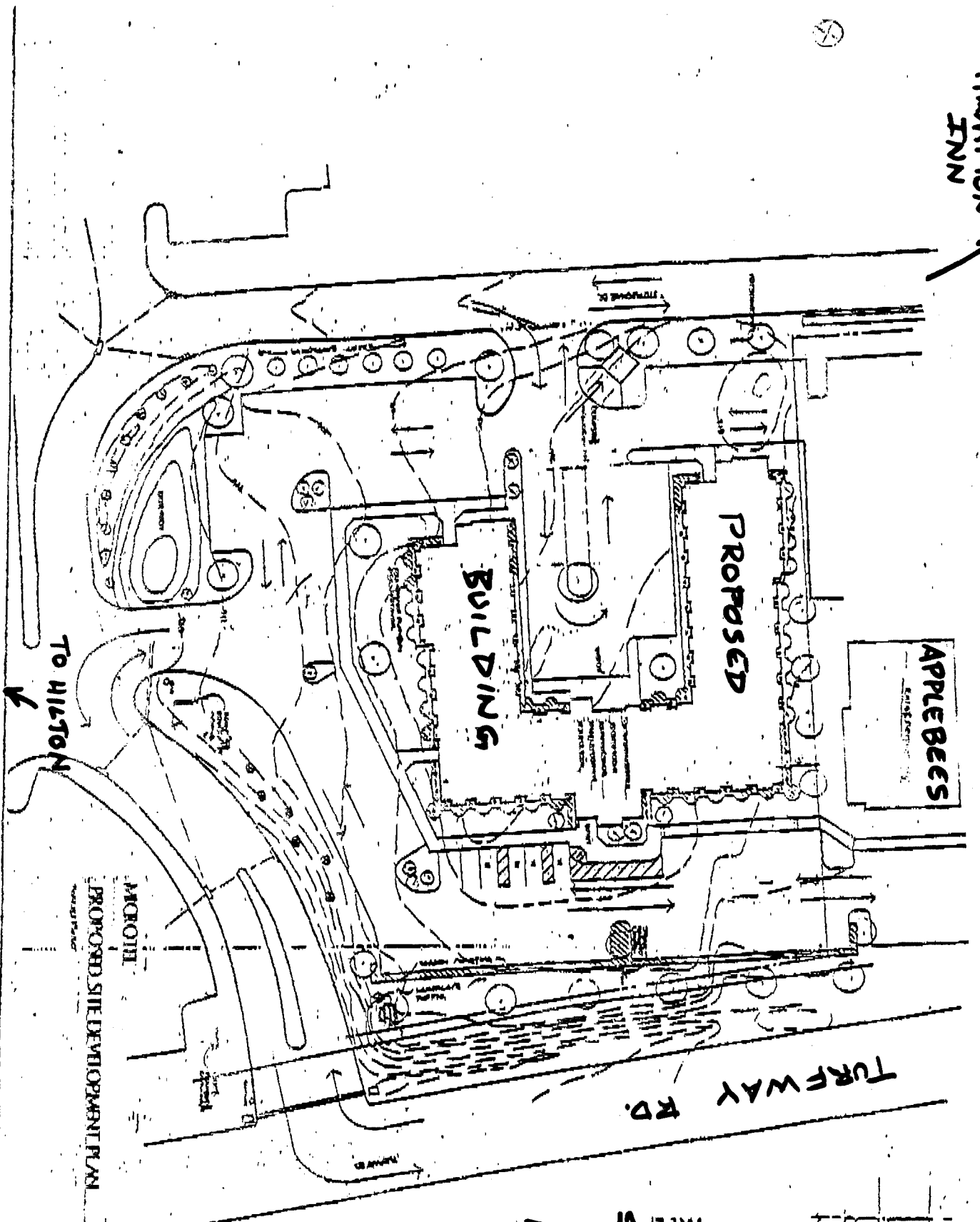
Microtel's Cape-Cod, contemporary residential design will compliment, from an aesthetic standpoint, a widely diverse group of structures. Crackerbarrel's dark-brown siding and Applebee's brick, the two other buildings closely adjacent to Turfway Road, have a much colder appearance, and will be softened by the more pleasantly distinctive Microtel facade. Contrasted with the much larger and taller drivit and precast masses of the Commonwealth Hilton and Hampton Inn, which sit much farther off Turfway Road, Microtel will offer a more distinctive, aesthetically pleasing appearance.

I am prepared to supply any other information of benefit to the Planning Commission in its review of the Microtel project.

Yours very truly,

*William H. Cull*

William H. Cull  
Managing Partner



# MICROTEL

APPLEBEES  
RESTAURANT

PROPOSED

BUILDING

TURFWAY RD.

