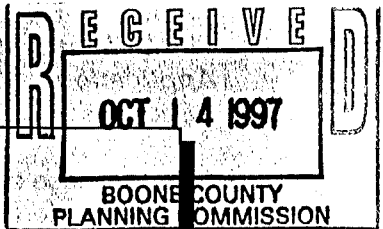


APPLICATION FORM



CHANGE IN CONCEPT DEVELOPMENT PLAN OR UTILIZATION OF AN UNDERLYING ZONE IN PLANNED DEVELOPMENT (CONCEPT DEVELOPMENT PLAN) BOONE COUNTY PLANNING COMMISSION

(See Boone County Zoning Regulations)

SECTION A (To be completed by applicant)

1. Check One:

- X Change in Concept Development Plan
X Utilization of An Underlying Zone in Planned Development
a) Public Hearing Submittal (Concept Dev. Plan) X
b) Long Range Planning Committee Review
(As stated in the Houston-Donaldson Study)

- 2. Name of Project ARGONAUT HOLDINGS, INC.
3. Location of Project MEIJER DRIVE, FLORENCE, KENTUCKY
4. Total Acreage of Site 12,392 ACRES
5. Current Zoning C-2 / O-2 / PD
6. Date of Previous Zoning Map Amendment or Approved Concept Development Plan (if applicable) SEPTEMBER, 1990 (Approximate)
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 - 1992
8. Proposed Uses (please specify each use) AUTOMOBILE DEALERSHIPS
9. Proposed Building Intensities (please specify) PER PLAT PLAN SUBMITTAL
10. Have you submitted a Concept Development Plan? YES
11. Are you also applying for:
Conditional Use Permit * SEE BELOW
Dimensional Variance
12. Name of Applicant(s) MICHAEL D. DRAPEL FOR ARGONAUT HOLDINGS, INC.
Phone Number 552-3743 Fax No. 552-3771
13. Address of Applicant(s) GENERAL MOTORS CORP.
155 TRI-COUNTY PARKWAY, SUITE 230
City CINCINNATI State OHIO Zip 45246
14. Name of Property Owner(s) NORTHERN KENTUCKY MANAGEMENT, c/o TOM DEPENBROCK
Phone Number 292-6809 Fax No.
15. Address of Property Owner(s) 9TH AND LOWELL
NEWPORT, KENTUCKY 41017
City State Zip
16. Are there any existing buildings on the site? NO
How many? 0- 523/110
17. Deed Book 402/28 Page No. 402/25 Group No. 3969
18. Have you had a pre-application meeting with BCPC Staff? YES

* APPLICANT: c/o GERALD F. DUSING, ADAMS, BROOKING, STEPNER, WOLTERMANN & DUSING
8100 BURLINGTON PIKE (over) PHONE: 371-6220
SUITE 400 FAX: 371-8341
FLORENCE, KY 41042-0576

EXHIBIT "A"

STAFF REPORT

Request of the Michael D. Drapel for Argonaut Holdings, Inc. and Gerald F. Dusing (applicants) for Northern Kentucky Management (owner) to consider a Change in Concept Development Plan in a Office Two/Commercial Two/Planned Development (O-2/C-2/PD) zone for a 12.392 acre site located between Meijer Drive and I-75, Houston Lakes Subdivision, Florence, Kentucky. The request is for a change in an approved Concept Development Plan to allow retail auto sales and related activities.

November 19, 1997

Proposal

The Applicant is requesting a Change In Concept Development Plan to permit retail sales of automobiles and related activities on four conjunctive lots within the Houston Lakes subdivision. The property, which comprises approximately 12.4 acres, is zoned Office Two/Commercial Two/Planned Development (O-2/C-2/PD). The site is located between Meijer Drive and Interstate 75, in Florence, Kentucky.

The site is currently approved for Office Two/Commercial Two (O-2/C-2) uses. Specific O-2/C-2 uses have not been identified. The 1990 Concept Development Plan indicated the site as four lots labeled C, D, E, and F. These lots are approved for the following:

<u>Lot</u>	<u>Use</u>	<u>Acreage</u>	<u>Bldg. Area</u>	<u>Parking</u>
C	O-2/C-2	2.60 acres	20,000 sq. ft.	100 spaces
D	O-2/C-2	2.30 acres	23,500 sq. ft.	75 spaces
E	O-2/C-2	2.75 acres	27,000 sq. ft.	110 spaces
F	<u>O-2/C-2</u>	<u>3.00 acres</u>	<u>32,000 sq. ft.</u>	<u>130 spaces</u>
Totals		10.65 acres	102,500 sq. ft.	415 spaces

Along with the application, the applicant has submitted a concept development plan, traffic study, and narrative outline of the proposal. The concept development plan contains three buildings for three General Motors franchise dealerships. The two buildings on each end of the site average approximately 27,000 sq. ft. in area. The third building is approximately 15,000 sq. ft. Each building contains a sales department, customer center, service center, and parts department. The three buildings, including the canopy display area, total approximately 68,500 sq. ft. The buildings are located so that the sales lots are between buildings and along Meijer Drive. All parking and vehicular use areas have a minimum setback of 50 feet from the Interstate 75 right-of-way. The parking lots are not interconnected. Each proposed dealership has one curb cut onto Meijer Drive. The three dealerships combined, contain approximately 680 parking spaces for cars to be sold, customer parking, customer service, and employee parking. The applicant is proposing the following:

<u>Parcel</u>	<u>Acreage</u>	<u>Bldg. Area</u>	<u>Parking</u>
Parcel A	4.3 acres	+/- 27,500 sq. ft.	279 spaces
Parcel B	2.41 acres	+/- 14,700 sq. ft.	101 spaces
Parcel C	<u>5.52 acres</u>	<u>+/- 26,000 sq. ft.</u>	<u>302 spaces</u>
Totals	12.36 acres	+/- 68,200	682 spaces

The applicant has provided a rendering for each building, showing what the front facade of each building may look like. Each of the prototype General Motors buildings faces Meijer Drive. The narrative outline generally describes the proposal and includes the applicant's responses to the criteria standards for a Planned Development in Article 15 of the Boone County Zoning Regulations. Included as part of the applicants request is a commitment of 29% green space for the 12.4 acres and building mounted signage and low profile monument signage, which is consistent with the signage requirements of the Houston-Donaldson Study and the Houston Lakes Development.

The Traffic Impact Analysis provided by the applicant indicates that the traffic generated by three automobile dealerships on the site would be approximately one-third that of a similar sized office development and approximately one-half that of a similar sized retail development during AM peak hours. During PM peak hours the automobile dealership would generate approximately one-half the traffic as a similar sized office development and approximately one-fifth the traffic as a similar sized retail development. In summary, the applicant has concluded that the proposed use would generate less traffic and be less of an impact on the site, Houston Lakes development, and Houston Road. The applicant's Traffic Impact Analysis is included as part of this Staff Report.

Site History and Characteristics

1987 Request of Buchanan Development Corporation for a Zoning Map Amendment and Concept Development Plan request for a shopping center (Houston Lakes).

Adoption of the Houston-Donaldson Study by the Boone County Planning Commission.

The Buchanan request is revised to a mall concept, and the Planning Commission recommends approval with conditions.

The City of Florence holds a Public Hearing on the Buchanan request and tables action indefinitely.

1988 The City of Florence adopts the Houston-Donaldson Study.

Buchanan withdraws its request from consideration by the City.

Buchanan initiates a series of pre-application meetings with the Technical Committee of the Planning Commission in an attempt to show that a new Buchanan plan is consistent with the Houston-Donaldson Study, thereby avoiding the public hearing process.

- 1989 The Technical Committee and Planning Commission find that the new Buchanan plan is not consistent with the Houston-Donaldson Study and needs a Public Hearing.

Northern Kentucky Management (Newport Steel) buys the 101-acre site.

A second Buchanan and NKS application is reviewed and denied by the Planning Commission and City of Florence because it failed to address potential impacts of the development.

- 1990 A third Buchanan and NKS request for Concept Development Plan approval is reviewed and approved with conditions by the Planning Commission and City of Florence. The 27 acre TOLD site was approved as office uses and was required to be nationally marketed as such.

- 1992 The 1992 Houston-Donaldson Study is updated and adopted. The Study incorporated the approved 1990 Concept Development Plan with its conditions and requires that any major changes to that plan be reviewed as a Change in Approved Concept Development Plan.

- 1993 Preliminary and Improvement Plans are reviewed and approved for the 101-acre Houston Lakes site. A site plan is approved for the 33 acre Meijer's site.

The site has been graded flat, has no vegetation other than grass, and has approximately 600 feet of road frontage along Meijer Drive and Interstate 75. There is visibility into the site when traveling north and south bound along Interstate 75. Visibility is limited when on the interstate traveling in either direction along the southern most portion of the site. The right of way, which runs parallel with the interstate and the eastern property boundary has been graded in such a manner that a berm, several feet in height has been created.

1990 Houston Lakes Concept Development Plan Conditions

The following conditions apply to the Concept Development Plan that was approved in 1990:

1. The four out-parcels "C" through "F" shall undergo additional review when specific uses are proposed by the developer. This additional review shall include Technical Committee evaluation, a recommendation of that Committee to the full Planning Commission, and a Planning Commission recommendation to the City of Florence. These recommendations must determine if the proposed uses are consistent with the submitted Concept Development Plan and traffic generation figures, and present an appropriate appearance from I-75 that is consistent with the Houston-Donaldson Study.

2. The out-parcels "C" through "F" shall include a minimum building setback of 50 feet from the I-75 right of way and from the Meijer Drive right of way, as proposed in the submitted restrictive covenants. These setback areas shall include berming and landscaping, and the setback area along I-75 shall include no parking, circulation or other paved areas. The proposed buildings, if retail, shall be consistent in architectural design that is compatible with an office environment. No mechanical equipment, whether on the roof or ground, shall be visible from I-75 or Meijer Drive.
3. As indicated by the applicant, the development of the 101-acre site shall contain approximately 22 percent green space. Each phase of development submitted for review shall include calculations of green space area. All parking areas shall contain landscaping that is consistent with the Turfway Business Park. These standards include the following:
 - a) Provide planting islands between every 10 to 15 spaces to avoid long rows of parked cars. The size should be a minimum of nine feet wide to allow for an adequate planting area. Each of these planting islands should provide at least one shade tree having a clear trunk height of at least six feet. For code required parking, 1 tree and 3 shrubs are to be utilized per fifteen spaces.
 - b.) Provide eight-foot wide landscaping strips for every four rows of parking, or large planting islands at the ends of parking rows.
 - c.) In addition, canopy tree plantings along the public streets of the development shall accompany the proposed berms and 50 foot landscape setback submitted as part of the application.
4. All signage within the development shall be consistent with the submitted standards, and meet the objectives of the Houston-Donaldson Study Special Sign Regulations.

Surrounding Land Uses and Zoning

North of the site is the Amerisuites and Studio Plus hotels and the Best Buy department store. Meijer is located west of the site on the opposite side of Meijer Drive. A remaining 6.6 acre tract of undeveloped land is adjacent with the site to the south. Also located south, is Media Play, Office Max, Kohls, and the new Home Depot Store which is under construction. These adjoining properties are part of the Houston Lakes subdivision and are zoned Office Two/Commercial Two/Planned Development (O-2/C-2/PD). East of the site is Interstate 75 and Turfway Commercial Park, which is zoned Suburban Residential Two Planned Development (SR-2/PD) and Office Two/Planned Development (O-2/PD).

Relationship to the Comprehensive Plan

The 1995 Boone County Comprehensive Plan's 2020 Land Use Map land use classification for the site is *Commercial*. The *Commercial* designation is described as "Retail, corporate and professional office, interchange commercial, indoor commercial recreation, restaurants, services, etc.

The Land Use Element of the 1995 Boone County Comprehensive Plan states the following regarding the northern area of Florence, which includes Houston Lakes (Area D-4, "Florence Area," pg. 226):

The northern portion of this section (Florence) is within the Houston-Donaldson Study area. The Study recommends an employment district which would include a mix of office, commercial, and industrial uses for the existing Houston Road corridor, with a preferred emphasis on office development along I-75 and high technology industrial uses west of Houston Road. The Houston-Donaldson Study further details these developments.

Another section of the Land Use Element of the 1995 Boone County Comprehensive Plan, relative to the Houston-Donaldson Study area states the following (Area C-4, "Camp Ernst Area," pg. 222):

The Mall Road area should continue to develop as a regionally-oriented commercial district. This regionally oriented growth should be confined to Mall Road and Houston Road, and should not expand onto US 42, KY 18 or Hopeful Road. However, the highway-scaled, automobile-oriented appearance of this growth should be minimized through the provision of pedestrian improvements, smaller facilities within outlots in conjunction with larger strip-style centers, multiple, scattered parking areas in lieu of large central parking areas, and street trees along Mall Road. This growth should include multi-modal transportation amenities. Any commercial development in the Houston Road area should be consistent with the recommendations of the Houston-Donaldson Study.

The Business Activity Element of the Comprehensive Plan makes the following statements that relate to the future of the general area (Areas of Future Commercial Activity, p. 82).

Since the immediate Florence area figures so prominently in Boone County's commercial activity, this region has the momentum to continue dominating any expansion of commercial activity. However, two studies, the Houston-Donaldson Study and the Main Street Study have defined the scale and type of commercial uses in the City of Florence and the surrounding area. The Houston Road area will mature with expansion of the retail and office base, additional racetrack uses and the expansion of St. Luke Hospital . . .

The Land Use Element states the following regarding the provision of adequate landscaping and buffering, particularly along public roadways and to improve compatibility between differing land uses ("Landscaping," pp. 210 and 211).

