

APPLICATION FORM

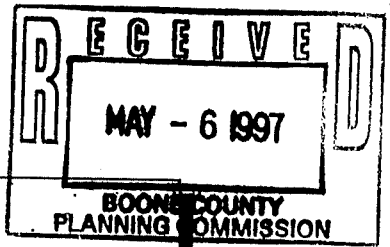


ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

(See Boone County Zoning Regulations)
SECTION A (To be completed by applicant)

- 1. Name of Project Riverview Business Park
2. Location of Project Ellis Road, Boone County, Kentucky
3. Total Acreage of Site 63
4. Current Zoning of Site A-2, EPD
5. Proposed Zoning (Classification being requested) I-1
6. Proposed Uses (please specify each use) light manufacturing, office, distribution, warehouse or other commercial/industrial uses
7. Names of Applicant(s) Al. Neyer, Inc.
Phone Number (513) 271-6400 Fax No. (513) 271-1350
8. Address of Applicant(s) 3800 Red Bank Road
Cincinnati OH 45227
City State Zip
9. Name of Property Owner(s) See Attachment
Phone Number See Attachment Fax No. See Attachment
10. Address of Property Owner(s) See Attachment
City State Zip
11. Proposed Building Intensities (please specify) Not to exceed 40% building coverage ratio
12. Are there any existing buildings on the site? yes
How many? 10
13. Deed Book See Attachment Page No. Group No.
14. Are you also applying for:
No Conditional Use Permit
No Dimensional Variance
15. Have you submitted a Concept Development Plan? yes
16. Have you had a pre-application meeting with BCPC Staff? yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:
[X] Boone County Water and Sewer District
Florence Water and Sewer Commission
Union Light Heat and Power
Cincinnati Bell
Owen County Rural Electric
[X] Boone County Public Works Department
Kentucky Transportation Cabinet
City of Florence Public Services Department
Boone County Building Department

APPLICATION FORM



ZONING MAP AMENDMENT  
BOONE COUNTY PLANNING COMMISSION

(See Boone County Zoning Regulations)  
SECTION A (To be completed by applicant)

1. Name of Project Riverview Business  Park
2. Location of Project Ellis Road, Boone County, Kentucky
3. Total Acreage of Site ~~154~~ 155.2
4. Current Zoning of Site A-2, EPD
5. Proposed Zoning (Classification being requested) I-I
6. Proposed Uses (please specify each use) light manufacturing, office, distribution, warehouse or other commercial/industrial uses
7. Names of Applicant(s) Al. Neyer, Inc.  
Phone Number (513) 271-6400 Fax No. (513) 271-1350
8. Address of Applicant(s) 3800 Red Bank Road, Cincinnati, OH 45227  
Riverview Real Estate, LLC, Marian Kuchle,
9. Name of Property Owner(s) Martha Hollister NKA Martha Wiedenkeller  
Phone Number (513) 271-6400, (606) 525-7765, (606) 581-7655
10. Address of Property Owner(s) 3800 Red Bank Rd, Cinti, OH, 502 Garrard,  
Covington, KY 41011, 2123 Ellis Rd, Hebron, KY 41048  
City State Zip
11. Proposed Building Intensities (please specify) not to exceed 40% building coverage ratio
12. Are there any existing buildings on the site? yes  
How many? 4
13. Deed Book 377, 183, 212, 160 Page No. 277, 265, 584, Group No. 2014-B
14. Are you also applying for: 545  
No Conditional Use Permit  
No Dimensional Variance
15. Have you submitted a Concept Development Plan? \_\_\_\_\_
16. Have you had a pre-application meeting with BCPC Staff? yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:  
  
 Boone County Water and Sewer District  
 Florence Water and Sewer Commission  
 Union Light Heat and Power  
 Cincinnati Bell  
 Owen County Rural Electric  
 Boone County Public Works Department  
 Kentucky Transportation Cabinet  
 City of Florence Public Services Department  
 Boone County Building Department

# EXHIBIT "A"

## STAFF REPORT

Request of Al Neyer, Inc. (applicant) for Riverview Real Estate, LLC, Richard Kuchle, Marian Kuchle, and Martha Hollister (owners) to consider a Zoning Map Amendment for 155 acres located along both sides of Ellis Road and along the west side of Point Pleasant Road near Airport Exchange Boulevard, Boone County, Kentucky. The request is for a zone change from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1) to allow a office/light industrial park, **Riverview Business Park**.

May 28, 1997

### REQUEST

This request is for a Zoning Map Amendment from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1) for a 155 acre tract that is located along both sides of Ellis Road. The majority of the zone change area is located between the west side of Ellis Road and a large tract owned by the Kenton County Airport Board further to the west, and a private road at the south end of the site and a bluff that overlooks the Constance town site to the north. The portion of the zone change area that is located between Point Pleasant Road (near Airport Exchange) and Ellis Road is a narrow tract that connects the two roads and that is proposed to be used for a road right-of-way to access the larger part of the zone change area. Approximately 22 acres of the southern portion of the site are currently within the EPD zone. The remaining 133 acres are within the A-2 zone.

A Concept Development Plan has been submitted with this request. The plan illustrates the previously mentioned road connection between Point Pleasant Road and Ellis Road (the proposed intersection at Point Pleasant Road is located approximately 400 feet north of the Airport Exchange/Point Pleasant Road intersection); this main road extends approximately 2,200 feet to the west from Point Pleasant Road (across Ellis Road) and terminates in a cul-de-sac. The main road is shown as a boulevard style street which has dual turn lanes (eastbound) from the proposed road onto Point Pleasant Road. A second cul-de-sac street extends northward from the approximate midpoint of the main road. A preliminary traffic evaluation has been submitted with this request - this evaluation recommends that a center turn lane be constructed on Point Pleasant Road between the proposed intersection and Airport Exchange Boulevard and that Ellis Road be cul-de-saced to the west of the proposed road (a "T" intersection would be created with the proposed road and the east leg of Ellis Road).

A total of fifteen buildings are shown on the Concept Development Plan. The footprints of these structures range in size from 15,000 square feet to approximately 132,000 square feet with the average footprint size being approximately 62,305 square feet. The total estimated floor area is approximately 1.3 million square feet. The proposed structures are located in the ridge and terrace areas of the site. As the application form for this request states that the maximum proposed building intensity would be forty percent of the site area, the buildings shown on the Concept Development Plan are for illustrative purposes and the actual number and sizes of the buildings would vary.

No details regarding general landscaping, architectural design, signage, or the specific type of intended users have been provided. Regarding intended land uses, the application form for this request states that "light manufacturing, office, distribution, warehouse or other commercial/industrial uses" are proposed.

#### SITE HISTORY

The Employment Planned Development (EPD) zone that applies to the southern part of the site was adopted through the 1991 update of the Boone County Zoning Regulations and Zoning Map.

#### ADJACENT LAND USES

The uses adjacent to the subject site include the following:

- A. Detached single family residences on "estate" style lots, and pastures, to the east of the southern half of the site between Ellis Road and Point Pleasant Road (EPD). Airport Exchange Business Park is located further to the east across Point Pleasant Road (I-1/O-2/C-3/PD). A few scattered single family residences are located to the east of the northern half of the site between Ellis Road and Point Pleasant Road within a wooded ravine (A-2). A steep, wooded hillside area is located between the northeast corner of the site and Ellis Road (A-2).
- B. A few single family residences are located along the southern boundary of the site on an existing, graveled private road that adjoins Ellis Road (EPD). In addition, two mobile homes are located in this area along the southern section of Ellis Road (EPD). The majority of the area to the south of the subject site (between the subject site, Ellis Road, and I-275) is undeveloped and contains a mixture of pastures and partially wooded areas (EPD).

- C. Wooded hillside areas are located to the west on land owned by the Kenton County Airport Board (A).
- D. A steep hillside area is located immediately to the north (A-2). The Constance town site is located further to the north along KY 8 and the Ohio River (SR-1/SC).

### SITE CHARACTERISTICS

As stated previously, the site contains approximately 155 acres. The site has approximately one half mile of frontage on Ellis Road and approximately 150 feet of frontage on Point Pleasant Road. The site is a plateau that largely consists of wooded, rolling hillsides, although the tree cover is second growth. The topography of the site is steep along the north, northeast, and west boundaries of the site. The site currently contains a system of dirt driveways and a gas pipeline easement that runs across the site in a northwest to southeast manner. There are several small water courses on the site, including an intermittent blue line stream in the vicinity of the northeast corner of the site (this stream is not within an area of the site that is proposed to be disturbed).

There are two residences within the zone change area. The first is located along the north side of the private road that serves as the southern boundary of the subject site. The second is a small farmstead that is within a cleared area at the northeast corner of the site. Soil types on the site include Cynthiana flaggy silty clay loam (CyF), Eden silty clay loam (EdE2), Jessup silt loam (JeD), and Rossmoyne silt loam (RsB). The Cynthiana and Eden soils on the site (located on the hillside areas that surround the plateau) are subject to severe erosion. A 16 inch cross country water main crosses a portion of the site and the nearest sanitary sewer is located at the intersection of Point Pleasant Road and Airport Exchange Boulevard.

### RELATIONSHIP TO COMPREHENSIVE PLAN

The 1995 Boone County Comprehensive Plan's 2020 Land Use Plan shows four different land use classifications for the site in question. These include the following:

Business Park: Described as "a mixture of office warehouse, research, office, and light industrial uses in a park light setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation facilities, constant architectural and signage theme, extensive landscaped areas, and attractive entrance treatment." This land use designation applies to the south and southeast portions of the site.

High Suburban Density Residential: Described as "single family and/or attached housing of up to 8 dwelling units per acre. This classification is typified by townhouse, condominium, and zero lot line development, and also pertains to mobile home parks." This land use designation applies to the flatter, central portion of the site.

Rural Lands: Described as "wooded, agricultural, recreational, or low density residential uses of up to one dwelling unit per two acres for the 25 year land use plan. Residential construction in Rural Lands does not occur in a formal subdivision." This land use designation applies largely to the bluff area that overlooks the Constance town site and a small pocket in the western part of the site.

Developmentally Sensitive: Described partially as "areas that have an existing slope of twenty percent or greater for a height of 20 meters, or have unique soil or flooding characteristics which limit the ability of an area to support urban development, or contain significant wooded areas, creeks, wildlife habitat or other natural features that are important to a site's stability and visual character. In addition, developmentally sensitive areas may, in the future, be defined and protected due to historical or visual importance. Any development on land identified as Developmentally Sensitive must be carefully assessed by the developer and the Planning Commission to determine the ability of the land to support the proposed project. The land use priority for areas designated Developmentally Sensitive is preservation of the existing environment, as opposed to development of the land. This shall act as a guideline for any project proposed in Developmentally Sensitive areas; specific sites designated as Developmentally Sensitive require more detailed inventories of soil, slope, wildlife habitat, vegetation, and other possible physical constraints as part of development plans. . . ." This land use designation applies largely to the east/central part of the site and the northeast corner of the site, as well as the hillside between the northern boundary of the site and the Constance town site.

The Comprehensive Plan's Land Use Element states the following regarding the area (D-2: Constance Area, pg. 225).

Some High Suburban Density residential growth should occur outside the flight path areas, on hilltops that have potential access connections to Point Pleasant Road. Along Point Pleasant Road itself and adjacent to I-275, some office development, consistent with the Airport Exchange Business Park, is appropriate. Traffic associated with this development should be directed toward the interstate. All development in this section must be carefully designed to minimize impacts on the Developmentally Sensitive hillsides, which should remain mostly wooded. Since the ridge top areas are also heavily wooded, the design of office and residential development should incorporate existing stands of trees.

Further, the 1995 Boone County Comprehensive Plan provides the statements listed below that relate to the proposal.

In addition to identifying the southern and central parts of the site for "industrial development" on the "Future Industrial and Commercial Development" map (Figure 5.3, page 87), the Business Activity Element makes the following statement regarding industrial development around the Airport and Airport owned property ("Areas of Future Industrial and Office Activity," pg. 84).

- A. The area surrounding the Airport and Airport property should be closely examined to explore industrial and office development opportunities. And,
- B. Development of this area should occur with extreme sensitivity to the river view and to the steep slopes.

The Business Activity Element also states the following relative to commercial development with or adjacent to "Small Communities" (i.e., Constance in this instance) ("Areas of Future Commercial Development," pg. 83):

- A. The various Small Communities should continue to serve the commercial needs of their surrounding areas. New businesses, as they are constructed or as existing businesses are remodeled, should be developed with sensitivity to the historical character as well as the current character of the area.

As portions of the site have residential land use designations on the Future Land Use Map, the Housing Element states the following regarding development in the North River Area ("North River Area," pg. 106).

Many of the area's hillsides are designated as Developmentally Sensitive in the Land Use Element and should be carefully considered as to any residential or recreation development impact on slope stability, scenic views, and the natural environment. Special care needs to be taken in this area to avoid the clearing of natural vegetation along the tops of hillsides so that scenic views for a few homeowners are not created at the expense of the scenic quality of the public view.

The Transportation Element makes the following statements that pertain to multi-modal transportation facilities and development that is dependent exclusively on the automobile for travel and accessibility ("The Future: Integrating Transportation and Land Use," pp. 201 and 202; and, "Transit Oriented Development [TODs]," pg. 203).

- A. If Boone County continues to develop in this same low-density, dispersed form of development, which only accommodates travel by the automobile, it would almost certainly guarantee chronic traffic congestion, increased air pollution problems and a waning quality of life for residents of the County.
- B. These Transit-Oriented Developments will not replace typical residential, commercial, or industrial development. However, with the appropriate siting of these developments, the existing land use pattern of dispersed, low-density development could be reweven into a more "transportation sensitive" land use pattern. This "transportation-sensitive" land use pattern would give more options (i.e., transit, bicycle, walking) for travel than just the automobile for all the residents of the community.

The Land Use Element states the following relative to the use of existing vegetation and topography ("Utilization of Existing Vegetation and Topography," pg. 210).

- A. Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole, rather than leveling an entire site to meet a pre-conceived project design. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined.

The Land Use Element states the following relative to appropriate buffering between differing land uses and the retention of open spaces and wooded areas ("Buffering," pg. 210).

- A. Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering to mitigate these impacts should be an integral part of the design of proposed projects; existing site features should be used in meeting this guideline. Developments should provide buffering along public roadways, to soften the visual impact. Appropriate wooded areas and stream valleys should remain as greenbelts and open space within developments and between developments.

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.

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 states the following relative to the provision of street connections ("Transportation and Pedestrian Network," pg: 211).