TO HILTON

HAMPTON  
INN

MICROTEL  
PROPOSED SITE DEVELOPMENT PLAN

ST LUKE  
WEST  
HOSPITAL

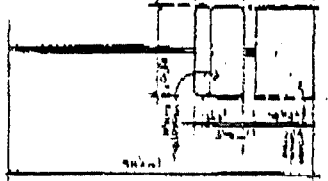
MICROTEL

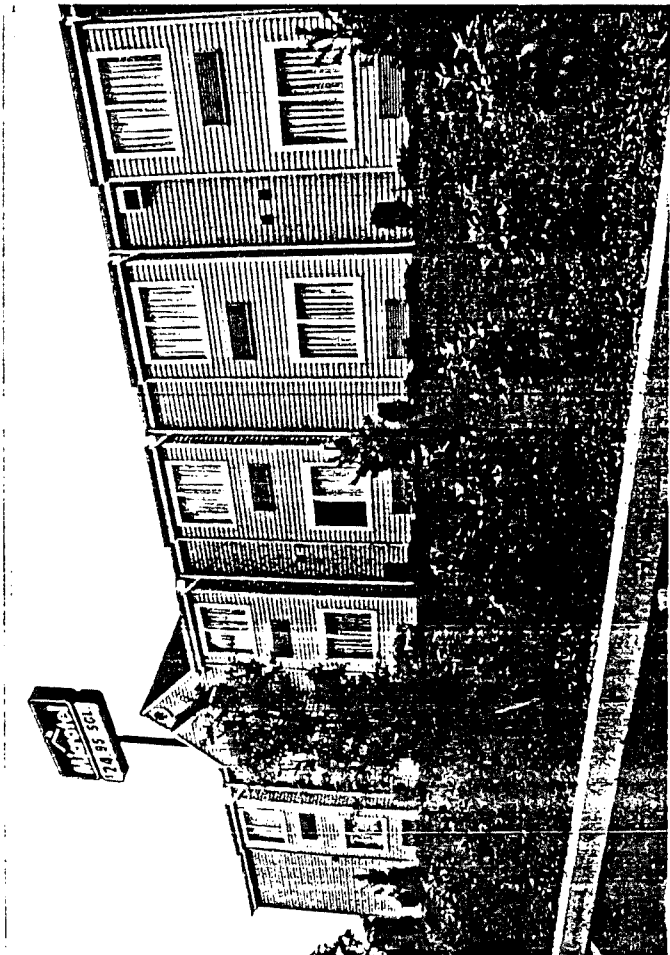
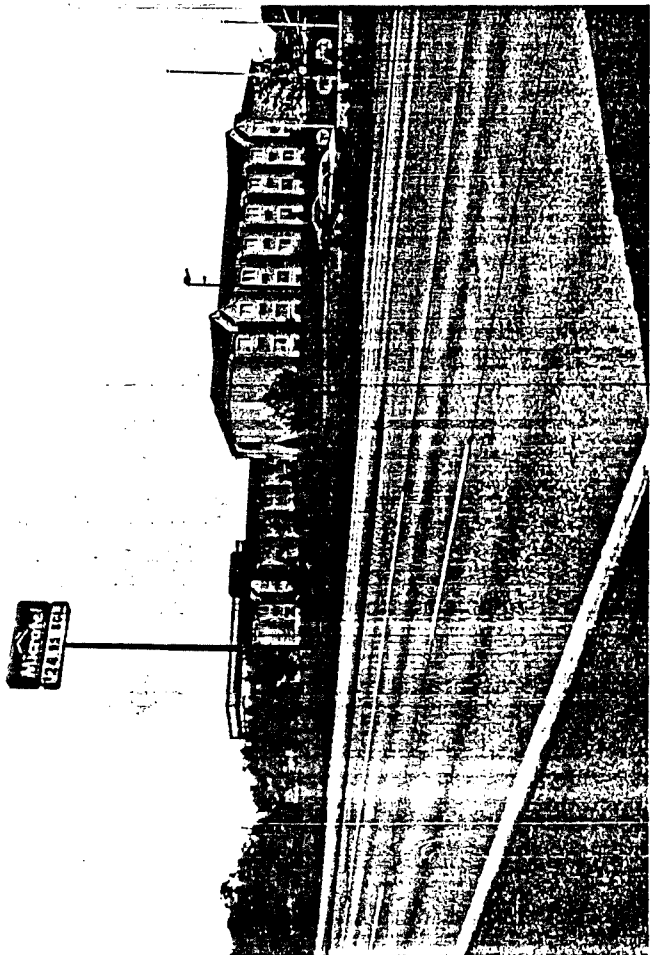
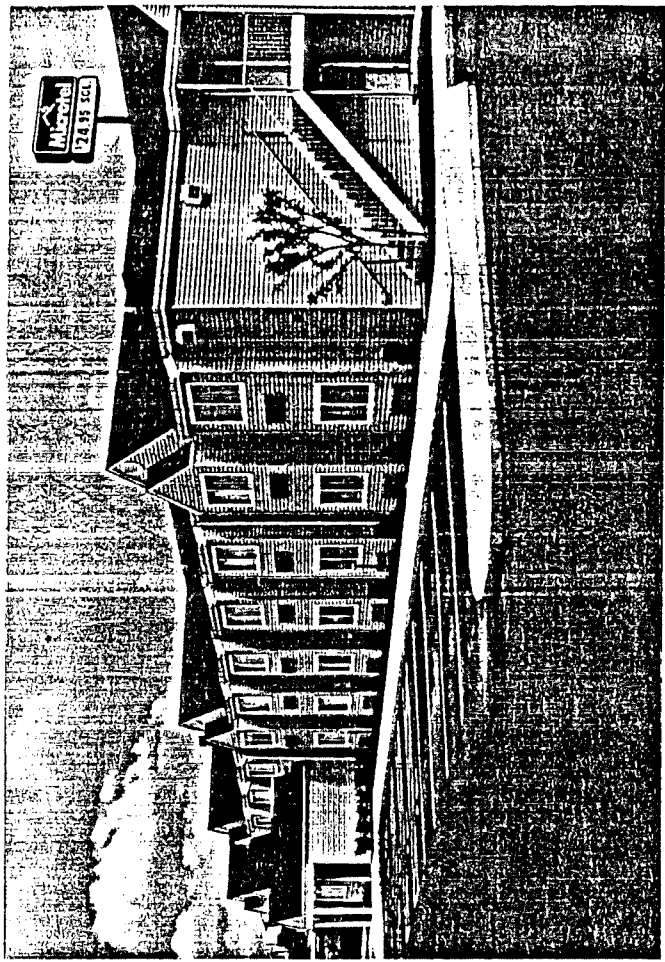
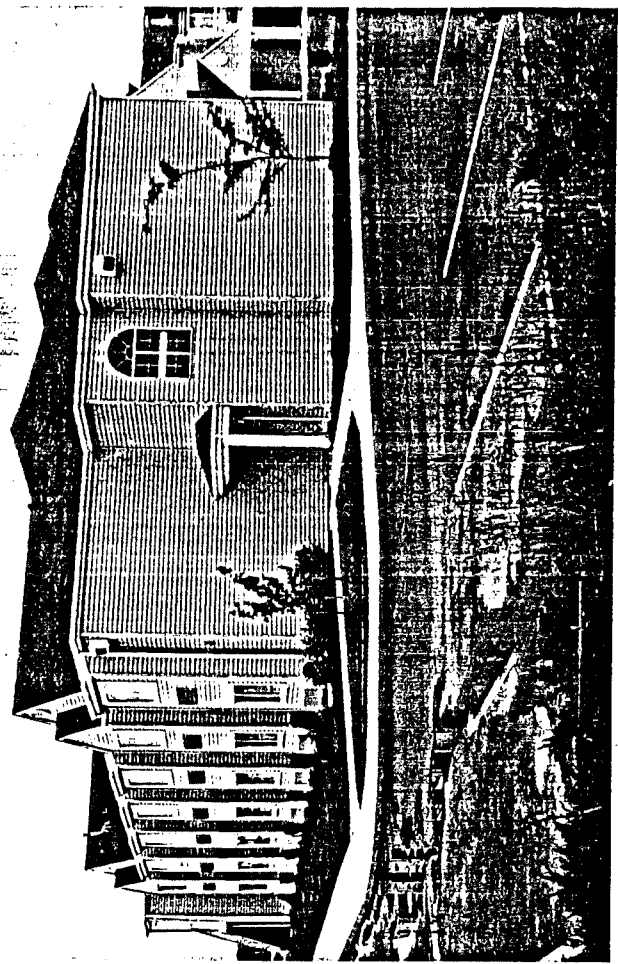
PROPOSED SITE DEVELOPMENT PLAN