- A. Development in Boone County must include landscaping to accompany the proposed project. This landscaping should be designed to improve the public view of a development, and should be incorporated into parking lots and other vehicle circulation areas as well as within open spaces and around structures. Landscaping is intended to minimize the visual impacts of the development from adjoining properties and roadways.
- B. Developments along major roadways in Boone County must include landscaping and/or the use of berms between the development and the right-of-way in order to promote the aesthetic appearance from the roads and to facilitate the compatibility of differing land uses.

The Land Use Element provides the following comments about the overall design of a project ("Design, Signs, and Historic Preservation," pg. 211).

- A. Developments in Boone County should give consideration to the overall design of the project. Design should be a primary concern at the early stages of the development, with an emphasis on the aesthetic impact of the proposed use.
- B. The proper application of these guidelines help, in part, to achieve an overall objective of this Comprehensive Plan. This goal states that proper future growth management for Boone County is implemented. As a minimum, proper design and development must include the consideration and application of the above guidelines.

The 1995 Boone County Comprehensive Plan Goals and Objectives include the following pertinent statements.

- A. Development issues shall be viewed in terms of promoting overall quality of life . . . ("Overall," Objective 2).
- B. Proper design principles shall be applied in development ("Overall," Objective 3).
- C. Boone County shall strive to achieve a diversity and balance in competing land uses ("Overall," Objective 6).
- D. The needs of Boone County's population base are accommodated through the provision of orderly growth ("Population," Goal).

- E. New development or redevelopment within Boone County is designed, constructed and operated in such a way that the quality of the existing physical environment and social environment are protected and enhanced. Development within Boone County preserves and promotes a better quality of life while allowing a reasonable economic return ("Environment," Goal).
- F. Appropriate locations for businesses compatible with the surrounding areas are provided in Boone County ("Business Activity," Goal).
- G. Redevelopable and infill sites shall be encouraged to develop as walkable, mixed-use districts ("Transportation," third goal, Objective 3).

Relationship to the Houston-Donaldson Study

The Houston-Donaldson Study is an adopted guide for planned development within the area that further details and compliments the Boone County Comprehensive Plan. Proposed developments within the Houston-Donaldson Study area shall be evaluated according to the goals, objectives, and policies of the Study. The Houston-Donaldson Study Goals and Objectives include the following pertinent statements.

- A. The future land uses in the Study area are planned in relation to the overall land use pattern of Boone County, the existing and planned developments within the Study area, and the sense of the Study area as a district corridor (HDS Goal I).
- B. Consistent with the Boone County Comprehensive Plan's recognition of this area of the county as suitable for a large scale employment and commercial district with unique residential and recreational opportunities, proposed land uses shall be planned in order to provide a logical, realistic development pattern with a mixture of land uses (Objective, Goal I).
- C. Commercial uses shall be designed in an innovative manner that creates prominent landscaping areas (Objective, Goal I).
- D. Commercial outlots shall be located near major development access points (Objective, Goal I).
- E. Each development shall have a central architectural design focus (Objective, Goal I).
- F. Recommended land uses shall be compatible with transportation-related noise impacts (Objective, Goal I).
- G. Submitted development requests shall be reviewed in context of Article 15 Planned Development of the Boone County Zoning Regulations and this document (Objective, Goal 1).

- H. The traffic circulation system serves both destination and through traffic with a minimum of traffic congestion (Goal II).
- I. Individual uses should have access through integrated development driveways, and not have individual access points (Objective, Goal II).
- J. To ensure that the recommended land uses and the types of development occur in conjunction with appropriate exterior appearances to the general public. This goal is based upon the recognition that the Study area has an enormous amount of visibility from major public thoroughfares. It also is based upon the idea that development should preserve, where appropriate, the natural terrain and vegetation (Goal III).
- K. To institute a design review mechanism whereby the design of any existing or new structure and site should compliment neighboring developments and the surrounding landscape. This mechanism would serve as a guideline for aesthetics or amenities in a specified area (Objective, Goal III).
- L. To provide an alternative to conventional zoning requirements for signage, which could be implemented to allow unique and imaginative signage requirements in a area that is highly visible from major public thoroughfares. This alternative would at the same time protect the public and enhance community visual appearance (Objective, Goal III).

Site 9, Houston Lakes, Houston-Donaldson Study

This Study incorporates the approved Concept Development Plan into the recommended land use and zoning scheme. The approved corporate office center in the southeast section of the site and Campus Office portion along Houston Road are necessary for the development to retain the proper character and maintain a suitable mixture of traffic types and patterns. Without these approved office uses, the Woodspoint Nursing Home site and the World of Sports site will be less likely to develop as office sites because of the emphasis on retail development in surrounding areas. If changes are proposed to the approved Concept Development Plan, they should include less emphasis on retail and greater setbacks on the proposed retail portion immediately at the corner of Houston Road and the I-75 interchange ramps. Existing trees should be designed into the corporate office center. This Study recommends that the approved number of outlots along Houston Road and along I-75 not be increased. This development was required, through approval of the Concept Development Plan, to include improvements to Woodspoint Drive to accommodate turning movements and eliminate any sight distance limitations. The existing zoning of Office Two/Commercial Two/Planned Development is recommended for this site (HDS p. 30).

Staff Concerns/Comments

1. Staff is concerned with the relationship of the proposal to the 1995 Boone County Comprehensive Plan for a number of reasons.

First, the Comprehensive Plan recommends an employment district, which includes a mix of office, commercial, and industrial uses for the Houston Road corridor, with a preferred emphasis on office development along I-75.

Second, the Comprehensive Plan recommends that any commercial development in the Houston Road area should be consistent with the recommendations of the Houston-Donaldson Study.

Third, the Houston-Donaldson Study, specific to the Houston Lakes development, recommends corporate office uses on the southeast portion of the development and office and or commercial uses for the applicant's site. If the applicant's request is approved, the only remaining portion of the Houston Lakes development that could be potentially developed with office uses, as originally intended, would be the 6.6 acres immediately south of the site.

The applicant's proposal is not in agreement with the 1995 Boone County Comprehensive Plan, the Houston-Donaldson Study, or the approved 1990 Concept Development Plan for the Houston Lakes Development.

2. Concept Development Plan proposals in Planned Developments shall be primarily evaluated against the criteria listed in Article 15 "Planned Development Districts" of the Boone County Zoning Regulations. This criteria includes architectural treatment of all buildings. The 1990 approved Concept Development Plan for this site states that any proposed buildings, if developed as retail, shall be consistent in architectural design that is compatible with an office environment and that no mechanical equipment, whether on the roof or ground, shall not be visible from I-75 or Meijer Drive. The applicant's proposed buildings are typically standard in design with respect to automobile dealerships (flat roofs, roof mounted mechanical equipment, garage/overhead doors, large display glass windows oriented toward building fronts and large blank facades on the sides and backs of buildings). It is Staffs' position that the proposed building designs do not meet or satisfy the design criteria for the Houston-Donaldson Study, the Houston Lakes development, or for a Planned Development.
3. The applicant's request is not listed as a permitted, accessory, or conditional use within the underlying Office Two/Commercial Two (O-2/C-2) zoning classification. The applicant's request however, is appropriate. Article 15, Section 1511 of the Boone County Zoning Regulations, states that any uses not listed in the underlying zone are permitted if found to be compatible and of benefit to the community and meet the requirements of this article, including approval of any such use or uses through a Concept Development by the appropriate legislative body or Fiscal Court.

Conclusion:

This request needs to be evaluated by the Boone County Planning Commission and the Florence City Council in terms of the criteria necessary for approving a Zoning Map Amendment and Planned Development as stated in Article 3, "Amendment" of the Boone County Zoning Regulations and the provisions of Article 15, "Planned Development District" of the Boone County Zoning Regulations. If recommended by the Planning Commission and the Florence City Council, the Future Land Use Map would not need to be amended.

Respectfully submitted,

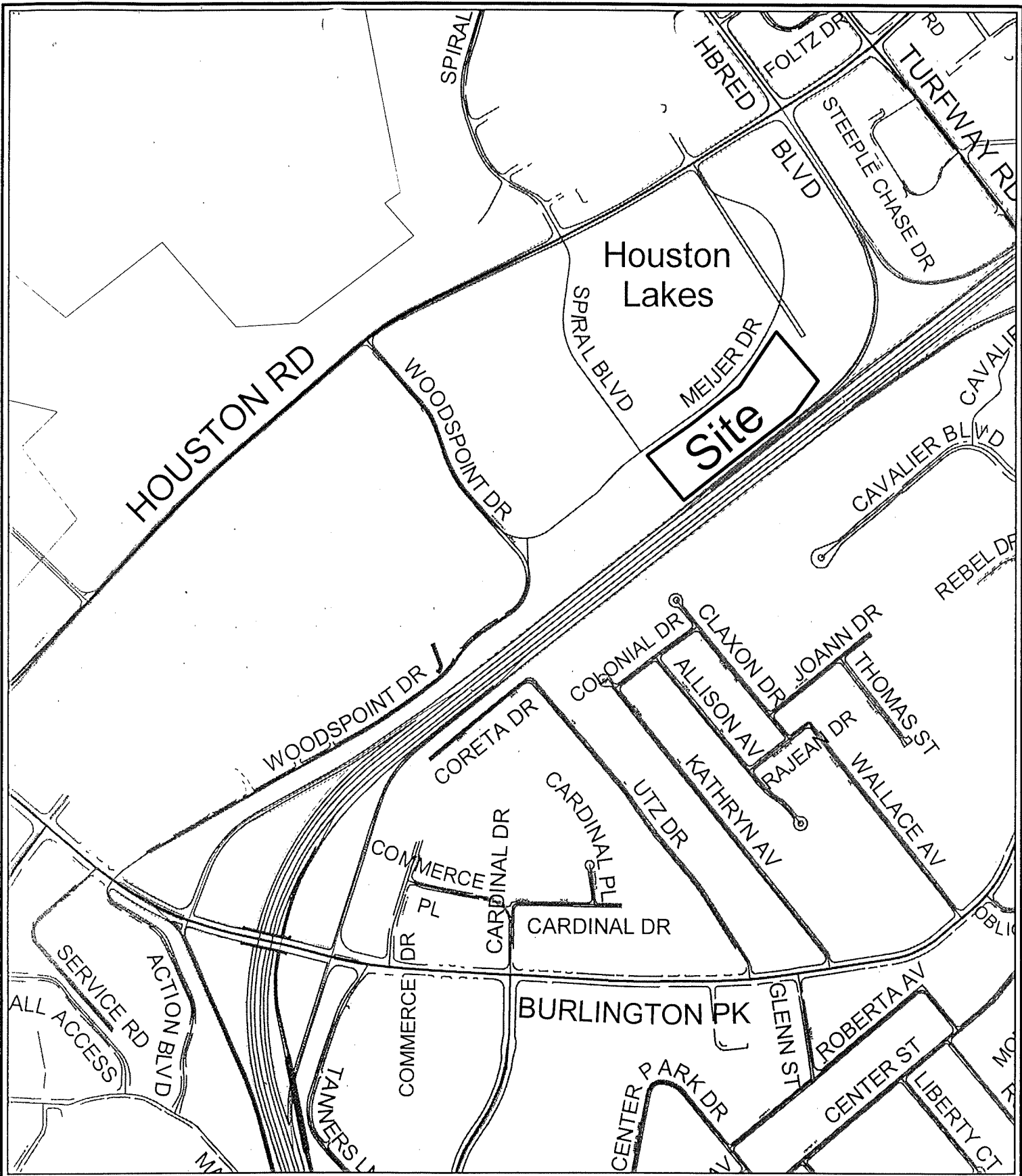


Edward Coleman
Planner

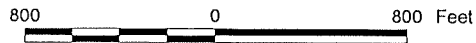
EC\pr

Attachments:

- Location Map
- Site Map
- Proposed Concept Development Plan
- 1990 Approved Concept Development Plan
- Building Renderings
- Applicant's Planned Development Information
- Transportation Information