- A. Developments in Boone County must be designed, where appropriate, to improve the County's transportation network hierarchical system of classification and function must be used in the planning for and designing of new developments. Collector roadways should be extended and developed to provide for the safe movement of traffic through and between subdivisions. Developments along existing arterials and collector roadways should not have direct driveway access, but be served by a local street. Appropriate road connections should be constructed to provide alternate routes for traffic to and through specific projects and to enhance the capacity of existing streets.

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. Mixing of residential and other land uses shall be encouraged, but only in appropriately planned and designed neighborhood developments ("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. New development or redevelopment shall attempt to design sites utilizing existing topography and encourage preservation of the existing character of the land. New development shall be designed in harmony with the physical environment in such a way that each site's existing physical assets are used beneficially where possible. ("Environment," Physical Objective 2).
- G. Developmentally Sensitive hillsides in Boone County must be given special consideration. The preservation of these hillsides is a primary objective, and any proposed development on hillsides designated Developmentally Sensitive shall be carefully reviewed to insure potential impacts are minimal and the environmental integrity of the hillsides is maintained ("Environment," Physical Objective 5).
- H. Existing vegetation shall be considered as both an important site characteristic and a community resource ("Environment," Social Objective 4).
- I. Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport and on Airport owned land. Industrial districts shall be properly located in advance and thereby lessen any detrimental impact on future adjacent development ("Business Activity," Industrial Objective 1).

- J. Effective site placement, architectural design and landscape design for industrial uses shall be encouraged to enable a favorable relationship with adjoining uses. Industrial nuisances such as smoke, dust and odor shall be kept at a minimum and site development and enforcement of such nuisances shall be carefully coordinated with necessary approvals of other regulatory agencies ("Business Activity," Industrial Objective 1).
- K. Marginal development land that contains excessive slopes or is prone to flooding should be considered for its value as open space . . . ("Recreation and Open Space," Objective 6).
- L. Priority shall be given towards maintaining, protecting and improving the existing road system ("Transportation," Objective 11).

#### STAFF CONCERNS

1. As stated previously, four different land use designations are applied to the property on the Future Land Use Map. Aside from the Business Park designation which applies to the southern part of the tract and which corresponds to the proposed I-1 zone, the Commission will need to consider a number of issues which pertain to the three other designations.

First, the High Suburban Density Residential designation was applied to the terrace area in the approximate center of the site in order to minimize overall disturbance to the site through a more clustered development that fits into the landscape and incorporates existing stands of trees (industrial/office parks typically require significantly more disturbance) while still allowing reasonable use of the tract. The Rural Lands designation was applied to the bluff area overlooking Constance and the Ohio River in order to maintain the visual and physical integrity of the brow of the hillside. Both of these designations were also intended to be methods for diversifying land use in the area and to provide residential areas near employment centers; particularly since the tract is not within a current or future airport noise contour (refer to attached letter from Dale Huber, Deputy Director of Aviation, Cincinnati/Northern Kentucky International Airport).

However, the Commission will also need to evaluate the appropriateness of residential development in a more "micro" sense, including the following issues: residential development on this site would be relatively isolated; residential development on this site would be accessed exclusively through an office/industrial park; the middle and bluff portions of the site do not have substantial, immediate residential adjacencies; and, although the site is not within any current or future noise contours, the site is still within close proximity to the Airport and currently experiences some level of continuous noise.

Third, although the Concept Development Plan does not illustrate any active development within the areas of the site which are designated as "Developmentally Sensitive," the plan (and particularly the buildings shown on it) is conceptual in nature and could change over time. Thus, sensitive areas of the site which are not to be disturbed, and which are to be given special attention for storm water control, should be concretely delineated on the plan. Storm water control is especially important when considering that the topography in the area is steep, a large amount of wooded area would be removed and at least partially covered with impervious area, and when considering reports of progressing storm water problems in the immediate area. These sensitive areas include the northeast corner of the site (including the northern Hollister tract), the Ellis Road frontage between the gas pipeline easement and the northeast corner of the site, the valley which adjoins the Kenton County Airport Board property to the west, and the southern-most part of the "Kuchle" property that is part of this request.

In addition, an expansive "no disturb" setback (such as 100' to 150' from the northern property line or a designated elevation at the edge of the bluff - the northern property line is the approximate point where the steep grade begins) should be considered for the bluff area that overlooks Constance. This would not only help to assure the stability of the hillside and help control storm water flow, but would maintain the visual integrity of the hillside by maintaining mature vegetation on the brow of the hill. Several of these issues are also addressed in the attached memorandum from Joel LeGris, District Conservationist.

2. Staff has the following concerns relative to traffic and the proposed street connection to Point Pleasant Road.

A. Staff is extremely concerned with the alignment of the proposed road due to the fact that the proposed intersection is some 400 feet to the north of the Airport Exchange Boulevard intersection. The 400 foot distance places the proposed intersection in an "unlikely" position by creating a precarious and confusing series of turns for vehicles traveling from the I-275/Mineola interchange (the route for most vehicles as indicated in the traffic evaluation) instead of a direct continuation of Airport Exchange Boulevard into the proposed development. In addition, the TANK route in the area is from Mineola going northbound, across Airport Exchange Boulevard, and southbound along Point Pleasant Road towards Donaldson Highway (the route is reversed for the "outbound" bus). Thus, the proposed road alignment is probably just far enough away from the bus line (especially when considering the additional walking distance between Point Pleasant and Ellis roads that is inherent in the site's location) as to encourage potential bus riders to drive themselves instead of using public transit.

Overall, the proposed street should connect at the Airport Exchange Boulevard/Point Pleasant Road intersection to create a definitive and understandable four way intersection. Greg Sketch, County Engineer, has also commented on this matter (refer to attached memorandum).

- B. With the exception of Ellis Road in its current state, the Concept Development Plan illustrates only one route in and out of a large development. Although Staff has not identified any tangible connections to existing streets or feasible connections to adjoining properties, the current proposal is not desired because one point of access concentrates traffic at key points versus dispersing it within the road system, causes more traffic to use the major road system for local trips, and can hinder or prohibit emergency access (refer to enclosed letter from Chief Michael Giordano, Point Pleasant Fire Protection District).
  - C. Staff is concerned with the creation of a dead end road by cul-de-sacing the western leg of Ellis Road as recommended in the traffic analysis. This concern was also expressed by Greg Sketch, County Engineer (refer to attached memorandum). This part of the proposal is contrary to the Comprehensive Plan's objectives regarding the provision of an interconnecting street network and to the issues noted directly above. Also, when considering that the area around this portion of Ellis Road is zoned EPD, it is conceivable that the road would be upgraded in the future to serve additional office/light industrial development in the vicinity making a four way intersection with the new road advantageous. Thus, the applicant will need to explain the rationale behind this recommendation in light of the comments made herein.
  - D. As part of the proposal includes existing structures along the private road at the southern border of the site, the applicant should verify that access to the remaining residences on this road will not be impeded.
3. Staff is concerned with a number of "qualitative" issues related to the development, particularly since they have not been addressed in the Concept Development Plan. The Business Park land use designation states that development within these areas shall have "constant architectural and signage theme, extensive landscaped areas, and attractive entrance treatment" and the Land Use Element also states that office development in the area should be consistent with Airport Exchange Business Park. Based on these directives, the general architectural treatment of the development should be reflective of a "corporate" or "business campus" type development (versus an industrial park) where the building designs incorporate architectural grade materials, use largely natural tones, and are reasonably integrated into the landscape. As the location and surrounding environment of the development is

fairly "low key," freestanding signs should be monument style and very limited in size and height, such as a maximum of 40 square feet in area and a maximum of 5 feet in height. Relative to landscaping and an "attractive entrance treatment," the applicant should outline a general streetscape/boulevard design, the aforementioned concept which designates "no disturb" hillside areas and other areas within the interior of the site where existing vegetation will be retained, and an entrance treatment concept that is comparable in quality to others in the area (Airport Exchange, Circleport, etc.) as part of the Concept Development Plan review. Further, in order to insure the visual integrity of the development, all utilities should be placed underground (this comment is based on the fact that one light industrial development in the area that is currently under construction and which recently went through the zone change process has installed above ground utilities).

4. Staff is concerned with the visual impact of the development from adjoining properties (acknowledging that several of these properties are planned for uses similar to the current request, but are still used residentially - such as those which adjoin the proposed road between Point Pleasant Road and Ellis Road and the remaining dwellings along the private road at the southern border of the site), and the area at large. Relative to the adjoining properties, effective visual buffering has not been outlined in the Concept Development Plan. This buffering could largely be accomplished through the retention of existing vegetation as sought by the Comprehensive Plan. Therefore, the concept which outlines "no build" areas as recommended above should also outline existing vegetation which will be retained for buffering around the perimeter of the site (in addition to the more "resource" areas of the site) and outline any additional plantings that may be necessary to "fill in the gaps." On a related matter, the Staff concern regarding the protection of the brow of the hill which overlooks Constance has been discussed above.

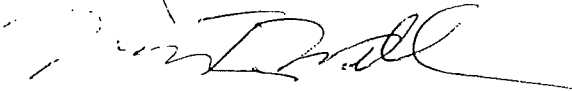
Staff is also concerned with possible light pollution which may be generated from the development, particularly in the Constance area (comparable developments tend to create a "dome" of light). As such, Staff recommends that exterior lighting be limited to that which is necessary for safety and security purposes (i.e., street lights along the public streets and shielded, low rise fixtures that are limited to parking and loading areas, walkways, and building entrances on individual lots - such fixtures should be limited height in vehicular areas [such as 15' on individual lots] and bollard style in pedestrian areas).

5. Comments regarding overall fire protection issues are provided in the attached letter from Chief Michael Giordano of the Point Pleasant Fire Protection District.
6. Comments regarding the treatment of historic and prehistoric resources on the site are addressed in the attached memorandum from Susan Cabot, Historic Preservation Planner.

CONCLUSION

This request needs to be evaluated by the Boone County Planning Commission and the Boone County Fiscal Court in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3, "Amendment" of the Boone County Zoning Regulations and the potential impacts on the existing and planned uses in the area. The Future Land Use Map will need to be amended to reflect Business Park uses on the central and northern portions of the site if the Planning Commission and Fiscal Court approve this request.

Respectfully submitted,

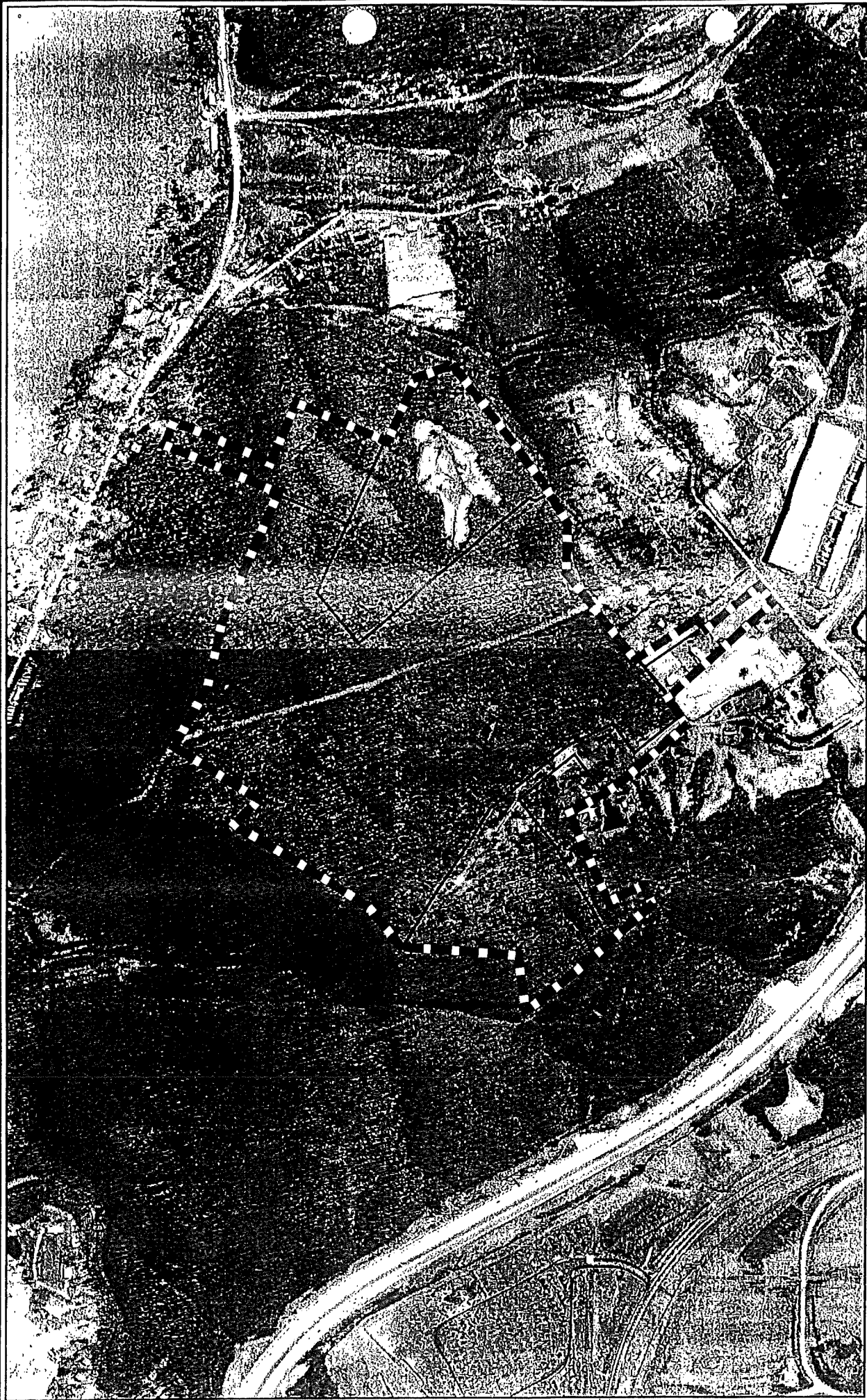


Kevin T. Wall, AICP CDT  
Director, Zoning Services

KTW/par

attachments:

- \* Future Land Use Map excerpt
- \* air photo
- \* letter from Dale Huber, Deputy Director of Aviation, Cincinnati/Northern Kentucky International Airport
- \* memorandum from Joel LeGris, District Conservationist, USDA-NRCS
- \* letter from Michael Giordano, Fire Chief, Point Pleasant Fire Protection District
- \* memorandum from Greg Sketch, P.E., L.S., Boone County Engineer
- \* memorandum from Susan Cabot, Historic Preservation Planner
- \* application materials including Concept Development Plan and traffic evaluation
- \* letter from adjoining property owners