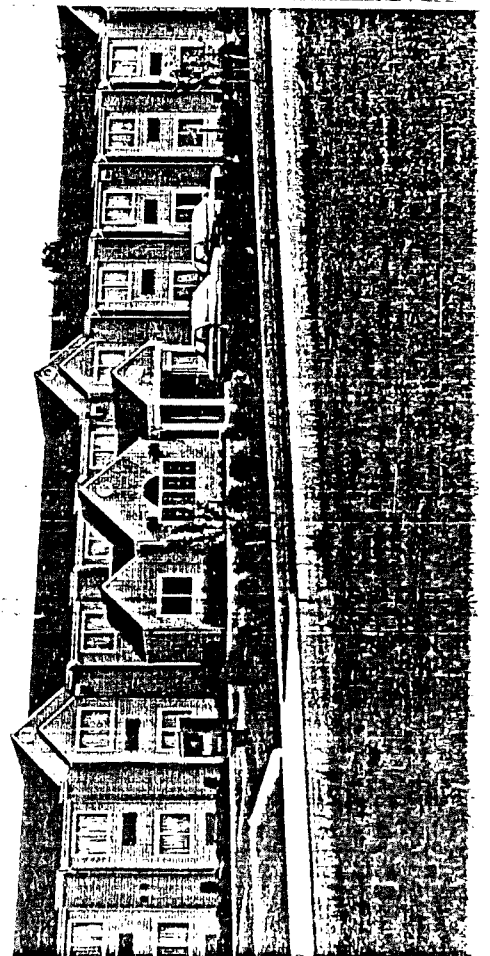
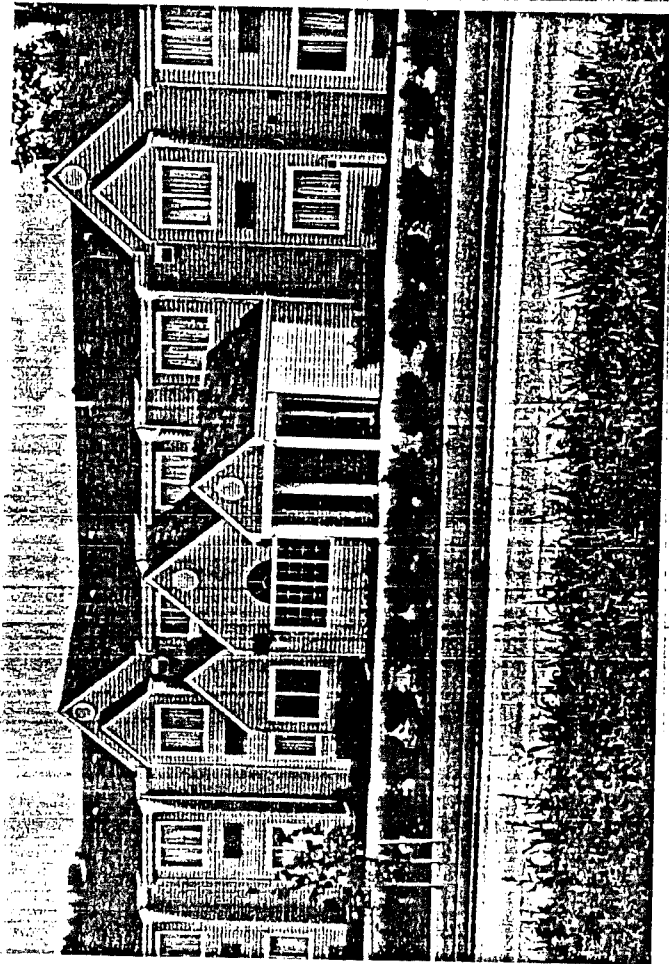
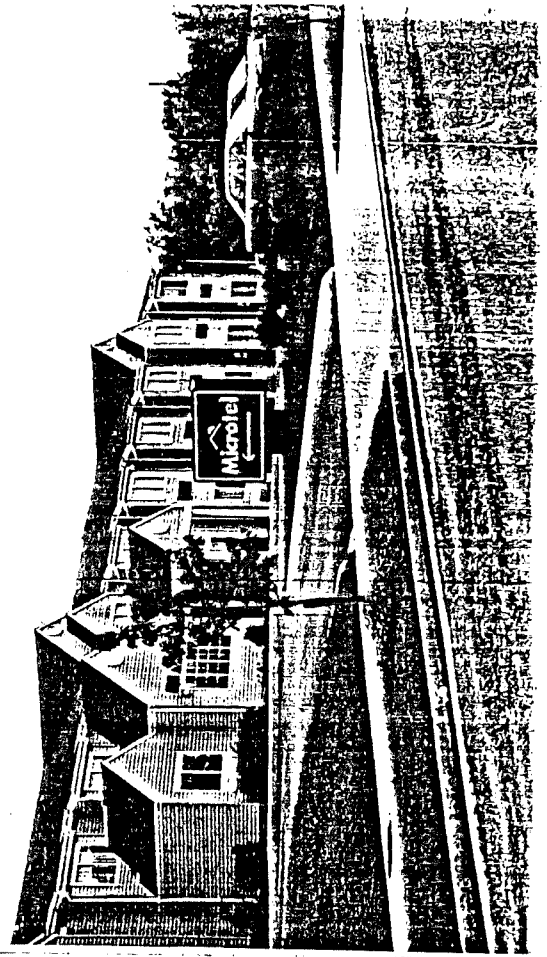
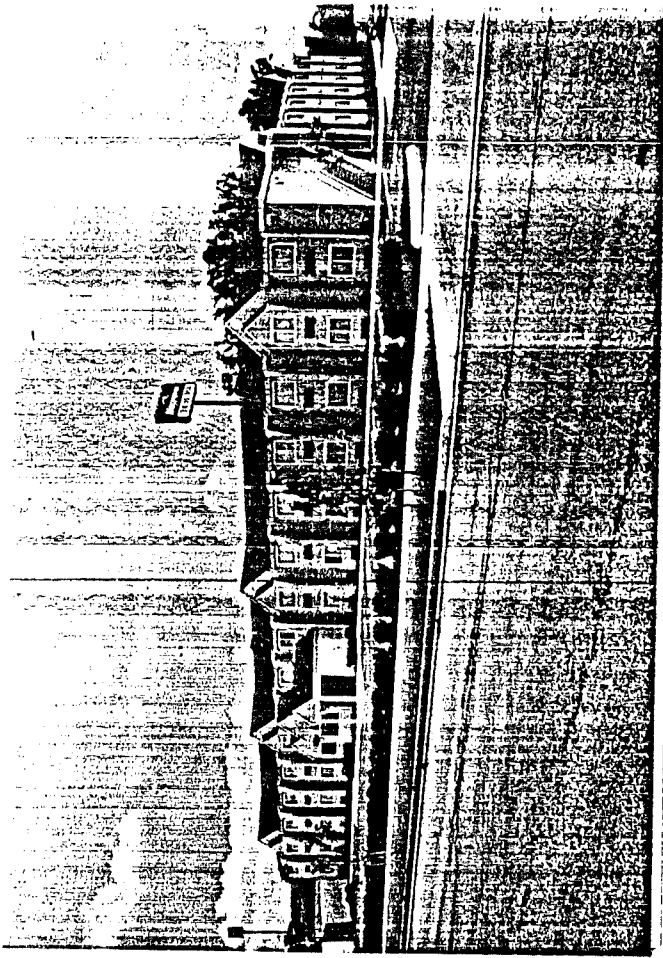
DATE	12/22/94
SCALE	AS SHOWN
PROJECT	MICROTEL
NO.	1000
REV.	
BY	
CHECKED	
DATE	