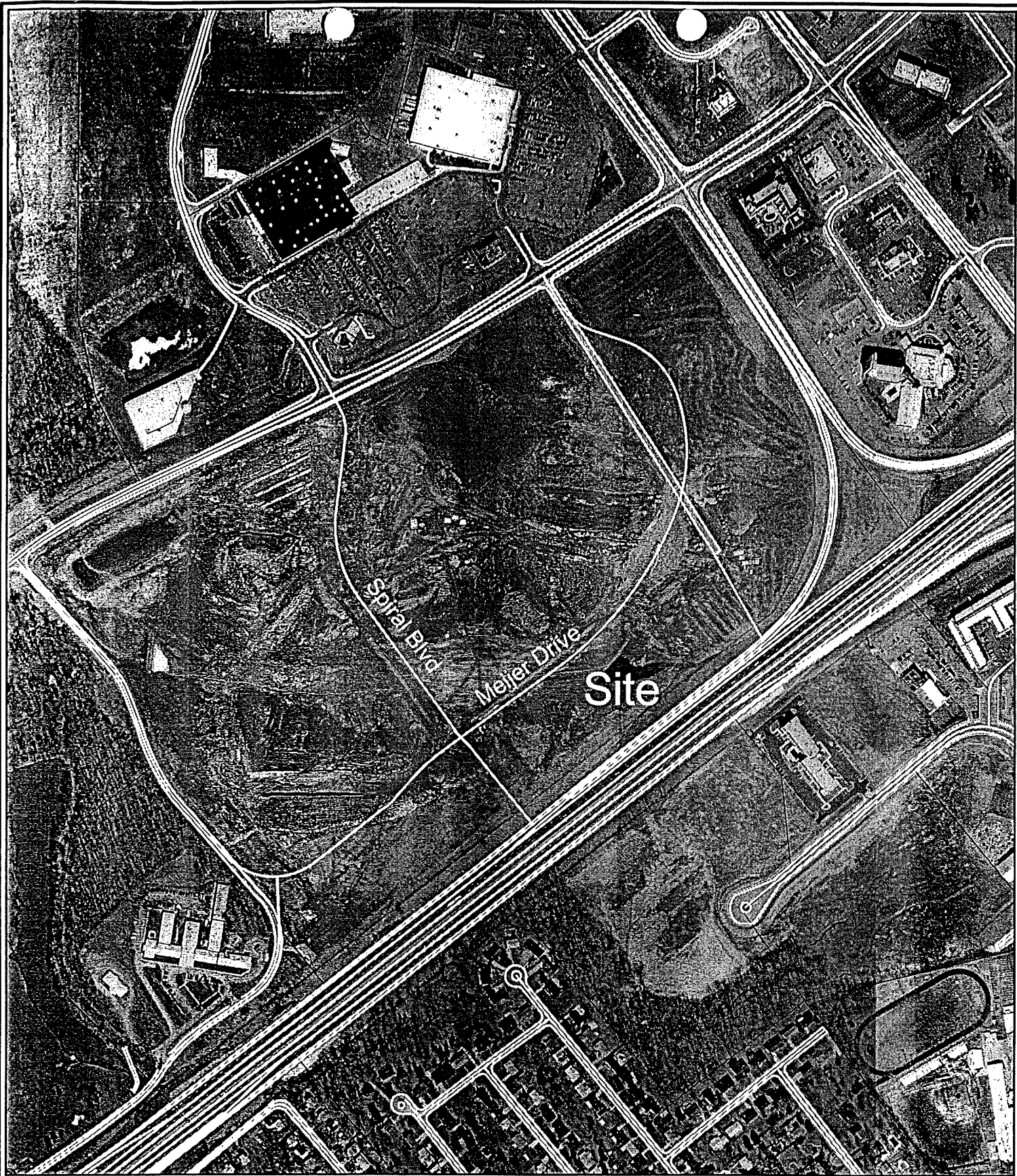


Houston Lakes



1 inch equals 800 feet
 Produced by the
 Boone County Planning Commission
 GIS Services Division
 November 19, 1997





Houston Lakes

500 0 500 Feet



1 inch equals 500 feet
Produced by the
Boone County Planning Commission
GIS Services Division
November 19, 1997



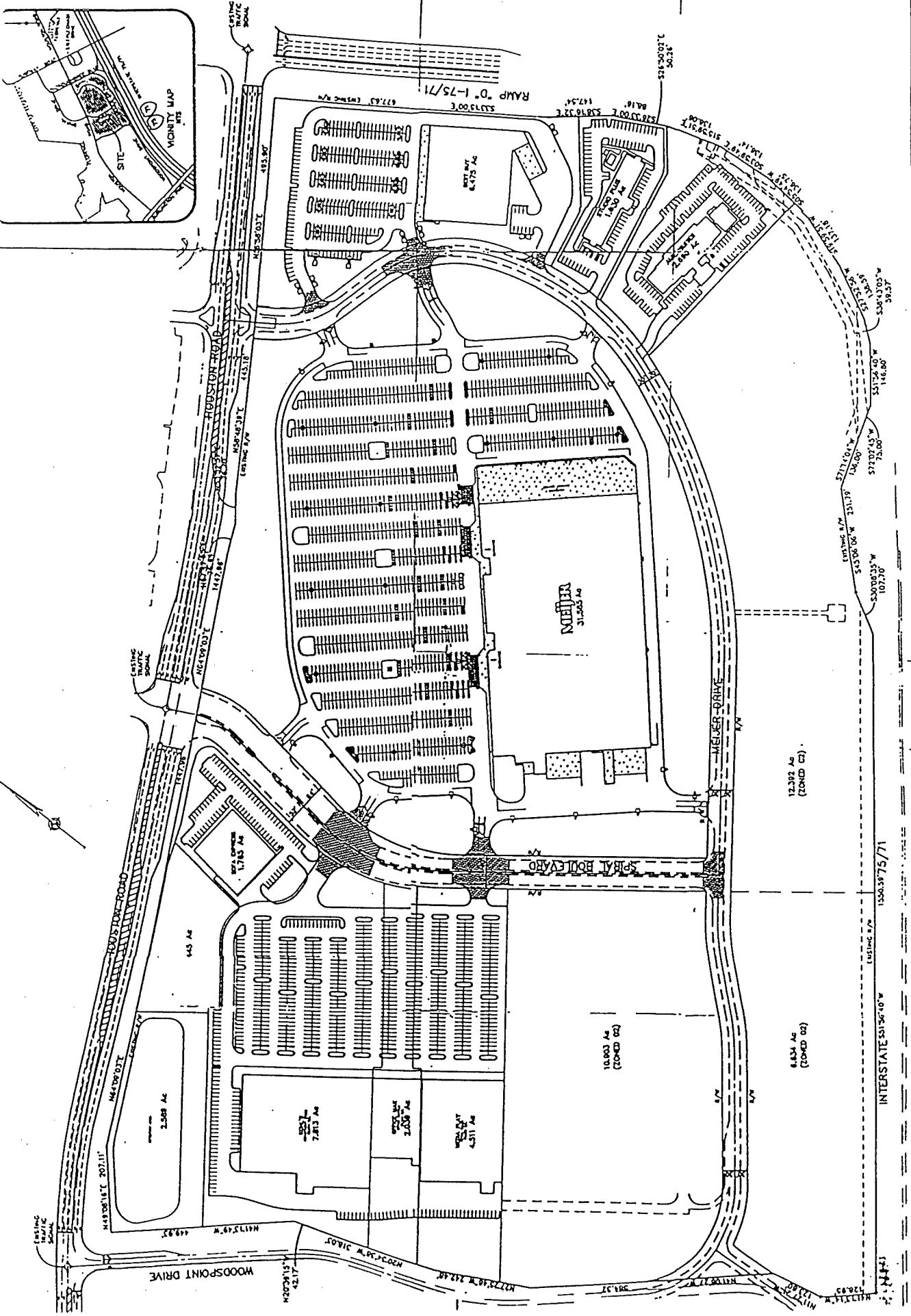
Site Map

HOUSTON LAKES
 HOUSTON ROAD (S)
 CITY OF FLOYD, BOONE COUNTY, KENTUCKY

408 East Monument Avenue
 Dayton, Ohio
 45402-1261
 513.461.0243
 FAX: 513.461.0243



NO.	DATE	DESCRIPTION
1	12/15/11	ISSUED FOR PERMITS
2	01/10/12	REVISED PER COMMENTS
3	02/15/12	REVISED PER COMMENTS
4	03/15/12	REVISED PER COMMENTS
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99	02/15/20	REVISED PER COMMENTS
100	03/15/20	REVISED PER COMMENTS



INTERSTATE 55156'40"
 155038'75/71

12,382 Ac (ZONED C2)

6,834 Ac (ZONED C2)

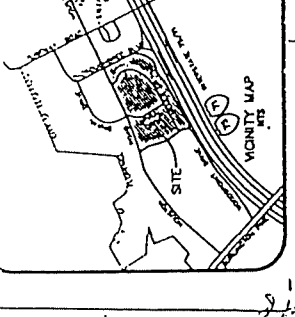
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3,508 Ac

7,815 Ac

2,029 Ac

4,511 Ac



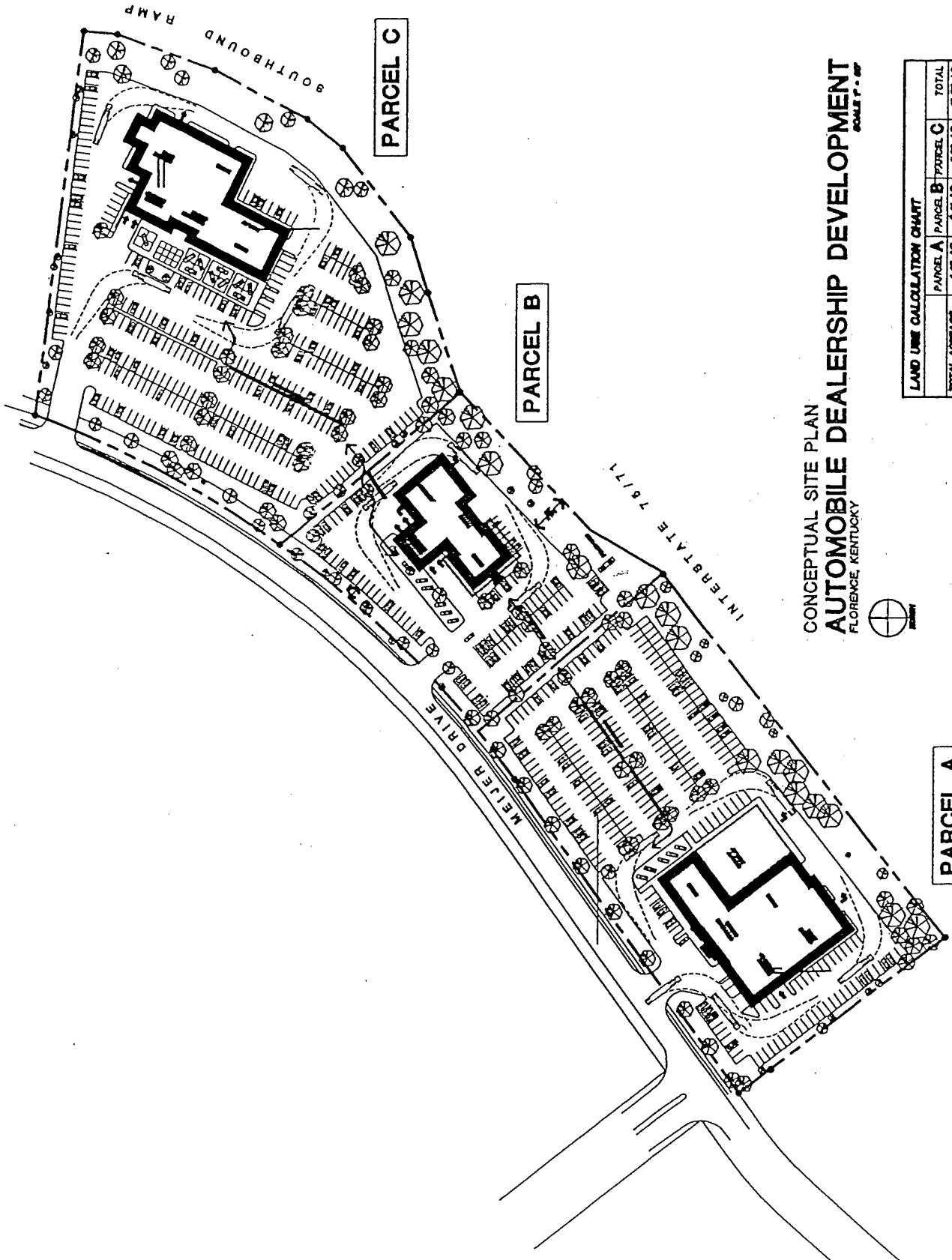
Proposed Concept Development Plan



T. F. ARCHITECTS
ARCHITECTS
1000 W. MARKET STREET
FLORENCE, KY 40309

CONCEPTUAL SITE PLAN
AUTOMOBILE DEALERSHIP DEVELOPMENT
FLORENCE, KENTUCKY

DATE	DESCRIPTION
10/1/00	PRELIMINARY
10/1/00	CONCEPTUAL
10/1/00	FINAL



CONCEPTUAL SITE PLAN AUTOMOBILE DEALERSHIP DEVELOPMENT FLORENCE, KENTUCKY



LAND USE CALCULATION CHART

	PARCEL A	PARCEL B	PARCEL C	TOTAL
TOTAL AREA	2.00 AC	1.00 AC	0.50 AC	3.50 AC
TOTAL PAVED AREA	0.50 AC	0.25 AC	0.125 AC	0.875 AC
IMPERVIOUS AREA	0.25 AC	0.125 AC	0.0625 AC	0.4375 AC
PERMEABLE SURFACE	1.50 AC	0.75 AC	0.375 AC	2.625 AC
% IMPERVIOUS SURFACE	25.0%	25.0%	25.0%	25.0%