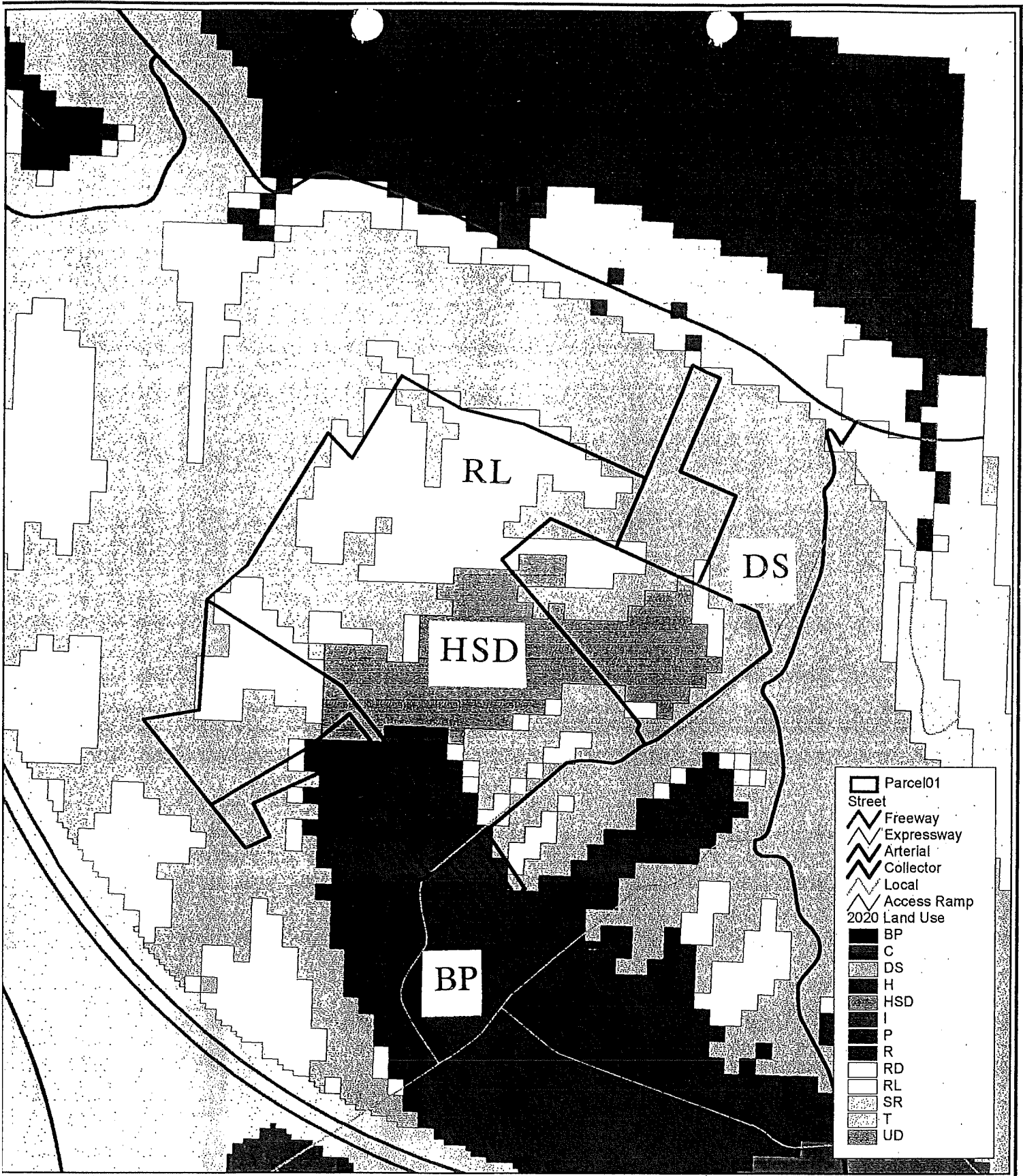


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1 inch equals 800 feet  
Produced by the  
Boone County Planning Commission  
GIS Services Division  
May 23, 1997



# Riverview Business Park



# Riverview Business Park

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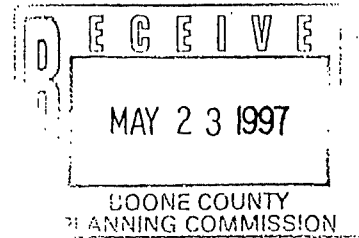
1 inch equals 900 feet  
 Produced by the  
 Boone County Planning Commission  
 GIS Services Division  
 May 27, 1997





CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT

P.O. BOX 752000 CINCINNATI, OH 45275-2000 (606) 767-3151 FAX (606) 767-3080



May 21, 1997

Mr. Kevin T. Wall  
Boone County Planning Commission  
2995 Washington Street  
Burlington, Kentucky 41005

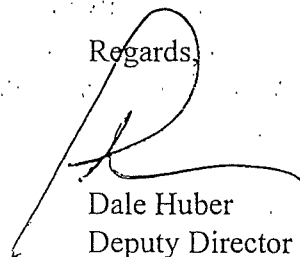
Dear Mr. Wall:

Thank you for your recent letter concerning a proposed development and zone change along Ellis Road.

A review of the aircraft noise contour maps (1997 Noise Compatibility Program, and 2003 projected) indicates that the project area is not located in either contour. Even if the project area was in an aircraft noise contour, the contemplated land use is compatible with aircraft operations.

With respect to the relationship between the proposed development and the Boone County Comprehensive Plan, it would be inappropriate for me to comment on how the development may or may not fit with the plan.

Regards,

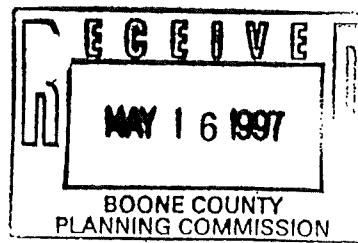


Dale Huber  
Deputy Director of Aviation

DH:dch

cc: Robert F. Holscher  
William D. Martin

United States  
Department of  
Agriculture



Natural Resources  
Conservation  
Service

Joel J. LeGris, District Conservationist, 6028 Camp Ernst Rd., Burlington, KY 41005

• • (606) 586-7903 • Fax: (606) 586-7683

May 13, 1997

TO: Kevin T. Wall, Boone County Planning Commission  
SUBJECT: Rezoning for Riverview Business Park/Ellis Rd. Project  
FROM: Joel J. LeGris, District Conservationist, USDA-NRCS

Thank you for including us in your comment request notification process for the Ellis Rd. business park rezoning. There are several concerns that may need to be addressed by the developer: 1) the steepness of the terrain along the Ohio River bluffs will cause stormwater problems to properties below the development if there isn't an extensive system of detention or retention basins to address the stormwater; these basins should be constructed and used for sedimentation collection, if possible, during the site grading (2) the soils and geology of the area are laden with clays and shales which will create special foundation problems if the buildings are constructed on the edges of slopes, especially where spring water seepage is prevalent (3) the roadbeds used for the entrance and exit of vehicles, especially heavy equipment, should be constructed for subjection to slippage and landslide conditions.

As far as the actual zoning change is concerned, the current rural character of the immediate area will be somewhat scared by the presence of another business park and some prime and important agricultural land will be lost in the conversion. However, the proximity to the airport and other service centers makes it a likely area for expanded development. Hopefully, some of the mature landscaping on the perimeters can be salvaged to protect the undeveloped slopes.

Again, thank you for allowing us to participate in your land use change process.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joel J. LeGris".

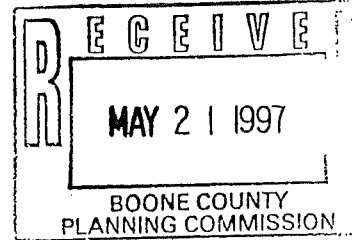
Joel J. LeGris



# POINT PLEASANT FIRE PROTECTION DISTRICT

3444 Turfway Road • Boone County, KY 41018

(606) 283-2798 • Fax (606) 283-2104



May 20, 1997

Kevin Wall  
Director, Zoning Services  
Boone County Planning Commission  
2995 Washington Street  
Burlington, KY 41005

**RE: Zone Change Proposal along Ellis Road, Boone County, Kentucky**

Dear Mr. Wall,

I have reviewed the plans submitted to this office for the proposed development at the above location. The areas of concerns at this time are outlined below.

### Accessibility

- A single entrance and exit road is shown for access to the entire development. If this was blocked, (i.e. construction, repairs, etc.), how will the site then be accessed?
- Will improvements be made to Point Pleasant Road to handle the traffic to and from the site and which route does the developer anticipate the traffic to use?
- Roads and driveways should be large enough and constructed to adequately accommodate responding emergency equipment.
- Access should be provided completely around all buildings where possible.

### Water Supply

- Where will the public water supply system be fed from?
- What size water main will be used to supply the development?
- Will the public water supply system require a booster pump to adequately maintain system pressure?
- Fire hydrants should be spaced no more than 300 feet apart and should not be located more than 300 feet from any building.

The above concerns are based on our initial assessment of the drawings we received as well as from concerns which have arisen on present developments within our fire district. Similar and/or different issues may be of future concern based on upgraded or more detailed plans. If you need any additional information or if you have any questions, please do not hesitate to call or write.

Cordially,

Michael J. Giordano  
Fire Chief

GREGORY V. SKETCH, P.E., I.S.  
County Engineer



HARVEY F. PELLEY, I.S.  
Director of Public Services

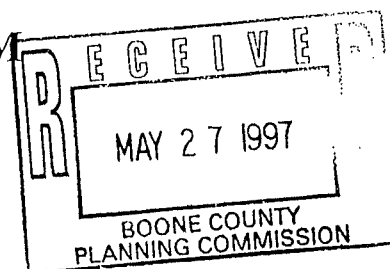
## DEPARTMENT OF PUBLIC WORKS

5645 IDLEWILD ROAD  
BURLINGTON, KY 41005

Phone: 606 586-5445

Fax: 606 586-5487

## MEMORANDUM



**TO:** Kevin Wall, AICP, CDT  
Director, Zoning Services  
Boone County Planning Commission

**FROM:** Greg Sketch, PE, PLS  
Boone County Engineer

**RE:** Riverview Business Park Proposed Zone Change

**DATE:** May 27, 1997

After reviewing the concept development plan submitted for a proposed zone change for the Riverview Business Park located off Ellis Road, having extensive conversations with the project developer and engineer, and reviewing the memorandum sent to the Planning Commission by the developer's engineer, I have only one area of concern. That is with the statement in the memo that the portion of Ellis Road to the west of the proposed entrance road will end in a cul-de-sac. I am opposed to this proposal and believe that this portion of Ellis Road should also intersect the new entrance road. Proper signage should be placed to ensure no truck traffic uses either section of Ellis Road.

In the event that adjoining property is obtained by the developer, I believe the best alignment for the entrance road would be to intersect Point Pleasant Road directly opposite Airport Exchange Boulevard. If this should occur, it may be possible to abandoned the west portion of Ellis Road.

If you have any questions or need additional input please call.

Thank you for the opportunity for input in this matter.

c: Jim Collins, Boone County Administrator

## MEMORANDUM

To: Boone County Planning Commission  
From: Susan M. Cabot, Historic Preservation Planner  
Date: May 27, 1997  
Re: Neyer, Inc. Zoning Map Amendment

The proposed site was well used in historic, as well as prehistoric, time periods. There are indications of former farms and homesteads with several historic cemeteries, including those representing the Hood and Peeno families, located just beyond the project boundaries. There is at least one small historic frame house located within the project site, and a substantial, very early, brick house, now unfortunately in ruin, just outside the project boundaries.

There are at least a dozen documented prehistoric Indian archaeological sites, including burial mounds and village sites, located within one to three miles of the proposed project. Within this radius is the National Register listed Reeves Mound, currently owned by the Archaeological Conservancy. Ridgetops overlooking the Ohio River were favored sites for use by the prehistoric Indians who inhabited Boone County some ten thousand years before historic settlement. These ridges are often the location of Indian burial mounds, with village or encampment sites nearby or below, closer to the river or other water source. There is a documented suspected mound site (15BE10) located on the proposed site, approximately in the area of Building H as shown on the Concept Plan. In 1996, University of Kentucky archaeologists completing limited survey activity designed to further identify and document prehistoric Indian mounds in Boone County attempted to pinpoint this site. Although no specific site was located, it was recommended that further archaeological work take place. 15BE10 was originally recorded in 1932, and agricultural activity in the area may have obliterated the above ground signs of a burial mound. Human remains and other prehistoric artifacts may still be located below the ground. The 1996 archaeological survey documented another possible mound site (15BE458) close to the Hood Cemetery, which is located just to the north of the project boundary.

As it relates to this project, Page 148 of the Historic Preservation Element of the 1995 Boone County Comprehensive Plan states:

To document otherwise unobtainable historical information, the Boone County Planning Commission should encourage developers to conduct expedient archaeological surveys of their development sites with the goal of determining the significance of the site without delaying construction.

The Historic Preservation Goals and Objectives of the 1995 Boone County Comprehensive Plan further state:

Plans for new or redeveloped commercial, industrial, institutional and residential sites shall be reviewed, and reasonable measures taken, to insure identification and

protection of significant historic, archaeological, and architectural sites.

The Boone County Cemetery Preservation Plan, adopted in 1989, defines a cemetery, in part, as

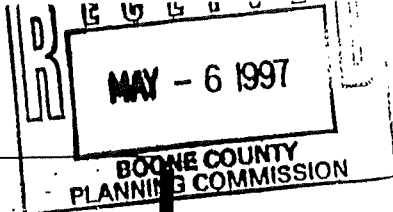
"Cemetery means any one, or combination of more than one, of the following in a place used for or to be used for human burials. ... The fact that graves are not visible on any part of the grounds shall not be construed as evidence that such grounds were not set aside and used for burial purposes. Such locations include but are not limited to:

- a. A burial park, for earth interment;
- b. A mausoleum for entombment;
- c. A columbarium, for inurement;
- d. A burial ground consisting of one (1) or more marked or unmarked graves; or
- e. A burial mound or other burial facility.