Meyer, Wright & Soley, Inc.  
 Architects and Engineers  
 620 St. Clair Mall  
 Kansas City, Missouri 64108  
 (816) 474-4000  
 FAX (816) 474-4007







SUBMITTED  
TRAFFIC ANALYSIS

The trip generation information defined by the ITE "Motel" land use classification #320 (see Appendix A) indicate it's trip studies were conducted at motel sites throughout the United States and ranged from 15 to 545 rooms. These facilities often contained a restaurant. A summary of the forecasted trip generation (assuming full occupancy) for the proposed motel use, according the ITE data, is as follows:

Motel (320) - 99 occupied units  
Avg Weekday Vehicle Trip Ends = 969  
AM peak hour = 61:

22 entering  
39 exiting

PM peak hour = 57:

32 entering  
25 exiting

Because of the unique characteristics of the Microtel facility as it relates to other "typical" motels, an actual trip generation count was made at a currently operating Microtel facility in Lexington at Exit 110 on I-75. Table 1 summarizes the arrivals/departures of sixteen (16) selected dates at this facility in 1990.<sup>1</sup> A detailed hourly arrival and departure count is provided in Appendix B .

These dates illustrate days with average occupancies of 65-70%, ranging from sellouts to Sunday night lows in the mid-30's. These occupancies and patterns are typical.

Microtel/Lexington draws a mixed blend of interstate travelers and business customers. In this respect, the Turfway facility should produce a similar customer mix due to it's similar urban location on a major north-south interstate midway from Canada to Florida.

This customer blend creates an extremely varied, perhaps atypical arrival and departure profile. Instead of the 5:30 p.m. arrival and 7:30 a.m. check out, Microtel sees its traffic arrive at diverse times. As the data show, Microtel's peak hourly count is 21 cars (with one exception, 41 between 10-11 a.m. on a Sunday), almost never exceeding 20% of total daily arrivals/departures. Its highest 7-8 a.m. count is 16 with a 5-6 p.m. maximum of 11. This data would indicate a nominal impact on Turfway congestion, perhaps the lowest and least concentrated traffic demand likely for any use on the site (less concentrated even than an office building).

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<sup>1</sup>Data and information on current Lexington Microtel obtained from Mr. William Cull, Microtel/Lexington; on 6/12/91.

It should be recognized that the data in Table 1 does not account either for stay-over customers or post-check in trips. Due to the diverse dining and entertainment options available at Commonwealth Park, it is logical that a large number of guests will walk to meals. For those who will venture away, and stay over customers (usually no more than 25 guests other than on weekends), it is unlikely that "other trips" will equal total recorded arrivals and departures. If it is assumed that "other trips", however, will equal the base total, spread similarly, traffic concentrations will not exceed 250 trips per day with concentrations on weekdays never greater than 40 trips in any one hour period. Rush hour (7-8 a.m./5-6 p.m.) traffic volume should not exceed 32 trips in any hourly period.