PARCEL A

PARCEL B

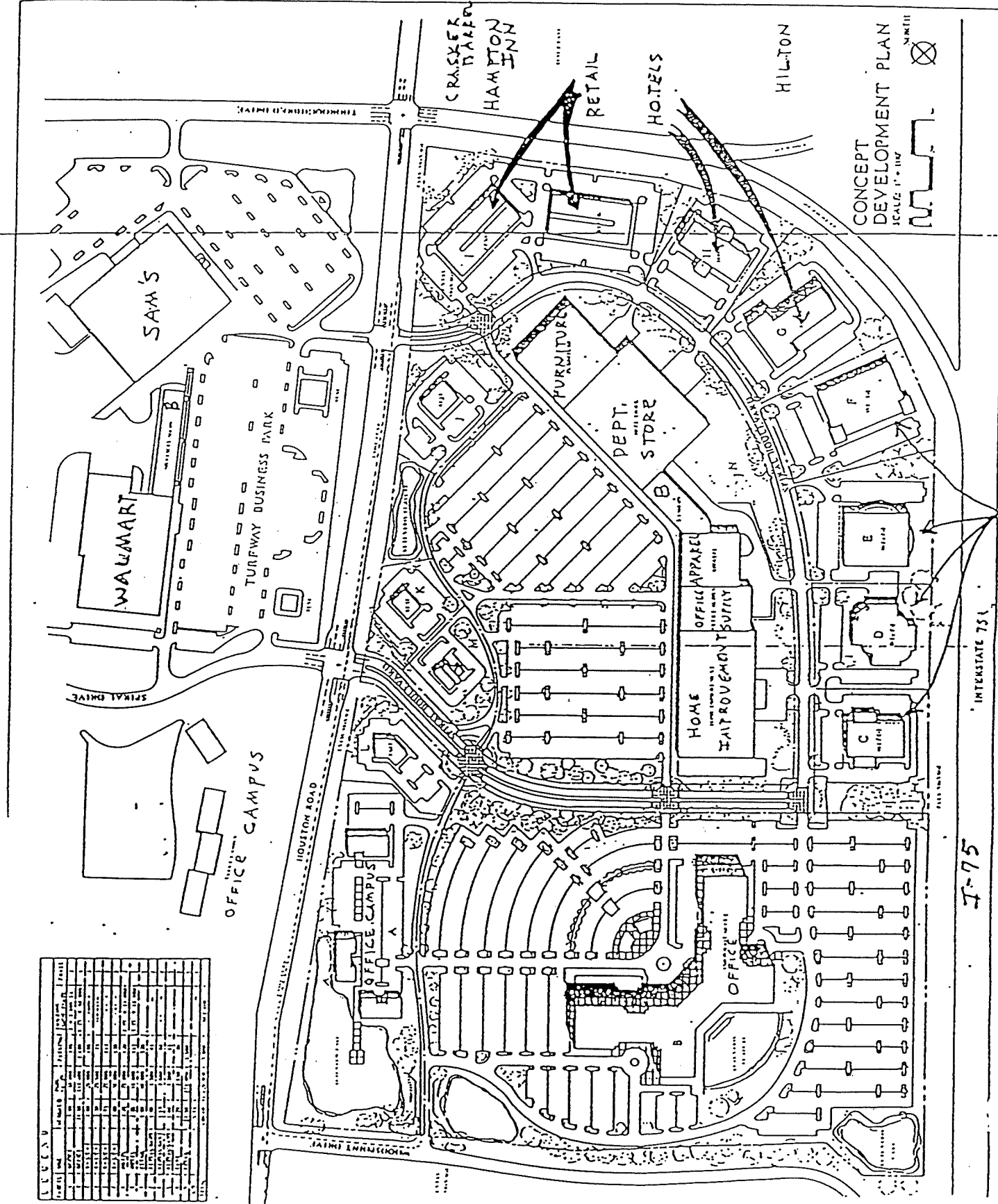
PARCEL C

Interstate 75
Melner Drive
Southbound Ramp

1990 Approved Concept Development Plan

HOUSTON LAKES
 PLANNING DEPARTMENT
 PLANNING DEPARTMENT

Lot #	Area (sq. ft.)	Use	Notes
1	10,000	Office Campus	
2	15,000	Office Campus	
3	20,000	Office Campus	
4	25,000	Office Campus	
5	30,000	Office Campus	
6	35,000	Office Campus	
7	40,000	Office Campus	
8	45,000	Office Campus	
9	50,000	Office Campus	
10	55,000	Office Campus	
11	60,000	Office Campus	
12	65,000	Office Campus	
13	70,000	Office Campus	
14	75,000	Office Campus	
15	80,000	Office Campus	
16	85,000	Office Campus	
17	90,000	Office Campus	
18	95,000	Office Campus	
19	100,000	Office Campus	
20	105,000	Office Campus	
21	110,000	Office Campus	
22	115,000	Office Campus	
23	120,000	Office Campus	
24	125,000	Office Campus	
25	130,000	Office Campus	
26	135,000	Office Campus	
27	140,000	Office Campus	
28	145,000	Office Campus	
29	150,000	Office Campus	
30	155,000	Office Campus	
31	160,000	Office Campus	
32	165,000	Office Campus	
33	170,000	Office Campus	
34	175,000	Office Campus	
35	180,000	Office Campus	
36	185,000	Office Campus	
37	190,000	Office Campus	
38	195,000	Office Campus	
39	200,000	Office Campus	
40	205,000	Office Campus	
41	210,000	Office Campus	
42	215,000	Office Campus	
43	220,000	Office Campus	
44	225,000	Office Campus	
45	230,000	Office Campus	
46	235,000	Office Campus	
47	240,000	Office Campus	
48	245,000	Office Campus	
49	250,000	Office Campus	
50	255,000	Office Campus	
51	260,000	Office Campus	
52	265,000	Office Campus	
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54	275,000	Office Campus	
55	280,000	Office Campus	
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189	950,000	Office Campus	
190	955,000	Office Campus	
191	960,000	Office Campus	
192	965,000	Office Campus	
193	970,000	Office Campus	
194	975,000	Office Campus	
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197	990,000	Office Campus	
198	995,000	Office Campus	
199	1,000,000	Office Campus	

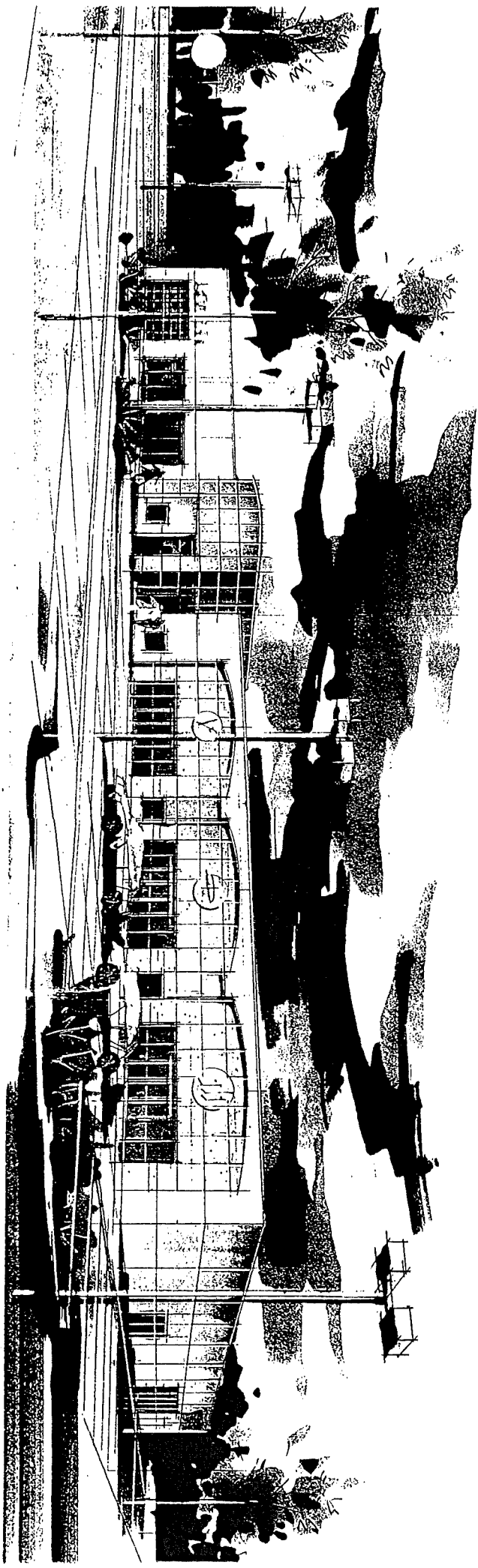


CONCEPT
 DEVELOPMENT PLAN
 SCALE: 1" = 100'

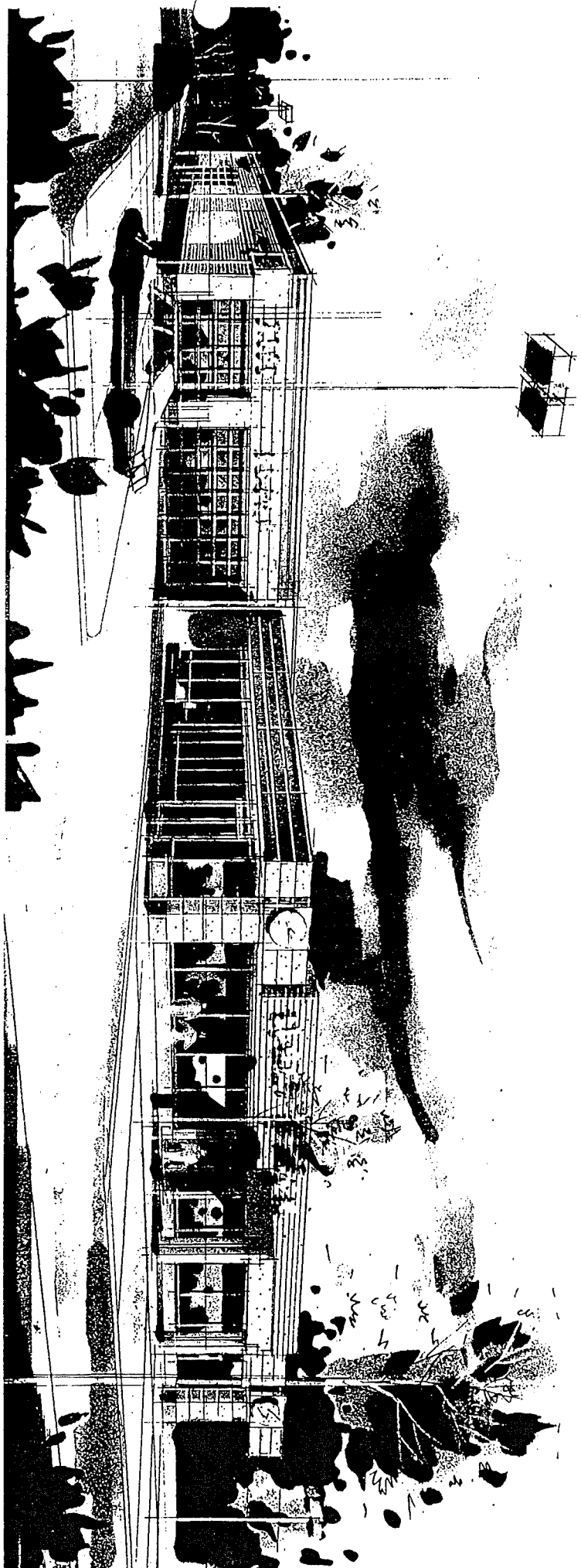
INTERSTATE 75
 I-75

0-2/C-2

Rendering Parcel A



Rendering Parcel B



Rendering Parcel C



ADAMS, BROOKING, STEPNER, WOLTERMANN & DUSING

Attorneys and Counselors at Law

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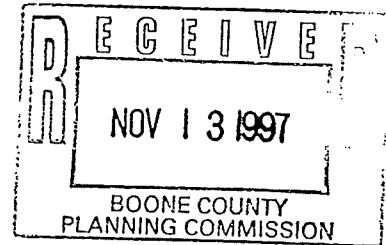
CHARLES S. ADAMS (1906-1971)
C. GORDON WALKER (1911-1967)

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FAX 606-291-7902

1850 FEDERATED BUILDING
7 WEST SEVENTH STREET
CINCINNATI, OHIO 45202-2417
AREA CODE 513-241-7460

*ALSO ADMITTED IN OHIO

November 13, 1997



HAND DELIVERED

Mr. Kevin T. Wall, AICP CDT
Director, Zoning Services
BOONE COUNTY PLANNING COMMISSION
2995 Washington Street
Burlington, KY 41005

RE: Request of Michael D. Drapel for
Argonaut Holdings, Inc. (General Motors Corp.)
Northern Kentucky Management, Inc. (Owner)

Dear Mr. Wall:

This office represents the Applicant for its request of a change in Concept Development Plan in Commercial Two, Planned Development (C-2/PD) zone for a 12.392 acre site located between Meijer Drive and Interstate 75/71, Houston Lakes Development, in Florence, Kentucky. The request is to modify the approved Concept Development Plan from existing "big box" commercial to allow retail auto sales and related activities.

The purpose of this letter is to provide the Commission with an outline of the facts demonstrating that the proposal is consistent with the Zoning Ordinance including Section 1514 Planned Development Standards and the context of contiguous and adjacent development.

General Motors Corporation (GM) has focused significant effort and resources "reinventing" itself over the past few years in order to achieve its paramount goal of sustainable consumer enthusiasm. GM's plan to accomplish this goal flows directly from sophisticated market research and a better understanding of the needs and desires of GM customers.

A primary response to this market research is the further strengthening of the GM retailer network. Historically, independently owned dealerships developed stand-alone generic feature facilities. GM is now assuring that each brand is properly presented to the public in an integrated and attractive manner, with correct sized facilities on optimal locations.

Mr. Kevin T. Wall, AICP CDT
Director, Zoning Services
BOONE COUNTY PLANNING COMMISSION
November 13, 1997
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The dealerships are the "stores" where one of the largest segments of commerce is transacted. It is the primary tool of America's largest industry (the automotive industry) for giving the public a successful and pleasant experience in one of life's major economic purchase decisions, which is buying a car. GM's goal is to accommodate customer enthusiasm at these stores.

Sophisticated market research data teaches that GM stores be in prime retail locations that are safe and convenient. Important criteria for an optimal location is high visibility and a vibrant, surrounding retail environment with access to the retailer in areas of prominent traffic and commerce.

The location in the Houston Lakes Development provides for this criteria. It is strategically located and the site configuration lends itself to GM brand facilities with GM various divisional elements clustered together for both synergy and convenient comparative shopping. It also meets the intent and spirit of the criteria for the current development of the area and is certainly compatible with the existing land uses within the Houston Lakes Development. The GM concept scheme provides for design opportunities and thoughtful spatial relationships that typical "big box" developments do not provide.

The reduced size and multifaceted architecture, enhancing all four sides of the facilities, in a theme setting will serve not only the Houston Lakes Development, but will provide a more unique and attractive alternative than typical strip shopping centers or commercial "big box" developments.