#### Staff Concerns

1. Registered prehistoric archaeological sites on and immediately surrounding the proposed project site; as well as documented patterns of prehistoric Indian settlement and activity in Boone County, indicate a strong likelihood that potentially National Register eligible archaeological sites, including human burials, exist on the proposed site.
2. Staff is concerned that the somewhat irregular property boundaries of the proposed site may create an impact to unfenced family cemeteries located just outside the project area; of primary concern is the Hood family cemetery.
3. There is at least one historic house located within the proposed site boundaries. As this site is quite isolated, it may not have been included in the recent Comprehensive Architectural Survey. Staff is concerned that this house, and other historic structures that may exist within the proposed site, be properly documented, and reusable architectural materials be salvaged.
4. Staff is concerned that the two ponds located on the proposed site may be wetland areas with sensitive environmental conditions. This should be confirmed or denied by a statement from the U.S. Army Corps of Engineers.
5. Staff is concerned about the visibility of this proposed industrial area from Route 8, specifically the Anderson Ferry and Town of Constance areas. Anderson Ferry, listed on the National Register of Historic Places, has been in continuous operation since 1812, and is one of only three full-time ferries still operating on the Ohio River. Route 8, or River Road, is one of the most popular areas in the Tri-state for biking and tourism activities related to the ferry and to the numerous farm markets located along the route. The small towns, farms, and vernacular architecture found on Route 8 are an important part of the history of northern Boone County. Intrusive development on the ridgetop above these sites could have a negative impact on this significant historic and scenic corridor.

APPLICATION FORM



ZONING MAP AMENDMENT  
BOONE COUNTY PLANNING COMMISSION

(See Boone County Zoning Regulations)  
SECTION A (To be completed by applicant)

- 1. Name of Project Riverview Business Center Park
- 2. Location of Project Ellis Road, Boone County, Kentucky
- 3. Total Acreage of Site ~~154~~ 155.2
- 4. Current Zoning of Site A-2, EPD
- 5. Proposed Zoning (Classification being requested) I-I
- 6. Proposed Uses (please specify each use) light manufacturing, office, distribution, warehouse or other commercial/industrial uses
- 7. Names of Applicant(s) Al. Neyer, Inc.  
Phone Number (513) 271-6400 Fax No. (513) 271-1350
- 8. Address of Applicant(s) 3800 Red Bank Road, Cincinnati, OH 45227

- 9. Name of Property Owner(s) Riverview Real Estate, LLC, Marian Kuchle, Martha Hollister NKA Martha Wiedenkeller  
Phone Number (513) 271-6400, (606) 525-7765, (606) 581-7655
- 10. Address of Property Owner(s) 3800 Red Bank Rd, Cinti, OH, 502 Garrard, Covington, KY 41011, 2123 Ellis Rd, Hebron, KY 41048

City State Zip

11. Proposed Building Intensities (please specify) not to exceed 40% building coverage ratio

12. Are there any existing buildings on the site? yes  
How many? 4

13. Deed Book 77, 183, 212, 160 Page No. 277, 265, 584, Group No. 2014-B

14. Are you also applying for: 545  
No Conditional Use Permit  
No Dimensional Variance

15. Have you submitted a Concept Development Plan?

16. Have you had a pre-application meeting with BCPC Staff? yes

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

- Boone County Water and Sewer District
- Florence Water and Sewer Commission
- Union Light Heat and Power
- Cincinnati Bell
- Owen County Rural Electric
- Boone County Public Works Department
- Kentucky Transportation Cabinet
- City of Florence Public Services Department
- Boone County Building Department

- \_\_\_\_\_ Northern Kentucky Health District
- \_\_\_\_\_ U.S. Soil Conservation Service
- \_\_\_\_\_ Local School District
- \_\_\_\_\_ Local Fire District
- \_\_\_\_\_ Other: \_\_\_\_\_

18. Project Jurisdiction/Location
- Unincorporated Boone County      \_\_\_\_\_ Walton
- \_\_\_\_\_ Florence      \_\_\_\_\_ Union

19. **Applicant's Signature** *D. F. Neyer* *David F. Neyer J.P., At Neyer Inc.*

*ALLENBUSH HOUSING ESTATES, LLC*

**Property Owner's Signature** *Marian Kuchle* *M. David F. Neyer, Partner*

SECTION B (To be completed by BCPC Staff) *Martha Hollister now Martha Weidenheller*

1. Date Received *May 6, 1997*
2. Review Fee *2838.00 R# 13411*
3. Check what has been submitted:
  - Application
  - Fee
  - Legal Discription
  - Concept Development Plan
  - Address of Adjoining Property Owners
  - Number of copies of plan received\*\*
4. Is application complete?  Yes \_\_\_\_\_ No
5. Staff Reviewer \_\_\_\_\_
6. Committee Chairman \_\_\_\_\_
7. Scheduled Public Hearing Date \_\_\_\_\_
8. Boone County Planning Commission Action:
  - \_\_\_\_\_ Approval
  - \_\_\_\_\_ Approval with Conditions
  - \_\_\_\_\_ Denial
9. Other: \_\_\_\_\_

\*\* Five (5) Copies Are Required

Boone County Planning Commission  
2995 Washington Street  
Burlington, Kentucky 41005  
(606) 334-2196 Phone  
(606) 334-2264 Fax

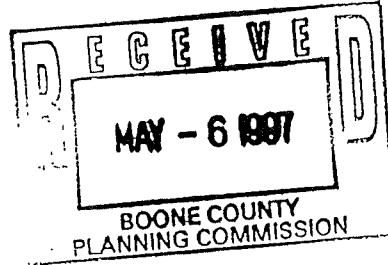
NOTE: An application consists of all fees paid in full, submitted drawings and a completed application form.



D E V E L O P E R S   A N D   C O N T R A C T O R S

May 6, 1997

Mr. Kevin T. Wall, AICP  
Director, Zoning Services  
Boone County Planning Commission  
2995 Washington Street  
Burlington, KY 41005



Dear Kevin,

As we have been discussing, enclosed is an application for amendment to the zoning plat for property west of Point Pleasant Road owned by Riverview Real Estate, LLC, Marian Kuchle and Martha Hollister NKA Martha Wiedenkeller. The subject property is situated between and conveniently serviced by the Mineola Pike and KY 20 Interchanges. The properties total 155± acres and are currently zoned EPD and A-2. We would like to request I-1 zoning.

Al. Neyer, Inc. is proposing a world class business park on the subject property, to be called Riverview Business Park, accessed by a boulevard entry approximately 400' North of Airport Exchange Boulevard. Point Pleasant Road would be widened and enhanced from Airport Exchange Boulevard to our entry. Our plan includes a mix of office warehouse, research, office and light industrial uses in a park environment highlighted by attractive entrance and landscaped features, pedestrian walkways, beautiful vistas and consistent signage and architectural features.

The 1995 Boone County comprehensive plan highlights the subject property for business park and high suburban density residential use. The plan calls for continued expansion of the Airport Exchange Business Park. The subject property is a natural extension of this highly successful business park. High suburban density residential seems an inappropriate use of the property due to the close proximity to the Airport and access being directly through an already developed business park.

Thank you in advance for your cooperation. Please call if you have any questions or need additional information.

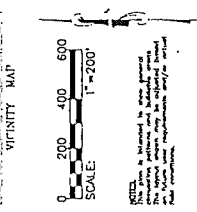
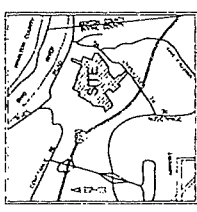
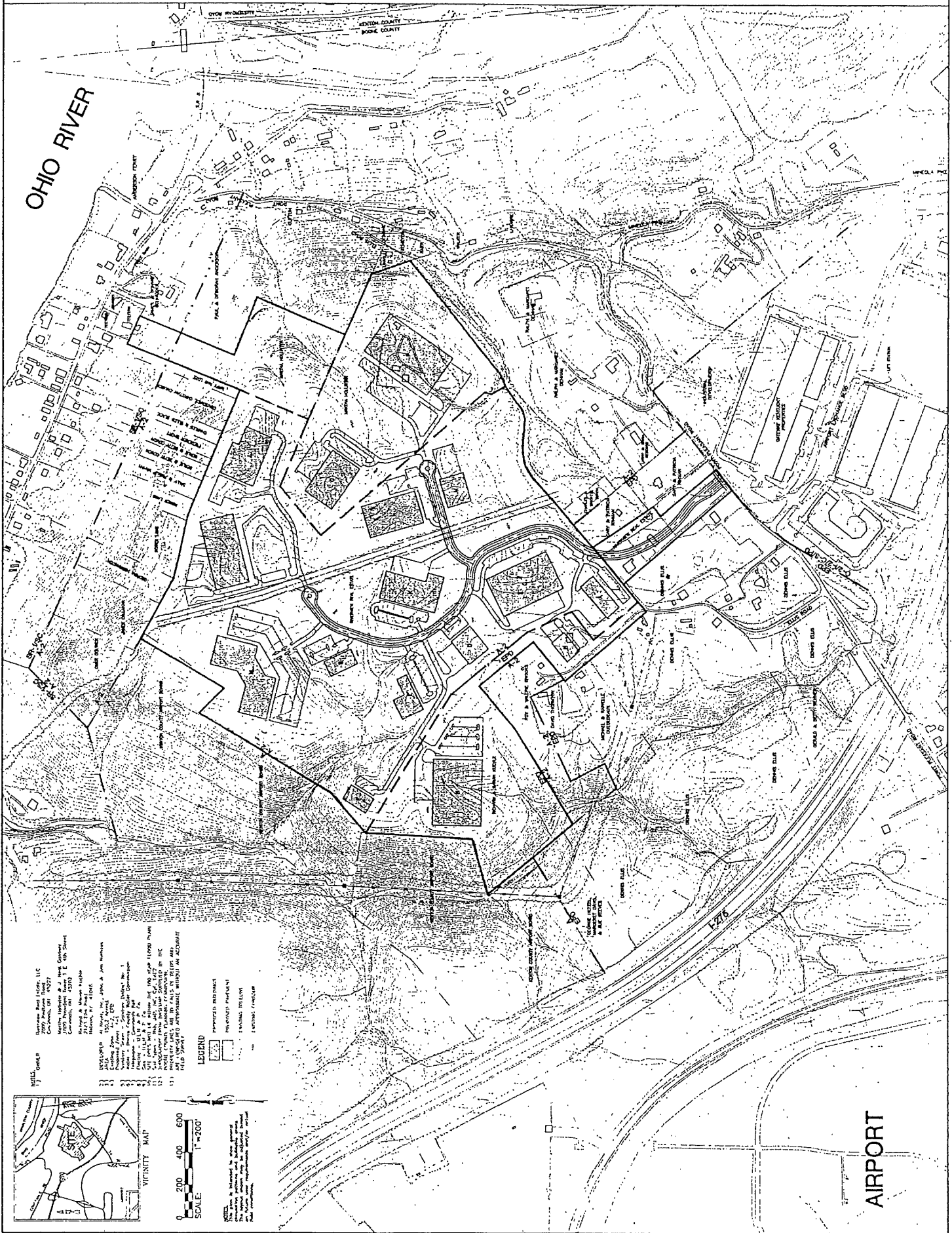
Sincerely,  
AL. NEYER, INC.

A handwritten signature in black ink, appearing to read 'John Stevens'.

John Stevens

cc: Dan Tobergte, Tri-Ed

NO.	DATE	DESCRIPTION
1	11/11/00	PRELIMINARY
2	12/15/00	REVISED PLAN
3	01/10/01	REVISED PLAN
4	02/22/01	REVISED PLAN



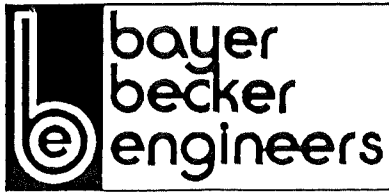
**NOTES:**

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE INTERNATIONAL PLUMBING CODE (IPC).
2. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED.
3. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED.
4. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED.
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9. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED.
10. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED.

**OWNER:**  
 Business Park Holdings, LLC  
 1100 East 10th Street, Suite 100  
 Columbus, Ohio 43219  
 Phone: (614) 291-1111

**DESIGNER:**  
 Bayer Becker Engineers  
 1100 East 10th Street, Suite 100  
 Columbus, Ohio 43219  
 Phone: (614) 291-1111

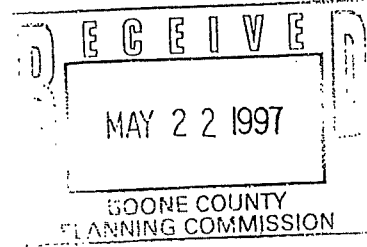
**DATE:** 02/22/01



14 east eighth street  
 covington, ky 41011  
 (606) 261-1113  
 fax (606) 261-1710

May 21, 1997

Mr. Mike McKinney, Chairman  
 Boone Co. Planning Commission  
 % Kevin Wall, Staff  
 2995 Washington Road  
 Burlington, KY - 41005



Re: Riverview Business Park  
 Boone County, Kentucky

Dear Mr. McKinney,

As requested, by staff, we have performed a preliminary traffic evaluation for the Riverview Business Park Rezoning Submittal.

The proposed Business Park will be located along the north side of Point Pleasant Road approximately 410 feet east of Airport Exchange Blvd. in Boone County, Kentucky. Point Pleasant Road is classified as a collector in the Boone County Thoroughfare Plan and currently serves approximately 7 single family residences to the east. To the west, Point Pleasant Road ends at Donaldson Road near the Northern Kentucky/Greater Cincinnati Airport.

Upon full build out, Riverview Business Park will consist of approximately 1,300,000 S.F. of industrial development. Based upon topographic conditions one entrance is proposed for this development along Point Pleasant Road and shall consist of 1 lane ingress and 2 lanes egress.

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 5th Edition was used to determine the number of trips to be generated by this development.

LAND USE	AM PEAK			PM PEAK		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Industrial Park (130)	938	206	1144	248	935	1183

(continued on Page 2)

Page 2 continued: Riverview Business Park  
Boone County, Kentucky  
May 20, 1997

Existing traffic on Point Pleasant Road, in front of the site, is extremely minimal due to the substandard vertical and horizontal alignment east of the site. We anticipate that basically all of the traffic will exit the site and proceed west on Point Pleasant Road towards Airport Exchange Blvd. At which point we approximate 50-80% will turn left and the remainder will proceed on Point Pleasant Road to Donaldson Road. Likewise, in the AM Peak hour, little to no traffic will approach the site from the east.

As per the Commonwealth of Kentucky Transportation Cabinet's Division of Design Guidance Manual, a left turn lane should be provided when the left turn design hourly volume exceeds 100 vehicles. The 100 vehicle threshold will be exceeded at both the intersection of Airport Exchange Blvd. and the proposed drive with Point Pleasant Road.