**TABLE 1  
MICROTEL/LEXINGTON  
FOLIO DATA**

<u>1990</u>	WEEKDAY	ARRIVALS/ DEPARTURES	PEAK HOUR	7-8 a.m.	5-6 p.m.
Nov 1	Thursday	103	10-11am (15)	8	2
Nov 2	Friday	115	12-1am (19)	3	2
Nov 3	Saturday	37	12-1pm (6)	1	1
Nov 4	Sunday	125	10-11am (41)	3	0
Nov 5	Monday	41	6-7pm (9)	3	8
Nov 6	Tuesday	70	12-1pm (14)	3	2
Nov 7	Wednesday	89	9-10am (14)	2	6
May 1	Wednesday	78	6-7am (7)	6	6
May 2	Thursday	93	8-9am (9)	10	4
May 3	Friday	121	8-9am/5-6pm & 11-12pm (11)	11	11
May 4	Saturday	116	10-11am (17)	8	0
May 5	Sunday	82	11-12pm (9)	6	2
May 6	Monday	73	8-9am (19)	15	2
May 7	Tuesday	105	8-9am (21)	16	6
June 3	Monday	79	8-9am (9)	3	6
June 4	Tuesday	65	8-9am (10)	3	6

Based upon the data obtained for the similar Microtel, the proposed Turfway development will generate a relatively small amount of traffic during the current peaking characteristics of the adjacent streets. Considering that Turfway Road currently carries around 1800 vehicles per hour in peak periods, the Microtel trips that will be generated will amount to about three (3) percent of the total traffic.

Analysis of the Hilton drive access at Turfway Road and the adjacent roadway intersections will indicate that additional Microtel traffic will have little effect on the Level of Service (LOS) operations already occurring for the through traffic. The left turn movements, particularly those exiting the Site may encounter longer than average delays during heavy travel periods.

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## CONCLUSIONS

For all practical purposes, the patterns of traffic and operational characteristics which currently exist along Turfway Road at the Site are controlled by deficiencies in the overall infrastructure of the Interstate access system.

As such there are no requirements for roadway widening, realignment, or construction of turn lanes which can be used to mitigate the impact of the proposed development.

Two safety recommendations are made:

1. Make certain that no landscaping or signage is installed which would block the safe sight distance of a driver exiting from the Steeplechase/Hilton drive onto Turfway Road.
2. A "DO NOT BLOCK INTERSECTION" sign should be installed at the site exit for left turns from the Motel facility to assure continual entering traffic flow and to avoid conflict with the Hilton traffic.

EXISTING ZONING

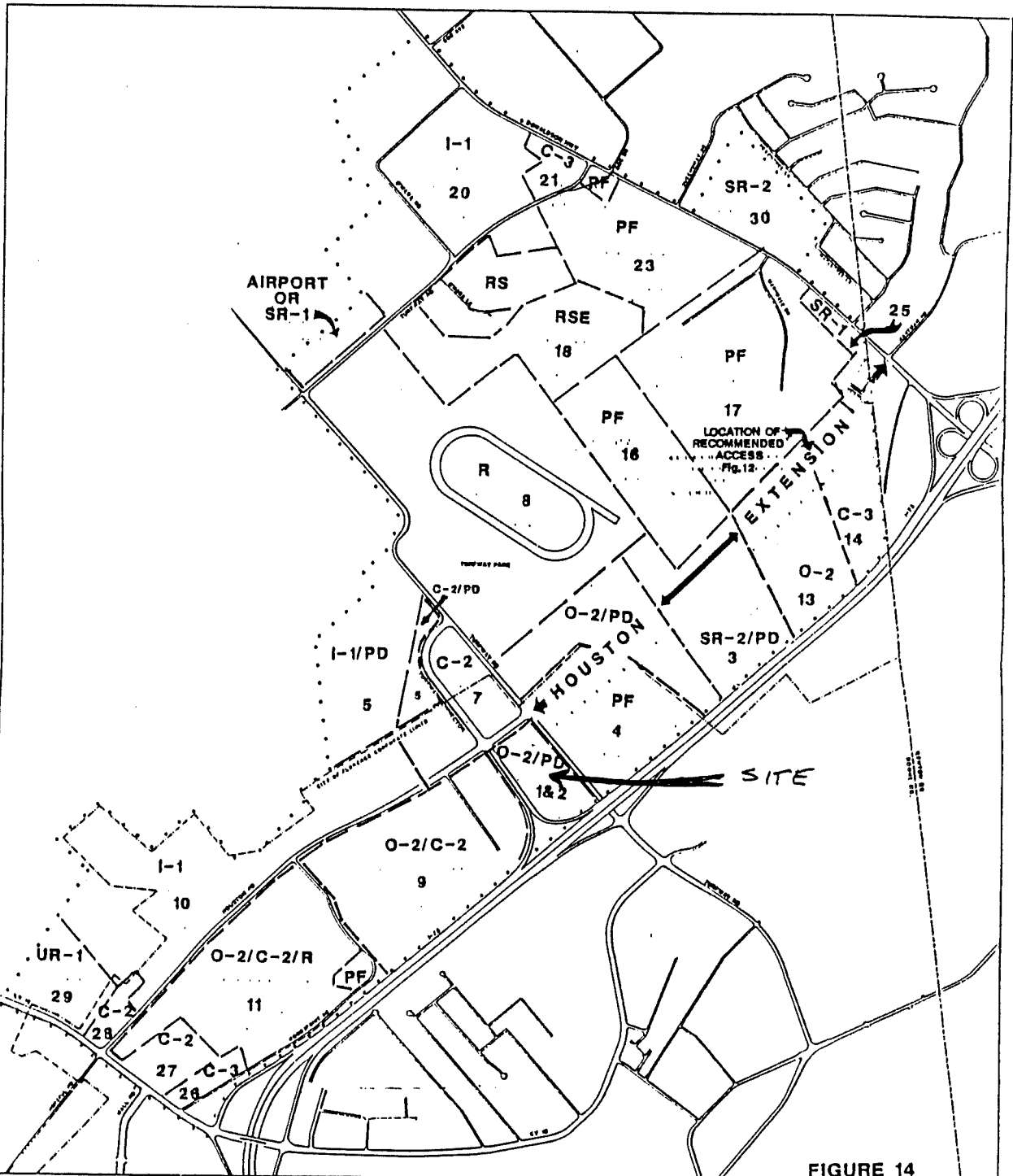


FIGURE 14

FINAL RECOMMENDED ZONING FOR STUDY AREA  
HOUSTON - DONALDSON STUDY

ROOHE COUNTY PLANNING COMMISSION  
BOONE COUNTY, KENTUCKY  
1987



LEGEND  
----- Zone District Bdry.  
1-30 Zone Number

NOTE: ALL ZONING TO FOLLOW PD PROCESS AND IMPLEMENTATION SECTION

BOONE COUNTY PLANNING COMMISSION

Public Hearing Item #2

June 26, 1991

Mr. Neltner introduced the second item on the Agenda:

2. Applicant: W.M.C. Corporation (applicant) for Corporex Parks of Kentucky (owners)  
Request: Utilization of an Underlying Zone in Planned Development

The request of W.M.C. Corporation (applicant) for Corporex Parks of Kentucky (owners) for the Utilization of an Underlying Zone in Planned Development on a 2.47-acre site located in Commonwealth Park, Turfway Road, Florence, Kentucky. The site is zoned Office Two/Planned Development (O-2/PD). A 99-room Microtel is planned for the site.

Staff Member, Dave Geohegan, presented the Staff Report which included a slide presentation (see Staff Report).

Mr. John Burger stated that his law firm represents the applicant. He introduced Mr. William Cull of Microtel; their architect, Chuck Wright; and Mr. Tom Banta from Corporex.

Mr. Cull stated that he has been doing a real estate development for Mr. Wallace Wilkinson for the past few years. The Microtel represents a trend in the motel industry. It is very difficult to finance any hotels right now and Microtel offers the best price to value of any product in the motel industry. The rooms rent for about \$28 a night. It is a very nice room with modern interior and built-in furniture. It has a tremendous appeal to interstate travelers in Lexington. There are only five Microtels in the country. The one in Lexington is approximately 50/50 with corporate and interstate travelers. It is not the same kind of look as an interstate motel. It offers warmth and comfort.

Mr. Cull stated that he is a partner in the Lexington Microtel and this will be essentially the same. A Microtel will be going up in Columbus, Ohio and this will be the seventh or eighth Microtel. It will fit in with the character of the existing buildings.

Mr. Chuck Wright, architect, presented slides of the Microtel in Lexington. He reviewed the slides indicating that the Microtel maximizes the use of space. It is a frame building with pitched roofs. He indicated the landscaping on a slide and stated that the proposed development is very similar to the one in Lexington, which is a U-shaped facility. He presented a slide of the sign. He advised that changing the appearance of the building/sign would change the entire concept. He noted that there are sloped roof areas in the two existing hotels at the site, particularly the Hilton. The Microtel is a two-story building in keeping with the other structures surrounding the site. It is not nearly as large as the five-story Hilton or the four-story Hampton. He showed slides of the area noting the existing land uses. He stated that Applebee's has a sloped roof. The two existing hotels and Applebee's have different

colorations. All of the buildings on the site are transient/tourist oriented and this use will complement the site. Just off the site is Sam's Warehouse which has coloration similar to the Microtel which is sort of a blue gray in the signage and a darker blue look for the Microtel. There are areas of pitched roof at the Wal-Mart.

Mr. Banta stated that Corporex is in support of the project. It fits in well with the overall development. When they started the development, they designated the site for an office use and they marketed it as such for the last five years. Saying that there is no demand for office space in Florence is an understatement. If Florence were to absorb the approved office space at the current rate, there is now enough for about 16 years. If the site is left as office, it could sit there for a long time with no development. An affiliated company of theirs owns the other two hotels on the site and that causes them to look hard at a proposal like this. The Hilton rents for about \$65 - \$70 per night, the Hampton rents for about \$42 - \$45 per night, and the Microtel would be about \$28 per night. This would provide a harmony of price ranges. As far as low cost hotels go, this is one of the nicest structures. He commented that you cannot build the Taj Mahal and rent it out at \$28 per night. They have restrictive covenants on the site to control the design. They have gone over this with the developer and are comfortable with the design. Corporex is very much behind the project.

Mr. Cull stated that Microtel is a new product. He stated that they cannot develop something that does not look nice. It is important to be able to communicate the warmth and overall image of Microtel with signage. They understand that the Signage Committee has to review this. They have to communicate the Microtel with the sign.

Mr. Banta referred to the driveway access. It was Corporex's direction to line up with the Hilton and they did not realize it was a concern. They will work with the Staff about the access. There may be a need for signage at the access. In regard to the detention, he stated that the detention pond for the Hilton was over-designed. He is comfortable that they can work out the detention without having any on site and going to the Hilton detention area.

Mr. Neltner asked if there was anyone else in the audience who wished to speak in behalf of this request. There being no response, he asked if there was anyone who wished to speak in opposition or ask questions.

Mr. Bill Rice questioned the location of the Microtel in Lexington. Mr. Cull advised that it is at Exit 110, Winchester Road/U.S 60 at I-75.

Mr. Neltner asked if there were any comments or questions from the Commission.

Mr. Ries questioned the type of traffic the use draws. Mr. Cull stated that in Lexington they are part of a Planned Development and no trucks are allowed at the Microtel. The Microtel attracts price-conscious travelers, both singles and couples (40%). Their primary focus is one king-size bed. It also attracts the price-conscious business traveler (40%). The remaining 20% would be "other". Mr. Ries commented that the guests could go to Florence to eat and shop versus those who want to stay at a place and eat there.

Mr. Damstrom questioned the exterior building materials. Mr. Wright stated that it is a wood frame building with vinyl siding and shingle roof.

Ms. Rose Butler, a resident of Turfway Road, stated that it is difficult now to get out of the Hilton onto Turfway. There is so much traffic off Houston Road that there is seldom a break to get across. It might take five minutes to make a left turn out of the Hilton.


Mr. Cull stated that the traffic study (which is attached to the Staff Report) indicated that the traffic is negligible. Their maximum impact is 15 cars per hour. Microtel is not a factor in the traffic problem.