The Concept Development Plan provides a complex of related automotive sales uses located with ample open space, landscaping and attractive lighting. The open display together with the imaged buildings, in a coordinated, attractive, and functional environment offers an interesting alternative to large buildings that can be currently placed on this site.

The vehicular traffic as well as pedestrian traffic plans will provide for a convenient and attractive shopping experience. The proposed use is less intensive than general retail from a traffic generation standpoint.

The Zoning Ordinance Standards for Planned Development (Section 1514) are met as follows:

Mr. Kevin T. Wall, AICP CDT
Director, Zoning Services
BOONE COUNTY PLANNING COMMISSION
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1. Mixed Use Development and Pedestrian Orientation

The facility will have integrated, landscaped, pedestrian walkways tying into the existing sidewalk/bike path.

The facility provides a commercial use differing in type within the existing uses in Houston Lakes Development as well as adjacent sites.

2. Compatibility of Uses

The concept is of an integrated, three store facility that is correctly sized in the context of the much larger and taller retail and hotel buildings. The size and appearance of the GM stores in one coordinated facility is an ideal step-down scale set among I-75/71, the Meijer store, the Amerisuites Hotel and Home Depot, all of which dwarf the proposed facility.

3. Open Space

The GM dealership development includes over 25% green space/landscaping, including a 50' buffer at I-75/71 and 20' buffer at Meijer Drive. Open space areas are included and are connected by an internal pedestrian walkway. This facility breathes open space and "look-through" capability due to its low height and small square footage under roof relative to the overall development size.

4. Multi-Modal Transportation System

Customers to the site will be profile compatible with the clientele to the Houston Lakes Development as a whole, as well as the Houston Road retail corridor overall and this site will coordinate with the existing multi-modal transportation system within Houston Lakes Development.

5. Preservation of Existing Site Features

The existing topography will be retained with minor modifications for building placement. No water bodies or landscaping features are within the existing site. The GM dealership development will landscape extensively, however.

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Director, Zoning Services
BOONE COUNTY PLANNING COMMISSION
November 13, 1997
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6. Landscaping

Landscaping will be continuous around the site perimeter, consistent with the "2 front doors" and "4 sided architecture" approach to site presentation.

Architectural grade outdoor lighting will be utilized.

7. Architecture

Architectural design features will include "4 sided architecture" consistent with the unique aspect of "2 front sides" facing I-75/71 and Meijer Drive.

Consistent colors in building materials, anticipated to be natural earth tones, will be used in a coordinated manner among the three (3) buildings.

Building features will be coordinated among the buildings to effect a smaller scale "village" image among the existing development in Houston Lakes.

8. Historic and Prehistoric Features

Currently there is no evidence of historic or prehistoric features at this site.

9. Signage

Signage will be wall mounted product brand/name logo with small scale monument-type signs at access points.

10. Transportation Connections and Entry Points

All entries to the facilities shall be clearly defined by landscaping and monument style identification signage.

11. Conformance with the Comprehensive Plan

The development conforms to the land use element as well as the goals and objectives in the text of the Comprehensive Plan because it is a compatible element of the mixed, multiple use employment district; and, it conforms in site design,

Mr. Kevin T. Wall, AICP CDT
Director, Zoning Services

architectural character, landscaping, signage, buffer and setbacks and all other development controls to the character earmarked for this site and the surrounding vicinity.

In summary the proposed dealer development offers the following benefits to the Florence community:

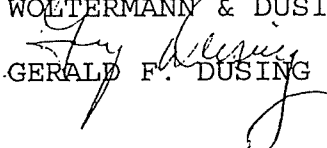
- (a) Provides a transitional land use between more intensive "big box" scale commercial and hotel uses and the high noise corridor of Interstate 75/71 and Cincinnati Airport runway patterns;
- (b) It is designed with a "village" feel utilizing coordinated and appropriate building materials and details;
- (c) Will generate less rush hour traffic than would be created if the approved Concept Development would be constructed;
- (d) Creates a multiple brand on one site option for the community that is not currently available; and
- (e) Will not create any burden on schools, police, fire, life safety services, roadway network or other infrastructure.

The proposed Amendment to the Concept Development Plan is in harmony with the Houston Lakes Development and adjacent sites.

Accordingly, we respectfully request that the Proposed Amendment to the Concept Development Plan be approved in accordance with the Zone Ordinance.

Very truly yours,

ADAMS, BROOKING, STEPNER
WOLTERMANN & DUSING


GERALD F. DUSING

GFD:vam

cc: Michael Drapel, GM Worldwide Real Estate
George S. Ananich, AIA, THA Architects

Project Description

The proposed Automobile Dealership Development consists of three (3) individual sales facilities to be developed by the General Motors Corporation. Each of these facilities will have a single access drive from Meijer Drive. The facilities will consist of a 12,350± square foot building, a 25,325± square foot building and a 25,600± square foot building, each having sales and service activities with designated customer, employee and vehicle parking areas. An internal pedestrian access between the facilities is provided. Figure 2 illustrates the Conceptual Site Plan proposed for this development.

Existing Traffic Conditions

The proposed development will be adjacent to the intersection for Meijer Drive and Spiral Drive Boulevard with individual parcel access from Meijer Drive behind the present Meijer retail store. The signalized intersection of Spiral Drive and Houston Road is expected to accommodate the majority of the trips generated by this site although access is available from Woodspoint Drive and the right-in/right-out intersection of Meijer Drive/Houston Road to the north.

At the present time, traffic volumes on this section of Meijer Drive and the back portion of Spiral Boulevard is very low. In order to define the current operations at the signalized intersection of Spiral Drive/Houston Road, a manual turning movement count was conducted during the two-hour evening peak (4:30 - 6:30 PM).

Traffic Forecast

The total number of trips to be generated by the proposed automobile dealership development area during an average weekday and weekend was estimated using empirical data consistent with similar types of proposed land uses. The Institute of Transportation Engineers' (ITE) Trip Generation Manual, Fifth Edition, was used as a basic source of reference. A summary of the trip generation estimate is shown in Table 1. This Table identifies those types of uses that are expected to be developed on the four (4) outlots identified by the Site Plan.

TABLE 1
Summary of Trip Generation Forecast
Automobile Dealership Development

Land Use	Size	Weekday	AM Peak Hour			PM Peak Hour			Saturday Total Day	Saturday Peak Hour Generation	Sunday Total Day
			In	Out	Total	In	Out	Total			
Parcel A	25,600	1,226	35	15	50	28	40	68	538	76	268
Parcel B	12,350	592	17	8	25	16	22	38	260	37	129
Parcel C	25,325	1,213	35	15	50	28	40	68	533	75	265
Total Site Trips		3,031	87	38	125	72	102	174	1,331	188	662

As indicated by the data above, the total number of trips to be generated by all three (3) dealerships is forecasted to be 174 total trips during the weekday PM peak hour and 188 during the peak hour of these facilities on Saturday.

For purposes of this study, all of the forecasted trips have been classified as new trips. It is important to note, however that the intended location of these facilities within an established retail area is to attract existing retail trips from the available traffic. Also a significant number of patrons may visit more than one of the dealerships during a site visit trip.

Trip Generation Of Comparative Uses

In addition to the trip generation forecasted for the proposed automobile dealerships, a trip generation comparison of the alternative land uses for RETAIL and/or OFFICE on this site was developed. Table 2 summarizes the resultant trip generation that could result from the alternate permitted uses.

TABLE 2
Comparison of Alternative Development Land Uses
Trip Generation

Land Use	Size	Weekday	AM Peak Hour			PM Peak Hour			Saturday		Sunday Total Day
			In	Out	Total	In	Out	Total	Total Day	Peak Hour Generation	
Office	185,550 ¹	2,239	275	34	309	50	343	293	414	62	123
Retail	185,550 ¹	10,400	147	87	234	487	486	973	13,484	1,318	6,722

¹Based on 15,000 GFA per Acre @ 12.37 acres.

Figure 4 is a graphic illustration of the trip comparison of alternative land uses with the auto dealership for the AM and PM peak hour of travel on Houston Road.

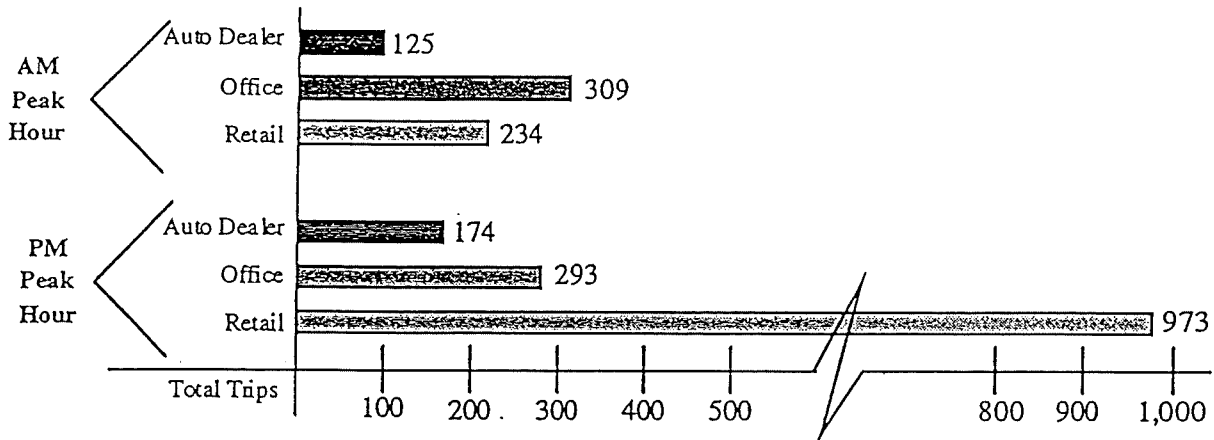


FIGURE 4
GRAPHIC ILLUSTRATION - LAND USE TRIP GENERATION COMPARISON

The above information shows that the proposed automobile sales will generate a significantly lower number of vehicle trips than either an office or retail land use. During the PM peak period, auto sales will be only eighteen (18) percent of the weekday retail use and only fourteen (14) percent of a Saturday peak hour.

Summary of Trip Generation Forecast

Automobile Dealership Development

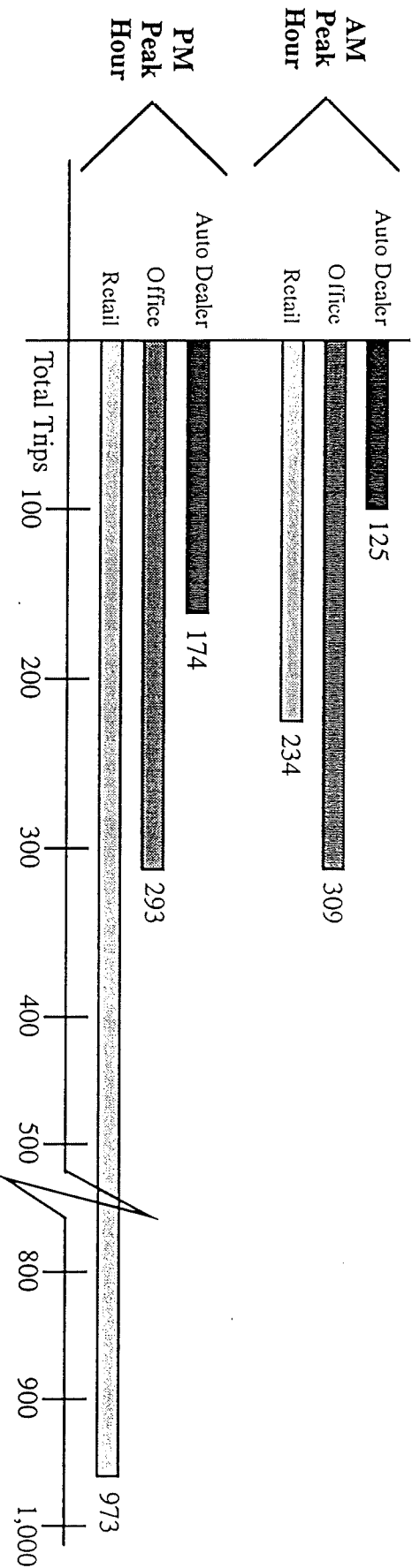
Land Use	Size	Weekday	AM Peak Hour		Total	PM Peak Hour		Total	Saturday Total Day	Saturday Peak Hour Generation	Sunday Total Day
			In	Out		In	Out				
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Comparison of Alternative Development Land Uses Trip Generation

Land Use	Size	Weekday	AM Peak Hour		Total	PM Peak Hour		Total	Saturday Total Day	Saturday Peak Hour Generation	Sunday Total Day
			In	Out		In	Out				
Office	185,550 ¹	2,239	275	34	309	50	343	293	414	62	123
Retail	185,550 ¹	10,400	147	87	234	487	486	973	13,484	1,318	6,722

¹Based on 15,000 GFA per Acre @ 12.37 acres.

Graphic Illustration - Land Use Trip Generation Comparison



BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
COURTROOM 3A
November 19, 1997
6:30 P.M.

PUBLIC HEARINGS

Commission members present: Mrs. Arnett, Secretary/Treasurer, Mr. Brown, (Mr. Caddell left the meeting at the start of the applicant's presentation), Mr. Damstrom, Mr. McKinney - Chairman, Mr. McMillian, Mr. Millay, Mr. Neltner, Mr. Ries - Vice Chairman, Mr. Rush, Mrs. Schaffer, Mr. Viox, and Mr. White.