Therefore, based upon the Commonwealth of Kentucky Transportation Cabinet's guidelines and our engineering judgment, we recommend that Point Pleasant Road be widened to accommodate left turn lanes at both Airport Exchange Blvd. and the proposed drive, see attached detail.

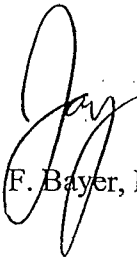
Ellis Road, a substandard county road, intersects the site. With this development plan, Ellis Road is proposed to be cul-de-saced to the west of the site, and to the east will intersect the entrance drive as a "T" intersection.

Should you have any concerns or need further clarification, please call.

Sincerely,



Etta M. Reed  
Traffic Engineer



Jay F. Bayer, P.E., L.S.

cc: P.J. Hannan, Al Neyer, Inc.

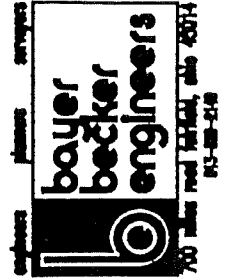
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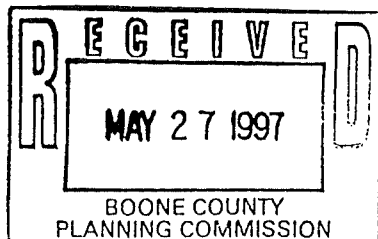
Riverview  
Business Park

Pt. Pleasant Road

Airport  
Exchange  
Blvd.

Concept Plan  
Point Pleasant Road





May 27, 1997

Bonnie & Jim Schneider  
7430 Appletree Terrace  
Rudy, AR 72952  
(501)452-2200 (work)

Mr. Kevin Wall  
Boone County Planning Commission  
Burlington, KY

Dear Mr. Wall,

Thank you for your letter of May 12, 1997, informing us of the Boone County Planning Commission meeting regarding the proposed Riverview Industrial Park development. As we own property at 4053 River Road in Constance, which is adjacent to the proposed development, we have a number of serious concerns in relation to this project, and as we are unable to be at the meeting due to work demands in Arkansas, we are attaching hereto a list of the questions we would request be asked and responded to at the meeting scheduled for May 28, 1997.

We would like to clearly state that we are adamantly opposed to this proposed development as we feel that it would seriously disrupt the ecosystem of not only the area proposed for development, but also the valley below, including creeks, wildlife, and humankind. We have already seen one hazardous spill several years ago at the Airport Exchange development which discharged a substance into an area creek which turned the water pink and bubbly.

We feel this proposed development would only enhance the opportunity for more pollutants in an area that is now home a variety of wildlife as well as to migrating Canadian geese and ducks. This proposed development also increases the potential for harm to all persons living in the area by adding more pollution to an area already under a cloud of contamination from the airport.

In addition, we feel that the potential for erosion and slippage along the north ridge of this proposed project would seriously damage homes and property below and decrease the property values of all properties north of the development.

Mr. Kevin Wall  
May 27, 1997  
page 2

Thank you for taking the time to hear our concerns, and we look forward to a response to the attached list of questions.

Sincerely,

*Bonnie & Jim Schneider*

Bonnie and Jim Schneider

May 27, 1997

Questions for Boone County Planning Commission Meeting

May 28, 1997, 7:00 p.m.

1. There is a pond on the northern ridge of the property being considered for rezoning. As a part of the site plan, have the developers applied to the Army Corps of Engineers for a 404 wetlands permit? Under the current 404 guidelines, this pond qualifies as a wetland and therefore, the developers must conform their plans to the current requirements for wetlands protection.
  - a) In the event that the permit has been applied for, what provisions have been made for the required buffer zone around the wetland area? What is proposed size of buffer zone?
2. Boone County Zoning Regulation Section 1736 governs Steep Slopes and Erosion hazards. What would the buffer zone for the steep slope be in order to prevent slide hazard which would be probable on the northern ridge?
  - A) Has a soil analysis been done to determine what the potential is for slides and erosion in this area? If a soil analysis has been done, what were the results? If one has not been done, why has that not occurred?
3. Boone County Zoning Regulation Section 1731 governs surface drainage. Has a catch basin and surface drainage system been included in the site plan? How would the catch basin system and surface drainage system work and what discharge area would there be?
  - A) What provisions have been made in the site plan for sewer and water as they are not currently available to this site?
  - B) What fire district would handle this proposed development? Is it geared to handle industrial fires or hazardous spills?
4. As we understand this area was once part of an old farm, what provisions have been made in planning the development to determine the potential for hazardous materials that were possibly used and/or disposed of on this site during the farming of this area, such as used oil, grease solvents, antifreeze, contaminated gas and diesel fuel? If these contaminants or hazardous materials are present, what steps will be taken to remove them, or to assure that they are not discharged into the surface drainage system?

## STAFF REPORT

Request of Al Neyer, Inc. (applicant) for Roy and Valerie Brooks, Dennis Ellis, Patricia Kinman, Michael and Rainelle Quebedeaux, David Thornton and East Kentucky Power Cooperative, Inc. (owners) for a Zoning Map Amendment for a 63 acre site located along both sides of Ellis Road, and the west side of Point Pleasant Road, Boone County, Kentucky. The request is to rezone the site from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1).

December 17, 1997

### PROPOSAL

This request is for a zone change from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1) for an approximate 63 acre site that is located along both sides of Ellis Road and along the west side of Point Pleasant Road across the street from Airport Exchange Business Park. The vast majority of the site is within the EPD zone. This project is proposed to be a part of an earlier zone change request (Riverview Business Park - Al Neyer, Inc. is the developer) for 155 acres that is largely to the north of this zone change, although relatively small portions of the site involved with the earlier application are part of the current request due to changes in the proposal. A Public Hearing for the earlier project was conducted on May 28, 1997. No decision has been made on that application because the Zone Change Committee recommended that the road into the project be aligned with Airport Exchange Boulevard (was proposed to intersect with Point Pleasant Road approximately 400 feet to the north of this intersection). Thus, the current application is partially intended to address the road alignment issue (the area needed for the road alignment was not included in the earlier application), and partially to consider additional area for the project and portions of the earlier application which were altered to accommodate the transition between the two applications. Therefore, both zone change applications are intended to be two parts of one integral project that will have approximately 205 acres.

A Concept Development Plan has been submitted with this request. The plan illustrates a total of eleven structures with the footprints of these structures totaling 482,600 square feet. The average building footprint size is approximately 44,000 square feet and the total coverage of the building footprints on the 63 acre site is approximately 17.5 percent. The buildings are largely sited near the proposed road and in the flatter areas of the site versus the areas with steeper topography.

The plan also includes a new boulevard style road that will create a four way intersection with Airport Exchange Boulevard and Point Pleasant Road. The portion of Ellis Road nearest to Point Pleasant Road is proposed to be converted from a public road to a private driveway, however, a portion of Ellis Road will be replaced by the proposed road that will

intersect at Airport Exchange Boulevard (the Ellis Road right-of-way is intended to be vacated and the northern portion of Ellis Road that is not accessed by this project will intersect with the new road). An additional curbcut along Point Pleasant Road is proposed across the street from the northern-most building in Airport Exchange Business Park, and another curbcut is proposed between the new road at Airport Exchange and the current Ellis Road. Thus, a total of four access points from Point Pleasant Road are proposed. In addition, access will be permitted to the Dennis Ellis property that is located along I-275 from the portion of Ellis Road that is near Point Pleasant Road.

No details regarding general landscaping, architectural design, signage, or the specific type of intended users have been provided. Regarding intended land uses, the application form for this request states that "light manufacturing, office, distribution, warehouse or other commercial/industrial uses" are proposed, or basically all uses permitted in the I-1 zone.

#### SITE HISTORY

The Employment Planned Development (EPD) zone that applies to the majority of the site was adopted through the 1991 update of the Boone County Zoning Regulations and Zoning Map. As mentioned above, a Public Hearing was conducted for a zone change application for the larger, northern portion of the proposed development on May 28, 1997. That application is currently deferred pending resolution of a number of issues presented at the Public Hearing, a portion of which are intended to be resolved through the current application for the smaller, southern part of the development.

#### ADJACENT LAND USES

The uses adjacent to the subject site include the following:

- A. A hilly, vacant area is located to the south between the subject site and I-275 (EPD).
- B. A portion of the site subject to the initial zone change is located immediately to the west of the subject site (A-2) and a wooded hillside area that is owned by the Kenton County Airport Board is located further to the West (A).
- C. The majority of the site subject to the initial zone change request is located to the north (A-2). A few single family residences are located to the north of the part of the site that is in between Ellis Road and Point Pleasant Road (A-2).

- D. Airport Exchange Business Park is located to the east along the east side of Point Pleasant Road (I-1/O-2/C-3/PD).

### SITE CHARACTERISTICS

As stated previously, the site contains approximately 63 acres. The site has approximately 1,800 feet of frontage on the southern portion of Ellis Road and approximately 1,400 feet of frontage on Point Pleasant Road. The topography of the site is relatively steep along the south and southwest boundaries of the site. A gas pipeline easement runs across the eastern corner of the site and a high voltage power line runs across the site in a east/west manner. An intermittent blue line stream runs along the southern property line (this stream is not within an area of the site that is proposed to be disturbed). There are several existing single family residences that are located along a private, gravel road that runs to the west of Ellis Road (in the vicinity of the proposed buildings marked as G and H on the Concept Development Plan). Two existing mobile homes are located along the southern portion of Ellis Road. The steep areas of the site are mostly wooded and the currently developed, flatter areas that adjoin the existing roads tend to be fairly clear. Soil types on the site include Cynthiana flaggy silty clay loam (CyF), Jessup Silty Clay Loam (JsD3), and Rossmoyne silt loam (RsB and RsC).

### RELATIONSHIP TO COMPREHENSIVE PLAN

The 1995 Boone County Comprehensive Plan's 2020 Land Use Plan designates the majority of the site for "Business Park" uses. The Comprehensive Plan describes this designation as "a mixture of office warehouse, research, office, and light industrial uses in a park light setting with large building setbacks, low floor area ratio, integrated pedestrian and recreation facilities, constant architectural and signage theme, extensive landscaped areas, and attractive entrance treatment."

The valley area that runs along the southern property line (adjoining the "Dennis Ellis" property as noted on the Concept Development Plan) is designated as "Developmentally Sensitive." The Comprehensive Plan describes this designation as "areas that have an existing slope of twenty percent or greater for a height of 20 meters, or have unique soil or flooding characteristics which limit the ability of an area to support urban development, or contain significant wooded areas, creeks, wildlife habitat or other natural features that are important to a site's stability and visual character. In addition, developmentally sensitive areas may, in the future, be defined and protected due to historical or visual importance. Any development on land identified as Developmentally Sensitive must be carefully assessed by the developer and the Planning Commission to determine the ability of the land to support the proposed project. The land use priority for areas designated

Developmentally Sensitive is preservation of the existing environment, as opposed to development of the land. This shall act as a guideline for any project proposed in Developmentally Sensitive areas; specific sites designated as Developmentally Sensitive require more detailed inventories of soil, slope, wildlife habitat, vegetation, and other possible physical constraints as part of development plans. . . "

The Comprehensive Plan's Land Use Element states the following regarding the area (D-2: Constance Area, pg. 225).

Some High Suburban Density residential growth should occur outside the flight path areas, on hilltops that have potential access connections to Point Pleasant Road. Along Point Pleasant Road itself and adjacent to I-275, some office development, consistent with the Airport Exchange Business Park, is appropriate. Traffic associated with this development should be directed toward the interstate. All development in this section must be carefully designed to minimize impacts on the Developmentally Sensitive hillsides, which should remain mostly wooded. Since the ridge top areas are also heavily wooded, the design of office and residential development should incorporate existing stands of trees.

Further, the 1995 Boone County Comprehensive Plan provides the statements listed below that relate to the proposal.

In addition to identifying the subject site for "industrial development," and a small area in the northwest quadrant of the I-275/Point Pleasant Road overpass for "commercial development," both as shown on the "Future Industrial and Commercial Development" map (Figure 5.3, page 87), the Business Activity Element makes the following statements regarding industrial development around the Airport and Airport owned property ("Areas of Future Industrial and Office Activity," pg. 84).

- A. The area surrounding the Airport and Airport property should be closely examined to explore industrial and office development opportunities. And,
- B. Development of this area should occur with extreme sensitivity to the river view and to the steep slopes.

The Land Use Element states the following relative to the use of existing vegetation and topography ("Utilization of Existing Vegetation and Topography," pg. 210).

- A. Developments in Boone County should begin with an assessment of the existing site features to determine positive and useful attributes, as well as features which should or can be preserved. Development design should incorporate the use of these attributes for the benefit of the development and the County as a whole, rather than leveling an entire site to meet a pre-conceived project design. Development plans should identify such areas, and delineate disturb limits to protect those areas that have been defined.

The Land Use Element states the following relative to appropriate buffering between differing land uses and the retention of open spaces and wooded areas ("Buffering," pg. 210).

- A. Developments in Boone County must recognize the potential impacts upon adjoining land uses and incorporate a transition of land uses, building setbacks, and/or landscaping to minimize these impacts. Potential impacts include visual, noise or vibrations, odors, dust, smoke, and light. Buffering to mitigate these impacts should be an integral part of the design of proposed projects; existing site features should be used in meeting this guideline. Developments should provide buffering along public roadways, to soften the visual impact. Appropriate wooded areas and stream valleys should remain as greenbelts and open space within developments and between developments.

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.

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 states the following relative to the provision of street connections and use of local streets for direct access ("Transportation and Pedestrian Network," pg. 211).

- A. Developments in Boone County must be designed, where appropriate, to improve the County's transportation network hierarchical system of classification and function must be used in the planning for and designing of new developments. Collector roadways should be extended and developed to provide for the safe movement of traffic through and between subdivisions. Developments along existing arterials and collector roadways should not have direct driveway access, but be served by a local street. Appropriate road connections should be constructed to provide alternate routes for traffic to and through specific projects and to enhance the capacity of existing streets.

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. Proper design principles shall be applied in development ("Overall," Objective 3).
- B. Boone County shall strive to achieve a diversity and balance in competing land uses ("Overall," Objective 6).
- C. The needs of Boone County's population base are accommodated through the provision of orderly growth ("Population," Goal).
- D. 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).
- E. New development or redevelopment shall attempt to design sites utilizing existing topography and encourage preservation of the existing character of the land. New development shall be designed in harmony with the physical environment in such a way that each site's existing physical assets are used beneficially where possible ("Environment," Physical Objective 2).
- F. Developmentally Sensitive hillsides in Boone County must be given special consideration. The preservation of these hillsides is a primary objective, and any proposed development on hillsides designated Developmentally Sensitive shall be carefully reviewed to insure potential impacts are minimal and the environmental integrity of the hillsides is maintained ("Environment," Physical Objective 5).
- G. Existing vegetation shall be considered as both an important site characteristic and a community resource ("Environment," Social Objective 4).