Mr. Geohegan stated that the use will generate very little traffic compared to what is there now. Office uses experience a lot of traffic generation in the morning and evening rush hours when this area is at its worst. There is already a use approved for the site that would generate more traffic than this use. He added that there will not be a traffic signal there. Corporex has gone to the state about a traffic signal and the Staff has talked to the state. The state will not agree to a traffic signal there. Mr. Geohegan stated that a Committee was formed last fall, with Jim Collins from the City of Florence as its Chairman. It is called the "Turfway Improvement Committee". The Committee will study the interchange and make recommendations as to whether it needs major or minor improvements. They want to get the improvements on the Six-Year Plan. He stated that the road configuration is about as good as it is going to get at this site. Longer range improvements need to be made to the entire interchange.

Mr. Damstrom questioned the sign and Mr. Banta advised that they believe there is one more pole sign approved at this location. They will talk with the sign group. The sign would work for this site and the site to the west of it.

There being no further discussion, Mr. Neltner stated that this item will be on the Agenda for the Business Meeting on July 17, 1991 at 8 P.M. and closed this Public Hearing.

APPROVED:

  
\_\_\_\_\_  
Barry Neltner

Attest:

  
\_\_\_\_\_  
Jan Hancock, Recording Secretary

BOONE COUNTY PLANNING COMMISSION

BUSINESS MEETING

July 17, 1991 8:00 P.M.

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

COMMISSION MEMBERS PRESENT:

Mr. Fred Burch, Vice Chairman  
Mr. Lawrence Collins  
Mr. Phil Damstrom  
Mr. Melvin DeLong  
Mr. R. N. Greene  
Mr. Rector Jones  
Mr. Robert Kirby, Jr.  
Mr. Don McMillian, Secretary/Treasurer  
Mr. Robert Ries  
Mr. Ralph Rush  
Mr. Floyd Sharp  
Mrs. Carol Smith  
Mr. William Viox, Chairman

COMMISSION MEMBERS NOT PRESENT:

Mr. Barry Neltner  
Mr. Thurman Owens

LEGAL COUNSEL PRESENT:

Mr. Dillon

Chairman Viox stated that each member had received a copy of the Minutes of the Business Meeting of July 3, 1991 and asked if there were any comments or corrections.

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

REPORTS:

Chairman Viox stated that the Zoning Enforcement Officer's Report had been distributed for the Commission members to review.

Mr. DeLong questioned the Waterloo Holiness Church violation in regard to a mobile home.

Mr. Breidenstein advised that the mobile home is being used for a Sunday school. They are exploring the possibility of moving the mobile home to adjacent property zoned A-1. He has extended the deadline to August 14, 1991 in order to allow them time to attempt to sell the mobile home and recoup some of their losses.

UNFINISHED BUSINESS:

1. Zoning Map Amendment

The request of Rev. Owen Dolin (applicant) for R. C. Durr (owner) for a Zoning Map Amendment on a 15.3-acre site located off Old Toll Road, Boone County, Kentucky. The request is to rezone the site from Industrial One (I-1) to Urban Residential One/Planned Development (UR-1/PD) in order to allow senior citizen housing and a church with day care facilities.

Staff Member, Amy Moore, presented the Committee Report which recommended approval of the request based on the findings of fact, but subject to one condition (see Committee Report).

Chairman Viox advised that the applicant has signed the letter agreeing to the conditions.

There being no discussion of the Committee Report, Mr. Greene moved by resolution to the Boone County Fiscal Court that the request be approved based on the Staff and Committee Reports. Mr. Jones seconded the motion and it carried unanimously.

2. Utilization of an Underlying Zone in Planned Development

The request of W.M.C. Corporation (applicant) for Corporex Parks of Kentucky (owners) for the Utilization of an Underlying Zone in Planned Development on a 2.47-acre site located in Commonwealth Park, Turfway Road, Florence, Kentucky. The site is zoned Office Two/Planned Development (O-2/PD) and a 99-room Microtel is planned for the site.

Staff Member, Dave Geohegan, advised that the Committee Report had been amended slightly from the one sent out in the packets. The only change being that the last two sentences had been deleted from Condition #5. The applicant and the property owner have agreed to the conditions in the amended Committee Report. Mr. Geohegan read the amended Committee Report which recommended approval of the request based on the findings of fact, but subject to conditions (see Committee Report).

Mr. Sharp moved by resolution to the City of Florence that the request be approved based on the Staff Report and the Committee Report as amended. Mr. Ries seconded the motion.

Mr. Collins stated that when this request was reviewed, there was discussion that the building was too big for the lot and there were not enough parking spaces.

Mr. Geohegan advised that there was a concern that the Concept Plan as drawn did not meet the parking code. This is not something normally reviewed at this stage, but the Committee put in Condition #2 in regard to the green area being the minimum of what is shown on the plan. The applicant will need to redraw the plan and decrease the number of units to meet that requirement.

Mr. Tom Nienaber, attorney, stated that they realize they have to meet the parking requirements. He stated that with the elimination of the entrance on the east they will pick up some green space and six additional parking spaces.

Mr. Collins stated that the plan said there were 105 parking spaces, but they counted only 89 parking spaces. He noted that Applebee's had wanted to expand their parking and will take over some of these parking spaces.

Mr. DeLong asked if the applicant agrees that if there are not enough parking spaces one of the units will have to be eliminated. Mr. Nienaber stated that he indirectly agrees and that if they cannot meet the parking regulations they are going to have a problem. Their engineer realizes that they cannot give up any green space for parking area.

Mr. Damstrom stated that the reason for Condition #2 is to make it known that the Committee is aware of the green space on the present plan. The Committee was not confident that 105 spaces existed on the plan and counted them. There were 89. He stated that the applicant has agreed that the green space will not be reduced. Where they get the additional parking spaces is their problem.

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

### 3. Utilization of an Underlying Zone in Planned Development

The request of Reverend Terry Crigger (applicant) for Christ's Chapel Assembly of God (owner) for the Utilization of an Underlying Zone in Planned Development on a 7.4-acre site located on the south side of Turfway Road, Boone County, Kentucky. The site is zoned Rural Suburban Estates/Planned Development (RSE/PD) and the proposed use is a church.

Staff Member, Dave Geohegan, read the Committee Report which recommended approval of the request based on the findings of fact, but subject to conditions (see Committee Report).