Mr. Michael McKinney, Chairman, called the meeting to order at 6:35 P.M.. Following an explanation of the Public Hearing process, Mr. McKinney introduced the first item on the Agenda:

1. Applicant: Michael D. Drapel for Argonaut Holdings, Inc. and Gerald F. Dusing (applicants) for Northern Kentucky Management (owner)

Request: Change in Concept Development Plan

The request of Michael D. Drapel for Argonaut Holdings, Inc. and Gerald F. Dusing (applicants) for Northern Kentucky Management (owner) to consider a Change in Concept Development Plan in an Office Two/Commercial Two/Planned Development (O-2/C-2/PD) Zone for a 12.392 acre site located between Meijer Drive and I-75, Houston Lakes Subdivision, Florence, Kentucky. The request is for a change in an approved Concept Development Plan to allow retail auto sales and related activities.

Staff Member Ed Coleman presented the Staff Report which included a slide presentation (see Staff Report).

Mr. Damstrom, Mr. McMillian, Mr. Millay, Mr. Neltner, and Mr. Viox arrived during the presentation of the Staff Report.

Attorney Gerald Dusing, representing the applicant, Argonaut Holdings, Inc., an affiliate of General Motors, introduced Mr. Michael Drapel and Mr. Don Bain with General Motors Worldwide Real Estate; Mr. George Ananich with THA Architects in Flint, Michigan; Mr. David Wheeler with ATA Architects in Cincinnati, Ohio; Mr. Jack Gehrum with Pflum, Klausmeier & Gehrum Traffic Engineers; Mr. Mike Foster, Area Manager of Dealer Development; Mr. Doug Stevens, Regional Director of Dealer Network Development; Mr. Tom Gill with Tom Gill Chevrolet in Florence; and Mr. Desmond Roberts with the Buick GMC Dealership on KY 18.

Mr. Doug Stevens stated that General Motors dealerships are to provide an appropriate image, a location where customers are likely to shop, high visibility, and convenient access, and they believe that Houston Lakes meets those requirements. They believe they are compatible with existing land uses at the Houston Lakes Development. They will have multifaceted architecture in a theme setting of small size buildings that will provide an attractive alternative to big box buildings. The complex will have open display space, landscaping, and attractive lighting, with functional and attractive buildings. The plan will allow their dealerships to provide customers with enthusiasm and reflect positively on the community.

At this time, Mr. Caddell stated that he realized that he has a conflict in regard to this request due to his relationship with Heritage Bank. Mr. Caddell left the meeting.

Mr. Dusing stated that George Ananich and Dave Wheeler will talk about why the request fits the criteria of the Comprehensive Plan. He stated that they have had two or three pre-application conferences with Staff and have taken into account Staff's input and suggestions and reoriented the site.

Mr. David Wheeler, ATA Architects in Cincinnati, stated that they have a relationship with THA Architects in Flint, Michigan, and they are known for their association with dealerships. He stated that Mr. Coleman did a good job of showing the location of the site. Mr. Wheeler presented an aerial photograph of the area and noted the size of their buildings and parking in relation to the uses around the site. He stated that the site is bordered on the east by I-75/I-71 and on the north and west by a large amount of retail. There is visibility and access from I-75 for the retail shopper. He stated that there would not be a traffic problem and their project will make Meijer Drive even more useful than it is now. He presented elevations of the buildings to show the scale of the project in relation to the new Meijer Store. He noted that due to the elevation of I-75, their site has good visibility from the interstate both north and south. Their project will not overwhelm the Meijer Store or the other commercial establishments behind it. The height of their buildings fits well with the interstate and with the Meijer Store to the west. He stated that the planned office use in the area, due to the height limitations, would be limited to one-story. Auto dealerships are traditionally one-story and fit the site better than office. The GM prototype buildings are typically upscale. He referred to the drawings in the packets and stated that they believe the facades of their buildings are somewhat office-like in appearance. He stated that Mr. Coleman brought up a lot of good points and they look forward to working with Staff in regard to the Staff Concerns.

Mr. George Ananich with THA Architects in Flint, Michigan and a consultant to GM, presented an exhibit of the site showing three dealerships: the first building being 27,000 square feet, the center

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Mr. Jack Gehrum stated that they have done a traffic study for the project and have concluded that the project would generate substantially less traffic than the approved uses, and the impact on the area road system would be less than that of the approved future uses. He reviewed the summary attached to the Staff Report. He stated that total site trips (in and out) for all three parcels on weekdays in 3,000 trips -- compared to retail uses at the site of over 10,000 trips per day. For Saturday, their total is just over 1,300 trips compared to retail of almost 13,500 trips. He stated that office tends not to be a mid-day use, but a peak AM and peak PM use. He stated that their use would be approximately one-third of what an office use would produce in the AM and about half the trips in the PM. Retail in the AM is about one-half

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Mr. Dusing stated that they disagree with the Staff Report, particularly that they are not compatible with the Comprehensive Plan. He stated that he advised Argonaut that at first blush the Planning Commission is going to be concerned from a land use standpoint because this site has been held back and scrutinized more than most sites based on the history back to the late 1980's -- and the dream was to have corporate Fortune 500 home offices and campus office. This was the cornerstone concept of the Houston-Donaldson Study going back to 1990, and the Planning Commission will not be thinking of an auto dealership concept for this site. He stated that the industry has changed. The concept is to put auto dealerships in a retail concept because 50% of the customers live within 4 miles, 85% live within 8 miles, and when they buy cars the #1 criteria (besides price and equipment on the car) is that it is a familiar and safe environment that they travel by often -- which is why this is an ideal site. The use is not a regional draw. He stated that they are down to 68,000 square feet under roof, which is down zoning. He stated that the relationship with the Comprehensive Plan goes back to the Staff Concerns and comments on Page 9 of the Staff Report. He stated that it is a documented finding of fact that this use is compatible with the Comprehensive Plan, which is opposite of the Staff Conclusion. He quoted from Page 5 of the Staff Report that "The 1995 Boone County Comprehensive Plan's 2020 Land Use Map land use classification for the site is Commercial. The Commercial designation is described as "Retail, corporate and professional office, interchange commercial, indoor commercial recreation, restaurants, services, etc.". He commented "we are this". Mr. Dusing referred to the 1990 Approved Concept Development Plan and stated that it is a product of a two-year process of Public Hearings and modifications and is contemporaneous with the Houston-Donaldson Study. He stated that the entire eastern half of the site has developed differently, the middle of the site has developed differently, and the front of the site has developed differently. He noted that they are looking at Lots C, D, E, and F. AmeriSuites is on

Lot G and it is seven stories tall. He noted office and commercial/restaurant uses in the area. He stated that they are integrating the site instead of having four different outlots. In 1993, the Meijer's, Kohl's, Media Play, and Office Max came in and the Planning Commission said that they would prefer office on the site. There was a condition imposed in 1990 that they cannot do anything else until the office is built and they had five years to build the campus-like/Fortune 500 offices. The change came in 1993 and the documentation was that this was unrealistic. They documented what they had done to market the site with national marketers and developers, the vacancy rates, and the inappropriateness of the airport noise -- and there would not be Fortune 500 corporate offices there. The site then turned regional draw retail and now, four years later, it is appropriate for this type of use. This use fits like a glove with the language of the 1995 Comprehensive Plan Update that designates the site as different types of commercial, including highway commercial. He stated that the appearance of the site has been carefully planned to be small scale in relation to the larger scale around it. The other requirement of the Houston-Donaldson Study calls for a mixed use and this is a new and different mixed use within the site contrasting with hotel, restaurant, department store, grocery store, and home improvement store. It meets the criteria of the Houston-Donaldson Study.

Mr. Dusing noted the long Agenda this evening and stated that he submitted a letter dated November 13, 1997, which is part of the Staff Report. His letter diagrams Section 1514 of the Zoning Ordinance. He asked the Commissioners to read his letter carefully. He stated that the site has been studied long and hard by GM and they want to attract people there. It is a high visibility site. The use is entirely compatible with the existing approved development. He stated that this concludes their presentation.

Mr. McKinney asked if there was anyone else present who wished to speak in favor of the request. There being no response, he asked if there was anyone present who wished to speak in opposition or to ask questions. Hearing no response, he asked if there were any comments or questions from the Planning Commission.

Mrs. Arnett asked if the two dealers who indicated that they would be moving to this site would be closing their current locations. Mr. Roberts stated that his current location would be closing. GM is his landowner and would be disposing of the property, he believes for a similar use. Mr. Gill stated that he would maintain his current location and expand customer services there. His present location will stay in operation.

Mr. Michael Drapel with Argonaut Holdings stated that they will market the properties and get compatible uses.

In regard to Mr. Gehrum's comments, Mrs. Schaffer stated that the square footages of Parcels A, B & C would be 63,275 -- but they are comparing that to office/retail of 185,000 -- which is about three times the size. Mr. Gehrum stated that that would be allowed on the site. Someone could have that square footage on the site because it is approved. He explained that the dealership is proposed at a certain size but, as an alternative, someone could develop it with more square footage for office. This project would generate significantly less in those proportions. There would be one-third of the office traffic or one-fifth of the retail traffic at certain times of the day. Referring to the attachment to the Staff Report, Mrs. Schaffer stated that office generates less traffic. Mr. Gehrum stated that office generates less in total, but not in the AM and PM peak hours which are normally used to evaluate traffic. Office typically has people coming in in the morning and leaving in the afternoon. Retail has the heavy PM and Saturday traffic. He stated that the figures are for comparison. Mrs. Schaffer stated that the figures compare what could be there, but do not show how much additional traffic the use would generate. Mr. Gehrum stated that the chart shows that for a weekday they would generate 3,000 new trips per day -- half in and half out. He stated that the dealership expects to capitalize on shoppers at other stores, but they did not take that into account -- they considered everything as new traffic. He stated that with the new concept of GM dealerships, there are no numbers available as to how many people who are at Meijer's will come to the auto dealerships.

Mr. Dusing stated that a lot of the traffic is existing traffic. These are not new trips on Houston Road or Meijer Drive. Mrs. Schaffer noted that Mr. Gehrum said they were new trips. Mr. Gehrum stated that they would be new trips to the site.

Mrs. Schaffer stated that she is concerned about signage, lighting, and stormwater detention. She asked if there will be an outside audio system. Mr. Ananich stated that the proposed signage is consistent with the requirements of the zoning ordinance and includes wall-mounted signs and a monument sign at the entrance -- but no pylon signs. Mr. Costello advised that they are not entitled to pylon signs. The sign on the interstate is the only sign allowed. Mr. Ananich stated that they do not have a plan for outdoor audio systems at this time. He stated that the intent is that the lighting be focused within the site. It will be shielded and guarded to keep it off adjacent sites. The lighting is typically 22 feet to the top of the pole, and at Meijer's the light poles may be 40 feet high with a large fanned area. He stated that they concentrate smaller bulbs for more consistent lighting. Mr. Wheeler indicated the light poles on the rendering.

Mr. Ries questioned the use of Parcel B, which appears smaller than Parcels A and C. Mr. Ananich advised that it will be a smaller dealership. Mr. Ries asked if there will be used cars. Mr. Ananich advised that it is new cars.

Mr. Neltner asked if they will be full-service dealerships, including body work. Mr. Ananich responded that there will be service, but not body work. There will be repair services.

Mr. Neltner stated that it was indicated that these would be one-story buildings with a maximum height of twenty feet, but some dealerships have 2.5 story showrooms. He questioned the maximum height. Mr. Ananich stated that the maximum height is usually about 22 feet, but in this case it can be reduced to 20 feet which allows for four feet of clear space within the service area to allow cars to go up on a lift. There will be a more spacious effect with the 14-foot interior ceilings, but the height of the overall buildings will stay at 20 feet. The designs are consistent with an image program developed by GM that is being used across the country.

Mr. Neltner noted that the building closest to Woodspoint Drive has a patio area in the back. Mr. Ananich advised that this is a product selection area for display vehicles. The vehicles are covered by a canopy to provide a protected area for display. The canopy is a continuation of the roof profile. There could be 15 - 20 new vehicles that are cleaned and ready to show or deliver in that area.

Mr. Neltner asked if the showroom will face I-75. Mr. Wheeler stated that it is not a showroom area that is enclosed with glass. He reviewed the renderings with Mr. Neltner. Mr. Neltner asked if it is their intent to have the patio area visible from I-75. Mr. Ananich responded "no". He stated that it is an inexpensive display area that they do not enclose, heat, or cool. It is not intended to be a primary showcase area. Mr. Wheeler stated that no cars will be displayed that are oriented to I-75. He noted that with the speed of the traffic and the distance, it would be meaningless. The idea from I-75 is dealer recognition.

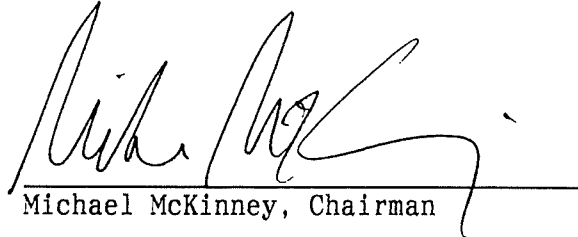
Mr. McMillian asked if there will be a used car lot. Mr. Ananich stated that there will be a combination of new and used vehicles. Mr. McMillian commented that "There will not be body shops in any of the inside service areas". Mr. Ananich responded "that is correct". Mr. McMillian asked if they plan to have a body shop in the future. Mr. Ananich responded "No" and added that there will be no body shops on any of the three sites. Mr. Dusing stated that they will agree to this as a condition.

Mr. Damstrom asked if the loading and unloading of the vehicles from the car carriers will be don on the premises. Mr. Ananich responded "Yes" and noted that the site is laid out so that the car haulers can deliver to each of the building sites. Mr. McMillian asked if they will use that area or if they will have some unloading on the highway. Mr. Ananich stated that it is their intention to have all vehicular loading and unloading within the site and they are planning space for that purpose.

Mr. McKinney asked if there were any further comments or questions. There being none, he stated that the Committee Meeting for this item will be on Monday, December 8, 1997 at 4 P.M. in the second floor conference room of the Administration Building. This item will be on the Agenda for the Business Meeting on December 17, 1997 at 7:30 P.M..