- H. Industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport and on Airport owned land. Industrial districts shall be properly located in advance and thereby lessen any detrimental impact on future adjacent development ("Business Activity," Industrial Objective 1).
- I. Effective site placement, architectural design and landscape design for industrial uses shall be encouraged to enable a favorable relationship with adjoining uses. Industrial nuisances such as smoke, dust and odor shall be kept at a minimum and site development and enforcement of such nuisances shall be carefully coordinated with necessary approvals of other regulatory agencies ("Business Activity," Industrial Objective 1).
- J. Marginal development land that contains excessive slopes or is prone to flooding should be considered for its value as open space . . . ("Recreation and Open Space," Objective 6).
- K. Priority shall be given towards maintaining, protecting and improving the existing road system ("Transportation," Objective 11).

#### STAFF CONCERNS

1. Overall, this proposal remedies several staff concerns noted for the pending zone change application that was heard in May. First, the major road for the development has been aligned with the Airport Exchange Boulevard/Point Pleasant Road intersection to create a four-way intersection. The road was previously proposed to be located approximately four hundred feet to the north of the existing intersection. Second, Staff was concerned about appropriate access being maintained for the residences that are located along the graveled private road that connects with Ellis Road as well as the provision of adequate buffering for these residences. These properties are now all part of the current application.

Effective buffering still needs to be considered for the remaining residential properties between Ellis Road and Point Pleasant Road that adjoin the subject site. Staff suggests planting the area along the common boundary between these properties with a combination of evergreen trees and hardwoods so that adequate screening is provided and so that the buffer will visually correlate with the natural vegetation in the area.

2. The Concept Development Plan does not illustrate any active development along the southern boundary of the site (adjoining the "Dennis Ellis" property) that is designated as Developmentally Sensitive, although the plan (and particularly the buildings on it) is conceptual in nature and could change over time. Because the plan is conceptual in nature, grading limits have not been shown in a deliberate fashion at this time. Therefore, Staff recommends that disturb limits be designated

along the top of the slope of this area (such as by designated a specific elevation as the disturb limits) so that the intent and purpose of the Developmentally Sensitive land use designation, as well as other applicable portions of the Comprehensive Plan, are implemented.

3. Staff is concerned with certain aspects of the proposal relative to access on Point Pleasant Road. These concerns deal with the fact that two driveways that would serve individual lots have direct access from Point Pleasant Road versus the internal circulation system of the development (the driveways that serve buildings "C" and "X"). This is an important issue when considering that the driveway for building X is located at about the point on Point Pleasant Road where the grade becomes steep and sight visibility poor, and the spacing for the driveway for building C from the current Ellis Road is questionable (the second access for this building could be taken from the current Ellis Road). Thus, Staff recommends that the new road that intersects with Airport Exchange Boulevard and the current Ellis Road intersection be the only permitted access points on Point Pleasant Road.

In related matters, the applicant's traffic study indicates that a left hand turn lane (east/north bound) and a traffic signal will both be warranted at some points in the future. Staff contends that the turn lane should be constructed as part of the initial construction of the road that will intersect at Point Pleasant/Airport Exchange Boulevard, and that the applicant should equitably participate in the installation of a signal when it is warranted. As the traffic study did not discuss the access point that is proposed to "re-use" the existing Ellis Road alignment, the traffic study should be amended to provide an evaluation of whether any improvements to Point Pleasant Road at this access point are warranted (information should be prepared in time to present it to the Zone Change Committee at their meeting on this application).

4. Staff is concerned with a number of "qualitative" issues related to the development, particularly since they have not been addressed in the Concept Development Plan. The Business Park land use designation states that development within this area shall have "constant architectural and signage theme, extensive landscaped areas, and attractive entrance treatment" and the Land Use Element also states that office development in the area should be consistent with Airport Exchange Business Park. Based on these directives, the general architectural treatment of the development should be reflective of a "corporate" or "business campus" type development (versus an industrial park) where the building designs incorporate architectural grade materials, use largely natural tones, and are reasonably integrated into the landscape.

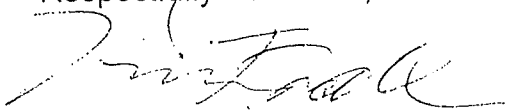
As the location and surrounding environment of the development is fairly "low key," freestanding signs should be monument style and very limited in size and height, such as a maximum of 40 square feet in area and a maximum of 5 feet in height. Site lighting should use architectural grade fixtures and generate just enough light

to create a safe and comfortable environment. Relative to landscaping and an "attractive entrance treatment," the applicant should outline a general streetscape/boulevard design, a unified landscaping scheme along the Point Pleasant Road frontage, the aforementioned concept which designates the "no disturb" hillside area, and an entrance treatment concept that is comparable in quality to others in the area (Airport Exchange, Circleport, etc.) as part of the Concept Development Plan review. Further, in order to insure the visual integrity of the development, all utilities should be placed underground (this comment is based on the fact that one light industrial development in the area that is currently under construction and which recently went through the zone change process has installed above ground utilities). Many of these issues have been discussed with the Zone Change Committee relative to the pending zone change application for the other portion of this development, however, Staff contends that these issues should be addressed for both applications together so that the various components of the project correlate to each other to create one, unified development, and so that the administration of future development reviews is simplified.

#### CONCLUSION

This request needs to be evaluated by the Boone County Planning Commission and the Boone County Fiscal Court in terms of the three criteria necessary for approving a Zoning Map Amendment as stated in Article 3, "Amendment" of the Boone County Zoning Regulations and the potential impacts on the existing and planned uses in the area. The Future Land Use Map will not need to be amended if the Planning Commission and Fiscal Court approve this request. Further, Staff notes that the record from the prior zone change application for the adjoining tract (5/28/97 Public Hearing) is hereby incorporated into this report by reference so that it can be considered in the context of this application.

Respectfully submitted,

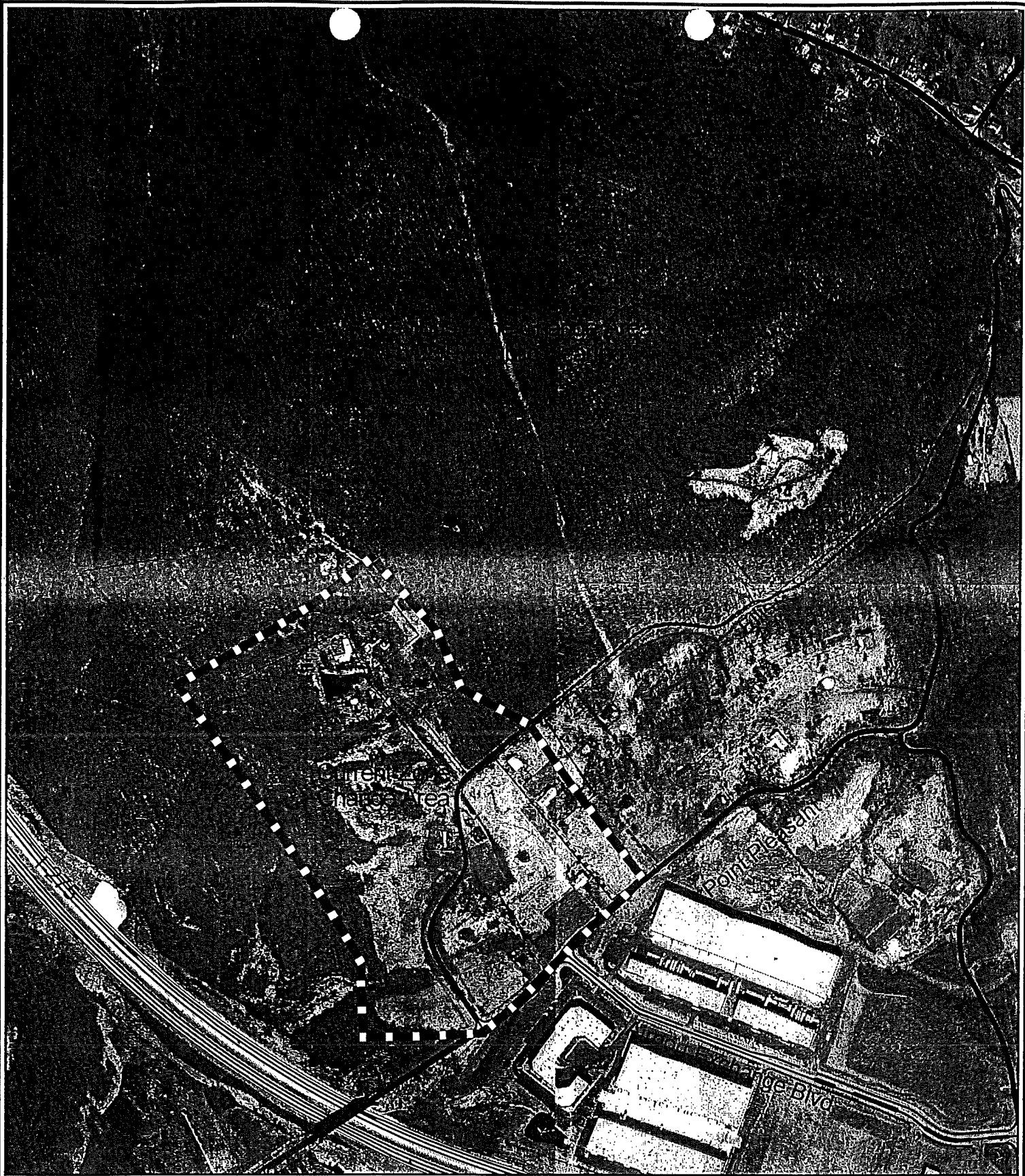


Kevin T. Wall, AICP CDT  
Director, Zoning Services

KTW/par

attachments:

- \* air photo
- \* Future Land Use Map excerpt
- \* Zoning Map excerpt
- \* application materials including Concept Development Plan and traffic impact study



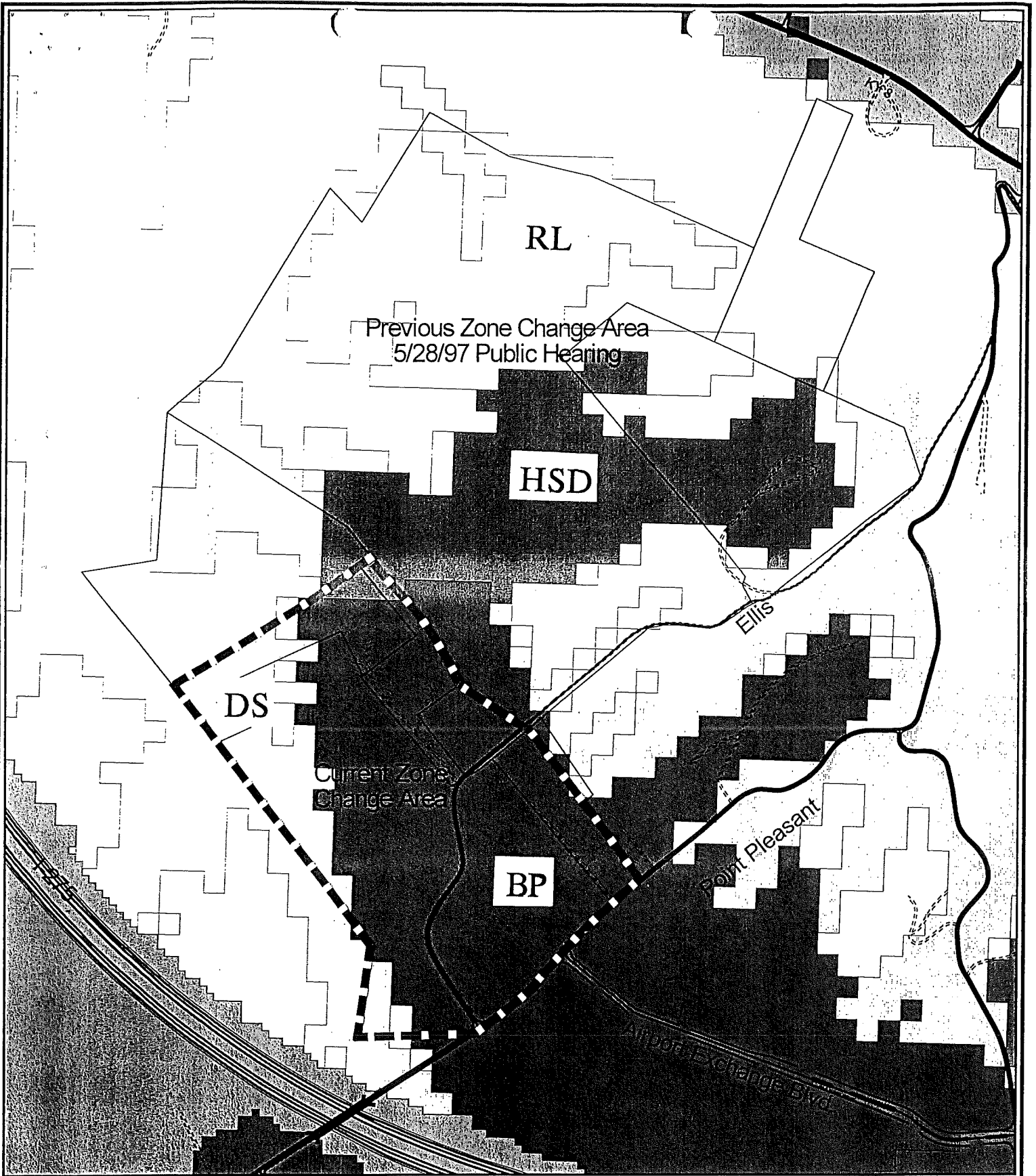
# Neyer - Air View

600 0 600 Feet



1 inch equals 600 feet  
Produced by the  
Boone County Planning Commission  
GIS Services Division  
December 10, 1997