**EXHIBIT "B"**

## COMMITTEE REPORT

#2

TO: Boone County Planning Commission

FROM: Phil Damstrom, Chairman

DATE: July 17, 1991

RE: Request of W.M.C. Corporation (applicant) for Corporex Parks of Kentucky (owners) for the Utilization of an Underlying Zone in Planned Development on a 2.47 acre site located in Commonwealth Park, Turfway Road, Florence, Kentucky. The site is zoned Office Two/Planned Development (O-2/PD) and a 99 room Microtel is planned for the site.

### REMARKS:

We, the Committee, recommend approval of this request based upon the following findings of fact and with the following conditions:

### Findings of Fact

1. The proposed use is similar in nature to the adjacent hotel uses. The Committee believes that with the attached conditions, the proposed use will be consistent with the established character of Commonwealth Park. In addition, the proposed use will compliment nearby restaurant uses because it does not contain restaurant or meeting facilities. The Microtel thereby would generate insignificant traffic, and would create multi-use trips within Commonwealth Park. For these reasons, although the Houston-Donaldson Study recommends that the previously approved office uses be developed on the site, the proposed use is generally consistent with the Goals and Objectives of the Study. The Goals and Objectives generally recommend that development respect surrounding land uses and avoid significant traffic impact on the road system. Specific references to the Houston-Donaldson Study and the Boone County Comprehensive Plan are made in the 6/26/91 Staff Report.


### 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 6/26/91 Public Hearing. Further, these conditions are intended to clarify the suitable uses and development for the presented plan.

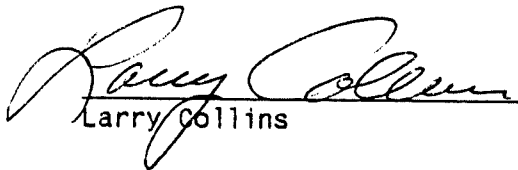
1. The eastern access off of Steeplechase Drive will be eliminated.
2. The amount of green area, including planted parking islands, shown on the submitted Concept Development Plan shall constitute the minimum at Site Plan Review.

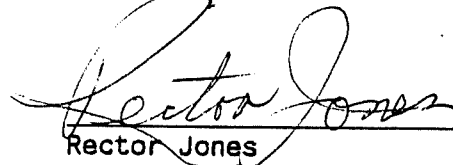
3. The intensity and size of landscape plantings shall be consistent with that approved for the adjoining Hilton Hotel.
4. The dumpster location shall be relocated away from any street frontage, preferably adjacent to the Applebee's dumpster location. As required by the Boone County Zoning Regulations, the dumpster will be completely screened from public view.
5. The proposed development must meet the standards and guidelines of the Design Review section of the Houston-Donaldson Study.
6. Signage must conform to the recommendations of the Commonwealth Special Sign Review Board.
7. As indicated by the applicant, the development will not be designed to accommodate overnight interstate trucks.

A copy of the Public Hearing minutes accompanies the findings and recommendation serving as a summary of the evidence and testimony presented by the proponents and opponents of this request.

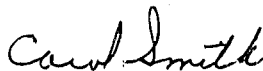
  
\_\_\_\_\_  
Phil Damstrom, Chairman

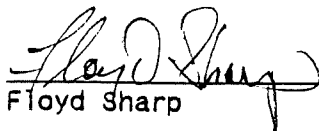
  
\_\_\_\_\_  
Fred Burch

  
\_\_\_\_\_  
Larry Collins

  
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Rector Jones

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Barry Neltner

  
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Carol Smith

  
\_\_\_\_\_  
Floyd Sharp

PD:kat

ORDINANCE NO. 0-35-91

AN ORDINANCE ACCEPTING A RECOMMENDATION OF THE BOONE COUNTY PLANNING COMMISSION, THIS ORDINANCE BEING TO ADOPT AND APPROVE THE UTILIZATION OF THE UNDERLYING ZONE IN A PLANNED DEVELOPMENT ZONING DISTRICT FOR A 2.47 ACRE SITE IN THE COMMONWEALTH PARK DEVELOPMENT LOCATED ALONG TURFWAY ROAD IN FLORENCE, KENTUCKY, THIS SITE BEING ZONED OFFICE TWO/PLANNED DEVELOPMENT (0-2/PD). (WMC Corporation - Microtel)

WHEREAS, the City of Florence, Kentucky, is a member of a county-wide planning unit, known as the Boone County Planning Commission, and

WHEREAS, the Boone County Planning Commission has recommended that a request of WMC Corporation for utilizing the underlying zoning of a planned development zoning district be approved, and

WHEREAS, the City of Florence, Kentucky, has reviewed the record of the Boone County Planning Commission and has determined that the request of WMC Corporation to utilize the underlying zone of a planned development zoning district for a 2.47 acre site located in Commonwealth Park on Turfway Road in Florence, Kentucky, should be granted, subject to certain conditions agreed to by the property owner and applicant and made a part of its development plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF FLORENCE, KENTUCKY, AS FOLLOWS:

SECTION I

That the request for the real estate which is more particularly described on Exhibit "A" shall be and is hereby approved for the utilization of its underlying zone in a planned development zoning district, the zoning classification being Office Two/Planned Development (0-2/PD) on the approximate 2.47 acre site.

SECTION II

That this approval is granted subject to the conditions, terms and provisions set forth in Exhibit "B" as applied to the development plan presented to the City Council of Florence, Kentucky, and the Boone County Planning Commission. These conditions have been accepted and agreed to by the property

owner and applicant as shown in the written confirmation from them, a copy of which is attached and marked as Exhibit "C".

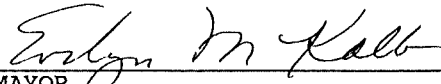
SECTION III

Publication of this ordinance is hereby authorized to be by summary publication, in accordance with Kentucky law.

PASSED AND APPROVED ON FIRST READING THIS 24<sup>th</sup> DAY OF September, 1991.

PASSED AND APPROVED ON SECOND READING AND PUBLICATION ORDERED THIS 8<sup>th</sup> DAY OF October, 1991.

APPROVED:

  
MAYOR

ATTEST:

  
CITY CLERK