The Chairman closed this Public Hearing.

APPROVED:



Michael McKinney, Chairman

Attest:



Jan Hancock, Recording Secretary

BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
COURTROOM 3A
BUSINESS MEETING
December 17, 1997
7:30 P.M.

Mr. Michael McKinney, Chairman, called the meeting to order at 8:10 P.M..

COMMISSION MEMBERS PRESENT:

Mrs. Judy Arnett, Secretary/Treasurer
Mr. Larry Brown
Mr. Fred Burch
Mr. Arnold Caddell
Mr. Phil Damstrom
Mr. Mike McKinney, Chairman
Mr. Don McMillian
Mr. Bob Millay
Mr. Barry Neltner
Mr. Robert Ries, Vice Chairman
Mr. Ralph Rush
Mrs. Linda Schaffer
Mr. William Viox
Mr. Earl White, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mrs. Carol Smith

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin Costello, AICP, Executive Director
Ms. Susan Cabot, Historic Preservation
Mr. Ed Coleman
Mr. Dave Geohegan, AICP
Ms. Jan Hancock, Secretary
Mr. John Huth
Mr. Mitch Light
Mr. Kevin Wall, AICP

3. Change in Concept Development Plan

The request of Michael D. Drapel for Argonaut Holdings, Inc. and Gerald F. Dusing (applicants) for Northern Kentucky Management (owner) to consider a Change in Concept Development Plan in an Office Two/Commercial Two/Planned Development (O-2/C-2/PD) Zone for a 12.392 acre site located between Meijer Drive and I-75, Houston Lakes Subdivision, Florence, Kentucky. The request is for a change in an approved Concept Development Plan to allow retail auto sales and related activities.

Mr. Caddell stated that he has a potential conflict of interest in regard to this item and he left the room at this time.

Mr. Millay stated that he was on the Committee for this item and was for it -- but the final Committee Report states that this is not a Permitted Use. He questioned why the Planning Commission is looking at this.

Mr. Coleman explained that small scale auto dealerships (50 spaces) are allowed in the C-2 Zone as a Conditional Use and there are adjustments that can be made due to the PD Overlay. Mr. McKinney advised Mr. Millay that there was discussion that occurred after the Committee Meeting. Mr. Millay stated that there was discussion that it needed to be in C-3. He stated that the Committee Report says it is not a Permitted Use. It is 700 cars and it is not permitted.

Counselor Wilson referred to Section 15.11 of the Zoning Regulations and explained that even though the use is not listed as a Permitted Use in the underlying zone, the applicant has the right to try to persuade the Planning Commission that it should be allowed by virtue of the PD Overlay.

Mr. McKinney asked that the Committee Report be presented.

Staff Member Ed Coleman presented the Committee Report which recommended that the request be denied based on the findings of fact (see Committee Report). Mr. McKinney, Mr. McMillian and Mrs. Schaffer were in favor of the Committee Report, and Mr. Millay was opposed.

Mrs. Schaffer moved to deny the request based on the Committee Report. Mr. McMillian seconded the motion. A roll call vote on the motion found Mrs. Arnett, Mr. Brown, Mr. Damstrom, Mr. McKinney, Mr. McMillian, Mr. Ries, Mr. Rush, Mrs. Schaffer, Mr. White, and Mr. Viox in favor. Mr. Burch, Mr. Millay, and Mr. Neltner were opposed. Mr. Caddell did not participate and did not vote. The motion carried by a vote of 10 to 3.

Counselor Wilson advised that the Planning Commission's action is a recommendation to the legislative body. The legislative body can go along with the recommendation or override it.

EXHIBIT "B"

COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Linda Schaffer, Chairperson

DATE: December 17, 1997

RE: Request of the **Michael D. Drapel for Argonaut Holdings, Inc. and Gerald F. Dusing (applicants)** for **Northern Kentucky Management (owner)** to consider a Change in Concept Development Plan in an Office Two/Commercial Two/Planned Development (O-2/C-2/PD) zone for a 12.392 acre site located between Meijer Drive and I-75, Houston Lakes Subdivision, Florence, Kentucky. The request is for a change in an approved Concept Development Plan to allow retail auto sales and related activities.

Remarks:

We, the Committee, recommend that the request of Michael D. Drapel for Argonaut Holdings, Inc. and of Gerald F. Dusing for Northern Kentucky Management for a Change in Concept Development Plan be denied. The Committee's recommendation to deny this request is based upon the following findings of fact:

Findings of Fact:

1. The applicant's request for a Change in Concept Development Plan to allow retail auto sales and related activities is not in agreement with the intent of the 1995 Boone County Comprehensive Plan. The Comprehensive Plan recommends an employment district, with a preferred emphasis on office development along Interstate 75/71, (Area D-4, "Florence Area," pg. 226).

The 1995 Boone County Comprehensive Plan also recommends that any commercial development in the Houston Road area should be consistent with the recommendations of the Houston Donaldson Study, (Area D-4, "Florence Area," pg. 227).

2. The applicant's request is not in agreement with the intent of the Houston Donaldson Study. The Study recommends that the site develop with unspecified Office Two/Commercial Two uses. The Study states "If changes are proposed to the approved Concept Development Plan, they should include less emphasis on retail..." (HDS pg. 30).

The approved Concept Development Plan for the Houston Lakes development indicates the future development of this site being four Office Two/Commercial Two buildings with a combined building area of 102,500 square feet. Along with the Concept Development Plan was a condition that additional review of the site would be required when specific uses were proposed by the developer, to determine if the proposed uses were consistent with Concept Development Plan, (Resolution R-33-90). The Committee has determined that the applicant's proposed use is not consistent with the intent of the Concept Development Plan and does not reflect an office environment to balance retail uses in Houston Lakes, and in general, the Houston Road area, but in fact, places a greater emphasis on retail uses for the site.

3. The Houston Donaldson Study also requires that outside storage areas are to be sufficiently screened from public view. Because the principal use of the site would be for the sale of automobiles, and because the majority of these automobiles would be on display outside, approving the applicant's request would indicate a disregard for the requirements of the Houston Donaldson Study. The Committee has recognized that no other approved developments within Houston Lakes have been permitted to permanently store inventory outside for the express purpose of displaying that inventory to public view. The Committee has concluded that approving this request, and thereby approving permanent outside displays, would be inconsistent with other recommendations made by the Committee concerning previous projects within the Houston Lakes development.
4. In addition to not being in agreement with the 1995 Boone County Comprehensive Plan or the Houston Donaldson Study, the applicant's request does not meet the objectives of the Planned Development (PD) district or the underlying Commercial Two (C-2) district. An automobile dealership is permitted in a Commercial Two (C-2) district only as a conditional use and only if the dealership does not exceed the storage of 50 vehicles. The applicant's proposed use is not permitted in the Commercial Two (C-2) district. Section 1511, Article 15 of the Boone County Zoning Regulations states that "...any other uses not listed in the underlying zone are permitted if found to be compatible and of benefit to the community and meet the requirements of this article, including approval for any such use or uses through a Concept Development Plan by the appropriate legislative body or Fiscal Court. Uses proposed for a Planned Development district shall not adversely affect adjacent property, and/or the public health, safety, and general welfare and/or the provisions of the adopted Comprehensive Plan."

Concept Development Plan proposals in a Planned Development (PD) district shall be evaluated against the criteria listed in Section 1514, Article 15 of the Boone County Zoning Regulation. These standards include a mixed use orientation, both within the development itself and relative to the relationship between the proposed

BOONE COUNTY PLANNING COMMISSION
BOONE COUNTY ADMINISTRATION BUILDING
COURTROOM 3A
November 19, 1997
6:30 P.M.

PUBLIC HEARINGS

Commission members present: Mrs. Arnett, Secretary/Treasurer, Mr. Brown, (Mr. Caddell left the meeting at the start of the applicant's presentation), Mr. Damstrom, Mr. McKinney - Chairman, Mr. McMillian, Mr. Millay, Mr. Neltner, Mr. Ries - Vice Chairman, Mr. Rush, Mrs. Schaffer, Mr. Viox, and Mr. White.

Mr. Michael McKinney, Chairman, called the meeting to order at 6:35 P.M.. Following an explanation of the Public Hearing process, Mr. McKinney introduced the first item on the Agenda:

1. Applicant: Michael D. Drapel for Argonaut Holdings, Inc. and Gerald F. Dusing (applicants) for Northern Kentucky Management (owner)

Request: Change in Concept Development Plan

The request of Michael D. Drapel for Argonaut Holdings, Inc. and Gerald F. Dusing (applicants) for Northern Kentucky Management (owner) to consider a Change in Concept Development Plan in an Office Two/Commercial Two/Planned Development (O-2/C-2/PD) Zone for a 12.392 acre site located between Meijer Drive and I-75, Houston Lakes Subdivision, Florence, Kentucky. The request is for a change in an approved Concept Development Plan to allow retail auto sales and related activities.

Staff Member Ed Coleman presented the Staff Report which included a slide presentation (see Staff Report).

Mr. Damstrom, Mr. McMillian, Mr. Millay, Mr. Neltner, and Mr. Viox arrived during the presentation of the Staff Report.

Attorney Gerald Dusing, representing the applicant, Argonaut Holdings, Inc., an affiliate of General Motors, introduced Mr. Michael Drapel and Mr. Don Bain with General Motors Worldwide Real Estate; Mr. George Ananich with THA Architects in Flint, Michigan; Mr. David Wheeler with ATA Architects in Cincinnati, Ohio; Mr. Jack Gehrum with Pflum, Klausmeier & Gehrum Traffic Engineers; Mr. Mike Foster, Area Manager of Dealer Development; Mr. Doug Stevens, Regional Director of Dealer Network Development; Mr. Tom Gill with Tom Gill Chevrolet in Florence; and Mr. Desmond Roberts with the Buick GMC Dealership on KY 18.

Mr. Doug Stevens stated that General Motors dealerships are to provide an appropriate image, a location where customers are likely to shop, high visibility, and convenient access, and they believe that Houston Lakes meets those requirements. They believe they are compatible with existing land uses at the Houston Lakes Development. They will have multifaceted architecture in a theme setting of small size buildings that will provide an attractive alternative to big box buildings. The complex will have open display space, landscaping, and attractive lighting, with functional and attractive buildings. The plan will allow their dealerships to provide customers with enthusiasm and reflect positively on the community.

At this time, Mr. Caddell stated that he realized that he has a conflict in regard to this request due to his relationship with Heritage Bank. Mr. Caddell left the meeting.

Mr. Dusing stated that George Ananich and Dave Wheeler will talk about why the request fits the criteria of the Comprehensive Plan. He stated that they have had two or three pre-application conferences with Staff and have taken into account Staff's input and suggestions and reoriented the site.

Mr. David Wheeler, ATA Architects in Cincinnati, stated that they have a relationship with THA Architects in Flint, Michigan, and they are known for their association with dealerships. He stated that Mr. Coleman did a good job of showing the location of the site. Mr. Wheeler presented an aerial photograph of the area and noted the size of their buildings and parking in relation to the uses around the site. He stated that the site is bordered on the east by I-75/I-71 and on the north and west by a large amount of retail. There is visibility and access from I-75 for the retail shopper. He stated that there would not be a traffic problem and their project will make Meijer Drive even more useful than it is now. He presented elevations of the buildings to show the scale of the project in relation to the new Meijer Store. He noted that due to the elevation of I-75, their site has good visibility from the interstate both north and south. Their project will not overwhelm the Meijer Store or the other commercial establishments behind it. The height of their buildings fits well with the interstate and with the Meijer Store to the west. He stated that the planned office use in the area, due to the height limitations, would be limited to one-story. Auto dealerships are traditionally one-story and fit the site better than office. The GM prototype buildings are typically upscale. He referred to the drawings in the packets and stated that they believe the facades of their buildings are somewhat office-like in appearance. He stated that Mr. Coleman brought up a lot of good points and they look forward to working with Staff in regard to the Staff Concerns.

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building being 15,000 square feet, and the other end building also being 27,000 square feet. There is a 50-foot landscape buffer from the interstate to the site and a 20-foot landscape buffer on Meijer Drive. There is an entrance to each dealership (three total). Customer parking is generally at the front of the building, display vehicles are off to the side and face Meijer Drive as much as possible, and in-service and employee parking is generally to the rear of the property. They have incorporated a pedestrian walkway to tie in the three sites. They are trying to portray a village theme -- small scale buildings relative to the other developments, materials that are neutral in color, and a lot of landscaping. Mr. Wheeler displayed renderings of the proposed buildings, including what they might look like from I-75. Mr. Ananich stated that the buildings are more of a retail environment geared to the customer shopping experience, which is also true of the interiors of the buildings. The lighting is concentrated within the site and is relatively low-level. The lighting is about 30 foot candles, which is about one-third of typical canopy lighting. The lights are turned down in the evening to about 10 or 12 foot candles, which is similar to the Meijer parking lot.

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Mr. Tom Gill with Tom Gill Chevrolet, which operates in Florence, stated that this site puts them in a retail environment and allows them to change with the changes in their business. They will be able to update their facility and provide customer service at a state-of-the-art GM facility.

Mr. Desmond Roberts with Florence Buick GMC that currently operates on KY 18, stated that he is excited about the possibility of moving to this complex where there will be easy access for their customers. People sometimes have trouble getting in and out of their current facility. This site would alleviate that problem and create a better shopping environment. He stated that the grouping of the GM dealerships gives the customer tremendous benefits.