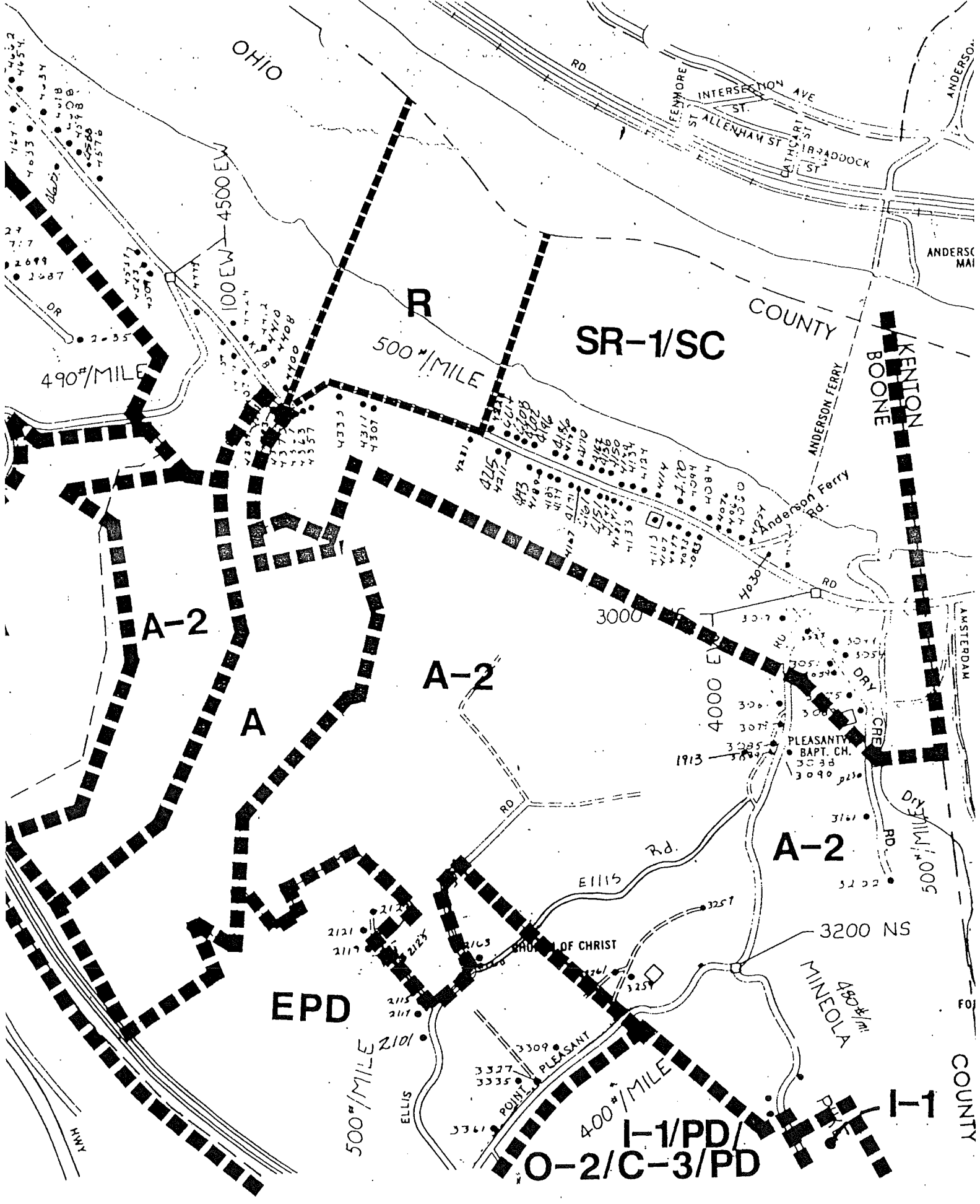


# Neyer - Future Land Use

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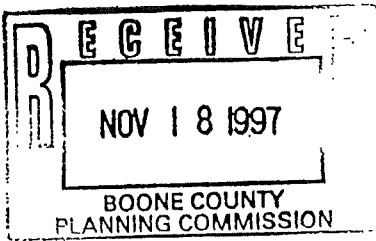
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 Produced by the  
 Boone County Planning Commission  
 GIS Services Division  
 December 10, 1997





Neyer - Zoning Map Excerpt





APPLICATION FORM

ZONING MAP AMENDMENT
BOONE COUNTY PLANNING COMMISSION

(See Boone County Zoning Regulations)
SECTION A (To be completed by applicant)

- 1. Name of Project Riverview Business Park
2. Location of Project Ellis Road, Boone County, Kentucky
3. Total Acreage of Site 63
4. Current Zoning of Site A-2, EPD
5. Proposed Zoning (Classification being requested) I-1
6. Proposed Uses (please specify each use) light manufacturing, office, distribution, warehouse or other commercial/industrial uses
7. Names of Applicant(s) Al. Neyer, Inc.
Phone Number (513)271-6400 Fax No. (513)271-1350
8. Address of Applicant(s) 3800 Red Bank Road
Cincinnati OH 45227
City State Zip
9. Name of Property Owner(s) See Attachment
Phone Number See Attachment Fax No. See Attachment
10. Address of Property Owner(s) See Attachment
City State Zip
11. Proposed Building Intensities (please specify) Not to exceed 40% building coverage ratio
12. Are there any existing buildings on the site? yes
How many? 10
13. Deed Book See Attachment Page No. Group No.
14. Are you also applying for:
No Conditional Use Permit
No Dimensional Variance
15. Have you submitted a Concept Development Plan? yes
16. Have you had a pre-application meeting with BCPC Staff? yes
17. Please check the following organizations/agencies which you have discussed the proposed development within the last several months:
[x] Boone County Water and Sewer District
Florence Water and Sewer Commission
Union Light Heat and Power
Cincinnati Bell
Owen County Rural Electric
[X] Boone County Public Works Department
Kentucky Transportation Cabinet
City of Florence Public Services Department
Boone County Building Department

7 1 1 9 9

TBC 5 : VON

- \_\_\_\_\_ Northern Kentucky Health District
- \_\_\_\_\_ U.S. Soil Conservation Service
- \_\_\_\_\_ Local School District
- \_\_\_\_\_ Local Fire District
- \_\_\_\_\_ Other: \_\_\_\_\_

18. Project Jurisdiction/Location
- |   |                                 |
|---|---------------------------------|
| <input checked="" type="checkbox"/> Unincorporated Boone County | <input type="checkbox"/> Walton |
| <input type="checkbox"/> Florence                               | <input type="checkbox"/> Union  |

19. Applicant's Signature *D. F. My* *J. A. Williams*

Property Owner's Signature See Attachment

SECTION B (To be completed by BCPC Staff)

1. Date Received Nov 18, 1997
2. Review Fee 1900.00 R# 15279 ~~6.00 R# 15280~~
3. Check what has been submitted:
  - Application
  - Fee
  - Legal Description
  - Concept Development Plan
  - Address of Adjoining Property Owners
  - Number of copies of plan received\*\*
4. Is application complete?  Yes  No
5. Staff Reviewer K. Wall
6. Committee Chairman Arnold Caddell
7. Scheduled Public Hearing Date 12/7/97 6:30 PM
8. Boone County Planning Commission Action:
  - Approval
  - Approval with Conditions
  - Denial
9. Other: \_\_\_\_\_

**\*\* Five (5) Copies Are Required**

Boone County Planning Commission  
2995 Washington Street  
Burlington, Kentucky 41005  
(606) 334-2196 Phone  
(606) 334-2264 Fax

NOTE: An application consists of all fees paid in full, submitted drawings and a completed application form.

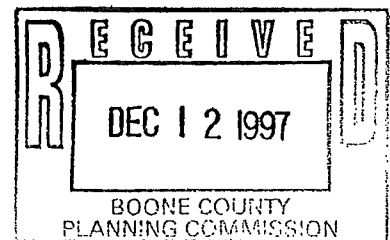
# TRAFFIC IMPACT STUDY

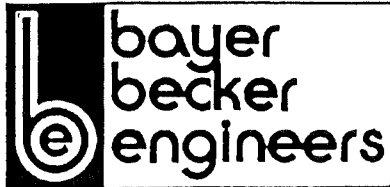
## RIVERVIEW BUSINESS PARK

December, 1997

Prepared For:  
*Al Neyer, Inc.*  
3800 Red Bank Road  
Cincinnati, Ohio - 45227  
(513) 271-6400

Prepared By:  
*Bayer-Becker Engineers*  
14 East Eighth Street  
Covington, Kentucky, 41011  
(606) 261-1113





14 east eighth street  
covington, ky 41011  
(606) 261-1113  
fax (606) 261-1710

December 8, 1997

Mr. P.J. Hannan  
Al Neyer, Inc.  
3800 Red Bank Road  
Cincinnati, Ohio - 45227

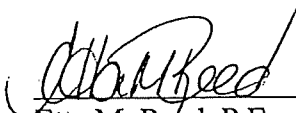
Re: Riverview Business Park  
Boone County, Kentucky

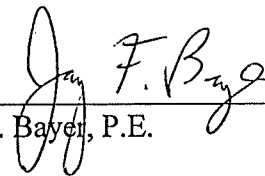
Dear Mr. Hannan,

As requested, Bayer Becker Engineers has performed a Traffic Impact Study for the Riverview Business Park. The attached report contains information regarding the trips to be generated by the development, existing volumes on Point Pleasant Road and analyses to determine the infrastructure improvements needed.

We appreciate the opportunity to provide traffic engineering services on this project. If we can be of further assistance please call.

Respectfully submitted:

  
Etta M. Reed, P.E.  
Traffic Engineer

  
Jay F. Bayer, P.E.

O:341G.doc

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Level of Service Analysis	10
Conclusion & Recommendations	12

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### ***Appendices***

Appendix A - Peak Hour Turning Movement Counts
Appendix B - ITE Land Use Excerpt 130
Appendix C - LOS Analysis
Appendix D - Signal Warrant Analysis

*Riverview Business Park  
Boone County, Kentucky  
Traffic Impact Study*

## ***Introduction***

The purpose of this study is to determine the vehicular impact created by a proposed industrial park, Riverview Business Park, on existing Point Pleasant Road and Airport Exchange Boulevard, using accepted engineering practices.

The primary objective of this study is to recommend off-site and on-site infrastructure improvements that will ease the impact of the proposed development.

The following were used as references:

- a) Concept Development Plan provided by Bayer-Becker Engineers.
- b) Site Reconnaissance, Traffic Counts and field observations by Bayer-Becker Engineers.
- c) Institute of Transportation Engineer's (ITE), Trip Generation Manual, 5th Edition.
- d) Institute of Transportation Engineer's (ITE), Traffic Access and Impact Studies for Site Development - A Recommended Practice.
- e) Boone County Zoning Regulations.
- f) Boone County Comprehensive Plan.
- g) Boone County Thoroughfare Plan.
- h) Manual of Uniform Traffic Control Devices (MUTCD).
- i) Commonwealth of Kentucky Transportation Cabinet's Division of Design Guidance Manual.

*Riverview Business Park  
Boone County, Kentucky  
Traffic Impact Study*

***Project Description***

Riverview Business Park is located along the north side of Point Pleasant Road opposite Airport Exchange Boulevard in Boone County, Kentucky. For analysis purposes, we are estimating approximately 1,825,000 S.F. of Industrial Development.

<u>LAND USE</u>	<u>SIZE</u>
Industrial Park (130)	1,825,000 S.F.

The main entrance for this development along Point Pleasant Road has been relocated at the request of the Boone County Planning Commission, opposite Airport Exchange Boulevard. Four parcels will have direct access off Point Pleasant Road (three (3) west of Airport Exchange and one (1) east). Point Pleasant Road is classified as a Collector in the Boone County Thoroughfare Plan and currently serves a few residences to the east of the proposed development. To the west, Point Pleasant Road intersects Donaldson Road near the Greater Cincinnati Airport. The posted speed for Point Pleasant Road is 35 mph.

Airport Exchange Boulevard is classified as a sub-collector in the Boone County Thoroughfare Plan and is meant to provide access to abutting properties. Industrial and Commercial Development currently lines both sides of Airport Exchange Boulevard.

*Riverview Business Park  
Boone County, Kentucky  
Traffic Impact Study*

Ellis Road a County Road intersects Point Pleasant Road approximately 500 feet west of Airport Exchange Blvd. and meanders through the existing property. Currently, Ellis Road services several residences. A portion of Ellis Road will be incorporated into Riverview Business Park upon development.

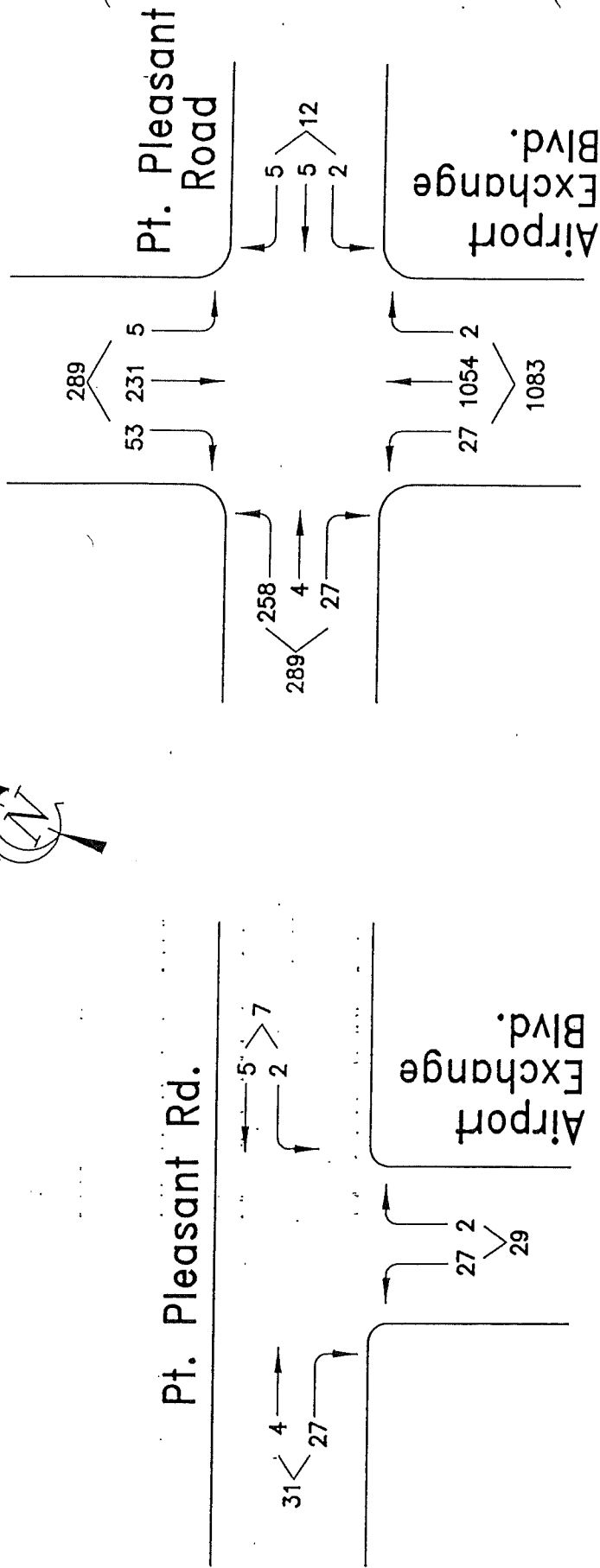
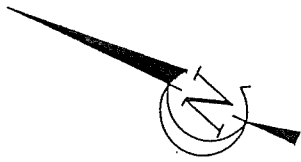
### ***Trip Generation***

Using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 5th Edition, the total number of trips to be generated by the proposed development on an average weekday during both the AM and PM Peak Hour was determined.