Mr. Dusing stated that they disagree with the Staff Report, particularly that they are not compatible with the Comprehensive Plan. He stated that he advised Argonaut that at first blush the Planning Commission is going to be concerned from a land use standpoint because this site has been held back and scrutinized more than most sites based on the history back to the late 1980's -- and the dream was to have corporate Fortune 500 home offices and campus office. This was the cornerstone concept of the Houston-Donaldson Study going back to 1990, and the Planning Commission will not be thinking of an auto dealership concept for this site. He stated that the industry has changed. The concept is to put auto dealerships in a retail concept because 50% of the customers live within 4 miles, 85% live within 8 miles, and when they buy cars the #1 criteria (besides price and equipment on the car) is that it is a familiar and safe environment that they travel by often -- which is why this is an ideal site. The use is not a regional draw. He stated that they are down to 68,000 square feet under roof, which is down zoning. He stated that the relationship with the Comprehensive Plan goes back to the Staff Concerns and comments on Page 9 of the Staff Report. He stated that it is a documented finding of fact that this use is compatible with the Comprehensive Plan, which is opposite of the Staff Conclusion. He quoted from Page 5 of the Staff Report that "The 1995 Boone County Comprehensive Plan's 2020 Land Use Map land use classification for the site is Commercial. The Commercial designation is described as "Retail, corporate and professional office, interchange commercial, indoor commercial recreation, restaurants, services, etc.". He commented "we are this". Mr. Dusing referred to the 1990 Approved Concept Development Plan and stated that it is a product of a two-year process of Public Hearings and modifications and is contemporaneous with the Houston-Donaldson Study. He stated that the entire eastern half of the site has developed differently, the middle of the site has developed differently, and the front of the site has developed differently. He noted that they are looking at Lots C, D, E, and F. AmeriSuites is on

Lot G and it is seven stories tall. He noted office and commercial/restaurant uses in the area. He stated that they are integrating the site instead of having four different outlots. In 1993, the Meijer's, Kohl's, Media Play, and Office Max came in and the Planning Commission said that they would prefer office on the site. There was a condition imposed in 1990 that they cannot do anything else until the office is built and they had five years to build the campus-like/Fortune 500 offices. The change came in 1993 and the documentation was that this was unrealistic. They documented what they had done to market the site with national marketers and developers, the vacancy rates, and the inappropriateness of the airport noise -- and there would not be Fortune 500 corporate offices there. The site then turned regional draw retail and now, four years later, it is appropriate for this type of use. This use fits like a glove with the language of the 1995 Comprehensive Plan Update that designates the site as different types of commercial, including highway commercial. He stated that the appearance of the site has been carefully planned to be small scale in relation to the larger scale around it. The other requirement of the Houston-Donaldson Study calls for a mixed use and this is a new and different mixed use within the site contrasting with hotel, restaurant, department store, grocery store, and home improvement store. It meets the criteria of the Houston-Donaldson Study.

Mr. Dusing noted the long Agenda this evening and stated that he submitted a letter dated November 13, 1997, which is part of the Staff Report. His letter diagrams Section 1514 of the Zoning Ordinance. He asked the Commissioners to read his letter carefully. He stated that the site has been studied long and hard by GM and they want to attract people there. It is a high visibility site. The use is entirely compatible with the existing approved development. He stated that this concludes their presentation.

Mr. McKinney asked if there was anyone else present who wished to speak in favor of the request. There being no response, he asked if there was anyone present who wished to speak in opposition or to ask questions. Hearing no response, he asked if there were any comments or questions from the Planning Commission.

Mrs. Arnett asked if the two dealers who indicated that they would be moving to this site would be closing their current locations. Mr. Roberts stated that his current location would be closing. GM is his landowner and would be disposing of the property, he believes for a similar use. Mr. Gill stated that he would maintain his current location and expand customer services there. His present location will stay in operation.

Mr. Michael Drapel with Argonaut Holdings stated that they will market the properties and get compatible uses.

In regard to Mr. Gehrum's comments, Mrs. Schaffer stated that the square footages of Parcels A, B & C would be 63,275 -- but they are comparing that to office/retail of 185,000 -- which is about three times the size. Mr. Gehrum stated that that would be allowed on the site. Someone could have that square footage on the site because it is approved. He explained that the dealership is proposed at a certain size but, as an alternative, someone could develop it with more square footage for office. This project would generate significantly less in those proportions. There would be one-third of the office traffic or one-fifth of the retail traffic at certain times of the day. Referring to the attachment to the Staff Report, Mrs. Schaffer stated that office generates less traffic. Mr. Gehrum stated that office generates less in total, but not in the AM and PM peak hours which are normally used to evaluate traffic. Office typically has people coming in in the morning and leaving in the afternoon. Retail has the heavy PM and Saturday traffic. He stated that the figures are for comparison. Mrs. Schaffer stated that the figures compare what could be there, but do not show how much additional traffic the use would generate. Mr. Gehrum stated that the chart shows that for a weekday they would generate 3,000 new trips per day -- half in and half out. He stated that the dealership expects to capitalize on shoppers at other stores, but they did not take that into account -- they considered everything as new traffic. He stated that with the new concept of GM dealerships, there are no numbers available as to how many people who are at Meijer's will come to the auto dealerships.

Mr. Dusing stated that a lot of the traffic is existing traffic. These are not new trips on Houston Road or Meijer Drive. Mrs. Schaffer noted that Mr. Gehrum said they were new trips. Mr. Gehrum stated that they would be new trips to the site.

Mrs. Schaffer stated that she is concerned about signage, lighting, and stormwater detention. She asked if there will be an outside audio system. Mr. Ananich stated that the proposed signage is consistent with the requirements of the zoning ordinance and includes wall-mounted signs and a monument sign at the entrance -- but no pylon signs. Mr. Costello advised that they are not entitled to pylon signs. The sign on the interstate is the only sign allowed. Mr. Ananich stated that they do not have a plan for outdoor audio systems at this time. He stated that the intent is that the lighting be focused within the site. It will be shielded and guarded to keep it off adjacent sites. The lighting is typically 22 feet to the top of the pole, and at Meijer's the light poles may be 40 feet high with a large fanned area. He stated that they concentrate smaller bulbs for more consistent lighting. Mr. Wheeler indicated the light poles on the rendering.

Mr. Ries questioned the use of Parcel B, which appears smaller than Parcels A and C. Mr. Ananich advised that it will be a smaller dealership. Mr. Ries asked if there will be used cars. Mr. Ananich advised that it is new cars.

Mr. Neltner asked if they will be full-service dealerships, including body work. Mr. Ananich responded that there will be service, but not body work. There will be repair services.

Mr. Neltner stated that it was indicated that these would be one-story buildings with a maximum height of twenty feet, but some dealerships have 2.5 story showrooms. He questioned the maximum height. Mr. Ananich stated that the maximum height is usually about 22 feet, but in this case it can be reduced to 20 feet which allows for four feet of clear space within the service area to allow cars to go up on a lift. There will be a more spacious effect with the 14-foot interior ceilings, but the height of the overall buildings will stay at 20 feet. The designs are consistent with an image program developed by GM that is being used across the country.

Mr. Neltner noted that the building closest to Woodspoint Drive has a patio area in the back. Mr. Ananich advised that this is a product selection area for display vehicles. The vehicles are covered by a canopy to provide a protected area for display. The canopy is a continuation of the roof profile. There could be 15 - 20 new vehicles that are cleaned and ready to show or deliver in that area.

Mr. Neltner asked if the showroom will face I-75. Mr. Wheeler stated that it is not a showroom area that is enclosed with glass. He reviewed the renderings with Mr. Neltner. Mr. Neltner asked if it is their intent to have the patio area visible from I-75. Mr. Ananich responded "no". He stated that it is an inexpensive display area that they do not enclose, heat, or cool. It is not intended to be a primary showcase area. Mr. Wheeler stated that no cars will be displayed that are oriented to I-75. He noted that with the speed of the traffic and the distance, it would be meaningless. The idea from I-75 is dealer recognition.

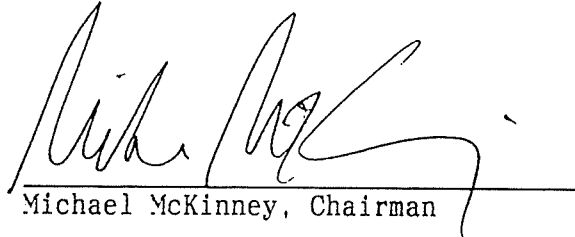
Mr. McMillian asked if there will be a used car lot. Mr. Ananich stated that there will be a combination of new and used vehicles. Mr. McMillian commented that "There will not be body shops in any of the inside service areas". Mr. Ananich responded "that is correct". Mr. McMillian asked if they plan to have a body shop in the future. Mr. Ananich responded "No" and added that there will be no body shops on any of the three sites. Mr. Dusing stated that they will agree to this as a condition.

Mr. Damstrom asked if the loading and unloading of the vehicles from the car carriers will be done on the premises. Mr. Ananich responded "Yes" and noted that the site is laid out so that the car haulers can deliver to each of the building sites. Mr. McMillian asked if they will use that area or if they will have some unloading on the highway. Mr. Ananich stated that it is their intention to have all vehicular loading and unloading within the site and they are planning space for that purpose.

Mr. McKinney asked if there were any further comments or questions. There being none, he stated that the Committee Meeting for this item will be on Monday, December 8, 1997 at 4 P.M. in the second floor conference room of the Administration Building. This item will be on the Agenda for the Business Meeting on December 17, 1997 at 7:30 P.M..

The Chairman closed this Public Hearing.

APPROVED:



Michael McKinney, Chairman

Attest:



Jan Hancock, Recording Secretary

SUPPORTING INFORMATION

CONTAINING 12.377 ACRES
SEPTEMBER 4, 1997

Situate in the City of Florence, County of Boone, Commonwealth of Kentucky, and being part of the remainder of Lot 10 of the Final Plat of the re-subdivision of remaining Lot 10, Houston Lakes as recorded in Plat Slide 394-B, Group 3654 and being part of that land conveyed to Northern Kentucky Management, Inc. in Deed Book 402, Page 28, Deed Book 402, Page 35, and Deed Book 523, Page 110 (all references to deeds, microfiche, plats, surveys, etc. refer to the records of the Boone County Records Office, unless noted otherwise) more particularly bounded and described as follows:

Commencing for reference at an iron pin (found) at the northwest corner of Lot 10-B of said Final Plat of the re-subdivision of remaining Lot 10, Houston Lakes and the east right-of-way line of Meljer Drive as recorded in Plat Slide 319-B, Group 3464;

thence along said right-of-way line, on a curve to the right with a radius of six hundred sixty and 00/100 feet (660.00') for an arc distance of one hundred seventy-eight and 44/100 feet (178.44'), [chord bearing South eleven degrees twenty-four minutes seven seconds West (S11°24'07"W) for one hundred seventy-seven and 90/100 feet (177.90'), delta angle of said curve being fifteen degrees twenty-nine minutes twenty-eight seconds (15°29'28")] to an iron pin (found), said iron pin being the TRUE POINT OF BEGINNING of the parcel herein described;

thence departing said right-of-way line, South eighty-three degrees no minutes thirty seconds East (S83°00'30"E) for five hundred and 45/100 feet (500.45') to a 5/8" iron pin (found) in the north limited access right-of-way line of Interstate 75/71 as conveyed to the Commonwealth of Kentucky in H.B. 8, Page 524;

thence along said limited access right-of-way line the following ten (10) courses;

- 1) South five degrees fifty-four minutes forty-nine seconds West (S05°54'49"W) for forty-four and 25/100 feet (44.25') to a cross notch (found);
- 2) South nineteen degrees fifty-nine minutes fifty-one seconds West (S19°59'51"W) for one hundred thirty-seven and 18/100 feet (137.18') to an iron pin (found);
- 3) South twenty-seven degrees fifty-two minutes fifty-six seconds West (S27°52'56"W) for one hundred thirty-eight and 59/100 feet (138.59') to an iron pin (found);
- 4) South thirty-eight degrees forty-three minutes five seconds West (S38°43'05"W) for fifty-nine and 57/100 feet (59.57') to an iron pin (found);
- 5) South fifty-one degrees fifty-six minutes forty seconds West (S51°56'40"W) for one hundred forty-six and 80/100 feet (146.80') to an iron pin (found);
- 6) South seventy-two degrees two minutes forty-five seconds West (S72°02'45"W) for seventy-five and 00/100 feet (75.00') to an iron pin (found);
- 7) South seventy-one degrees fourteen minutes four seconds West (S71°14'04"W) for one hundred thirty-six and 00/100 feet (136.00') to an iron pin (found);
- 8) South forty-five degrees six minutes six seconds West (S45°06'06"W) for two hundred fifty-one and 79/100 feet (251.79') to an iron pin (found);
- 9) South thirty degrees eight minutes thirty-five seconds West (S30°08'35"W) for one hundred seven and 70/100 feet (107.70') to an iron pin (found);
- 10) South fifty-one degrees fifty-six minutes forty seconds West (S51°56'40"W) for six hundred four and 75/100 feet (604.75') to a 5/8" iron pin (set);

thence departing said limited access right-of-way line and over said remainder Lot 10, along a new division line, North thirty-six degrees forty-three minutes twenty seconds West (N36°43'20"W) for three hundred thirty-five and 81/100 feet (335.81') to a 5/8" iron pin (set) in the south right-of-way line of said Meljer Drive;

thence along said right-of-way line the following three (3) courses;

- 1) North fifty-three degrees forty minutes twenty-five seconds East (N53°40'25"E) for five hundred six and 76/100 feet (506.76') to an iron pin (found) at a point of curvature;
- 2) along a curve to the left with a radius of one thousand three hundred sixty and 00/100 feet (1360.00') for an arc distance of seven hundred eighty-eight and 26/100 feet (788.26'), [chord bearing North thirty-seven degrees four minutes nine

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