<b>Land Use</b>	<b>Size</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Industrial Park (130)	1,825,000 S.F.	1317	289	1606	349	1312	1661

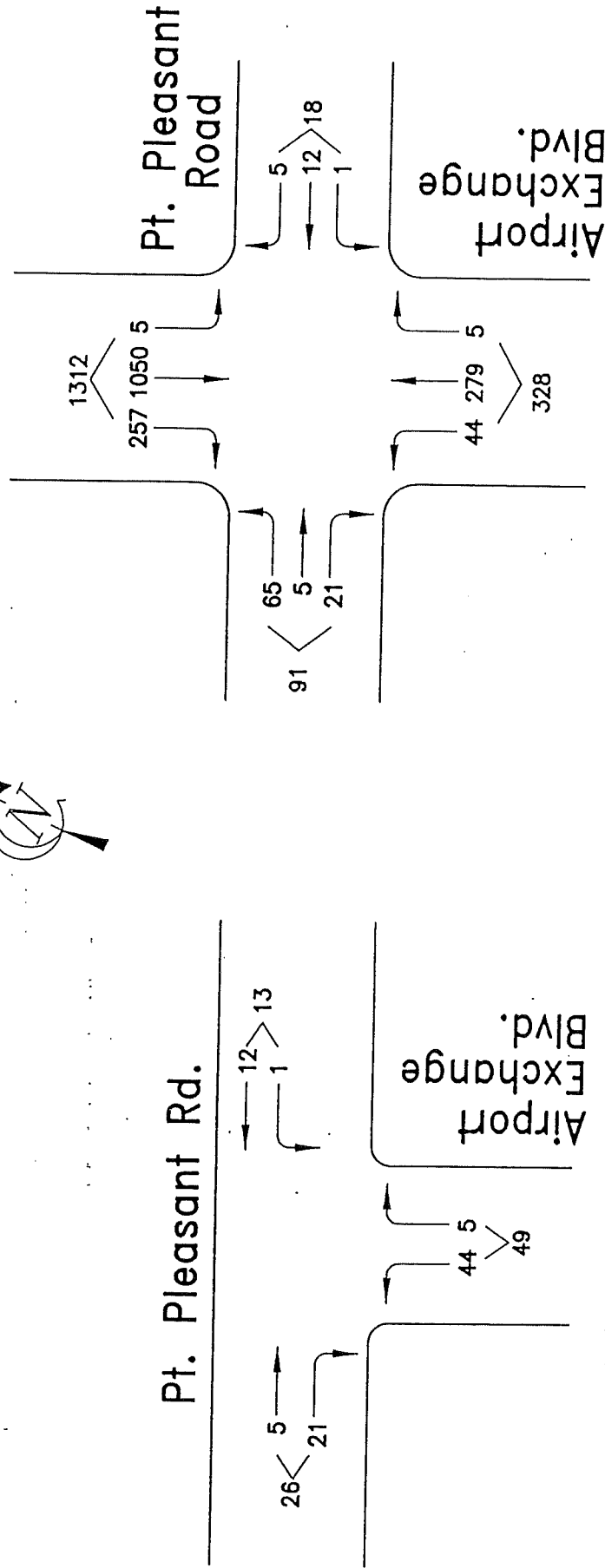
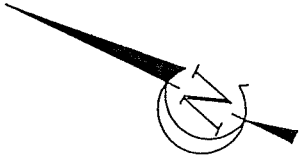
Total trips consist of both primary trips and pass-by trips. Primary trips are those trips whose sole destination is the development. A Pass-by trip is a trip which comes directly from the stream of traffic passing the facility on an adjacent roadway. Due to the industrial nature of this development, a pass-by reduction is not applicable.

The generated trips were distributed onto Point Pleasant Road and Airport Exchange Boulevard based upon existing traffic counts, knowledge of the area and current traffic patterns. It is anticipated that 80% of the trips to be generated will access the site from Airport Exchange Boulevard, with 20% from Point Pleasant Road.



Existing Traffic  
Existing and Site Generated Traffic

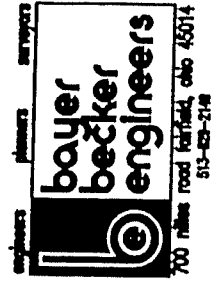
Figure 2  
AM Peak Hour



Existing Traffic

Existing and Site  
Generated Traffic

Figure 3  
PM Peak Hour



## *Signal Warrant Analysis*

The Manual of Uniform Traffic Control Devices states that

“Traffic control signals should not be installed unless one or more of the signal warrants in this Manual are met.”

Additionally

“The engineering study should indicate the installation of a traffic signal will improve the overall safety and/or operation of the intersection.”

An engineering study should evaluate the following eleven warrants in determining the need for a traffic signal:

- Warrant 1 - Minimum vehicular volume.
- Warrant 2 - Interruption of continuous traffic.
- Warrant 3 - Minimum pedestrian volume.
- Warrant 4 - School crossings.
- Warrant 5 - Progressive movement.
- Warrant 6 - Accident experience.
- Warrant 7 - Systems.
- Warrant 8 - Combination of warrants.
- Warrant 9 - Four Hour Delay.
- Warrant 10 - Peak Hour Delay.
- Warrant 11 - Peak Hour Volume.

The intersection of the proposed drive with Point Pleasant Road was evaluated to determine if a signal is warranted. Warrant 11 was examined and determined to have been met.

*Riverview Business Park  
Boone County, Kentucky  
Traffic Impact Study*

**Warrant 11, Peak Hour Volume**

The Peak Hour Volume warrant is intended for application when traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The warrant is satisfied when, the plotted point representing vehicles per hour on the major street (total of both approaches) and the corresponding vehicle per hour on the higher volume minor approach for one hour on an average day falls above the curve in Appendix D.

An “average” day is defined as a weekday representing traffic volumes normally and repeatedly found at the location.

## *Level of Service Analysis*

Level of Service (LOS) is the standard used to evaluate traffic flow and delay on a segment of roadway. LOS analysis takes into account such factors as speed, traffic volumes and geometric features. The criteria used by the Highway Capacity Manual is as follows:

### Level-of-Service Criteria For Signalized Intersections

---

#### LEVEL OF SERVICE

	Stopped Delay per Vehicle (sec)	
A	$\leq 5$	Progression is extremely favorable
B	$> 5$ and $\leq 15$	Good progression
C	$> 15$ and $\leq 25$	Fair progression
D	$> 25$ and $\leq 40$	Unfavorable progression
E	$> 40$ and $\leq 60$	Poor progression
F	$> 60$	Poor progression

Signalized intersection analyses were performed for the intersection for both the AM & PM Peak Hours. The results are shown in Figures 4 and 5.

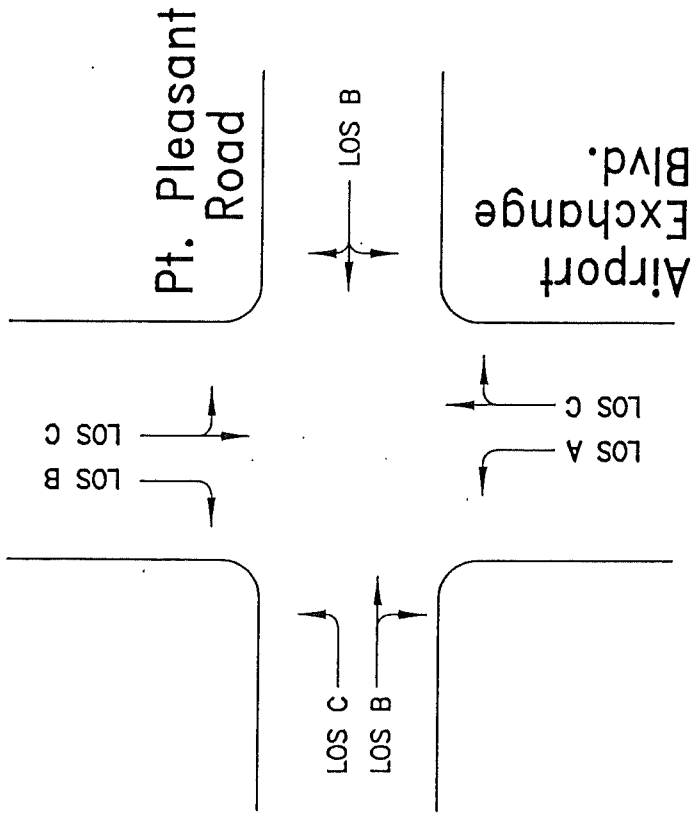
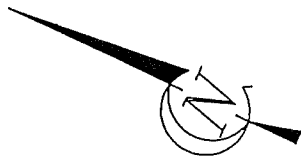
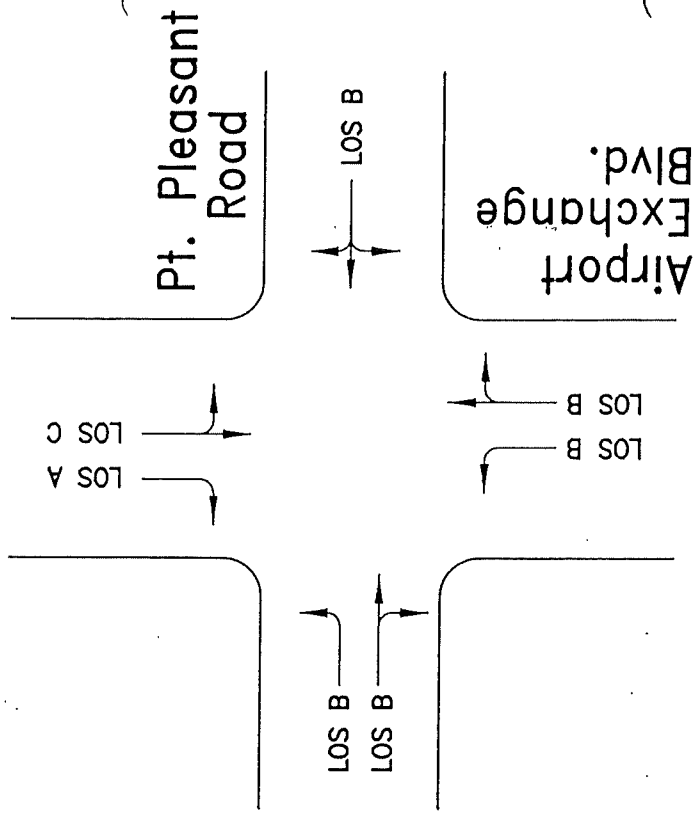
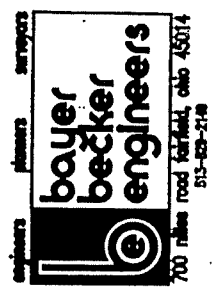


Figure 4  
AM Peak Hour  
LOS Analysis



Intersection LOS = B

Figure 5  
PM Peak Hour  
LOS Analysis



## ***Conclusions and Recommendations***

Due to the rather rural setting of this development, and the minimal existing volumes on Point Pleasant Road, we have presumed the following:

- ~ Little to no traffic will be added to Point Pleasant Road east of the development. The horizontal and vertical alignment along this section is substandard and existing traffic in this area is local only.
  
- ~ The majority of traffic (80%) will be using Airport Exchange Boulevard to gain access to the site; rather than Point Pleasant Road. This is based upon existing traffic counts for the intersection.

ITE Trip Generation Manual defines an Industrial Park as follows:

“Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another.”

*Riverview Business Park  
Boone County, Kentucky  
Traffic Impact Study*

At this time, it is unknown what the mix of land uses for this Industrial Park may be. Should the park develop primarily warehousing, the number of trips to be generated would be less. Whereas, if it develops mainly as office space the generated trips could be higher. The recommendations contained herein are based upon the ITE Trip Generation Data for an Industrial Park land use.

Due to the size and uncertainty of users for Riverview Business Park, we recommend that the intersection of Airport Exchange Boulevard and Point Pleasant Road be monitored on a regular basis as to its operation by Boone County.

As per the Commonwealth of Kentucky Transportation Cabinet's Division of Design Guidance Manual, a left turn lane should be provided when the left turn design hourly volume exceeds 100 vehicles. Riverview Business Park will reach this threshold when approximately 693,000 S.F. is developed. HCS Capacity Analysis indicates the need for a left turn lane at this intersection when this traffic volume is generated.

*Riverview Business Park  
Boone County Kentucky  
Traffic Impact Study*

Signal warrant analysis has shown that a signal would be warranted, based upon a Peak Hour volume warrant, at the intersection of Airport Exchange Boulevard and Point Pleasant Road when 1,100,000 S.F. is developed.

Currently, the intersection of Point Pleasant and Airport Exchange Boulevard is a 2 way stop with Point Pleasant having the right-of-way. With the increase in traffic on Airport Exchange Blvd, we recommend that Point Pleasant Road be stop sign controlled, with Airport Exchange Boulevard having the right-of-way. This change in traffic control devices will better facilitate the movement of vehicles through the intersection.

Based upon the analysis performed and the information contained in this report, we conclude and recommend the following:

- Change the traffic control devices at Point Pleasant Road and Airport Exchange Boulevard so that Point Pleasant will be stop sign controlled and Airport Exchange Boulevard and the proposed drive will have the right-of-way until the intersection is signalized.
- Construct the proposed entrance, opposite Airport Exchange Boulevard, consisting of one (1) lane ingress and two (2) lanes egress.
- Construct an eastbound left turn lane on Point Pleasant Road at the proposed entrance at the point when 100 vehicles are turning left.
- Signalize the intersection of Airport Exchange Boulevard and the proposed Drive with Point Pleasant Road, when development warrants such.
- All roadway improvements shall be constructed per Boone County standards.

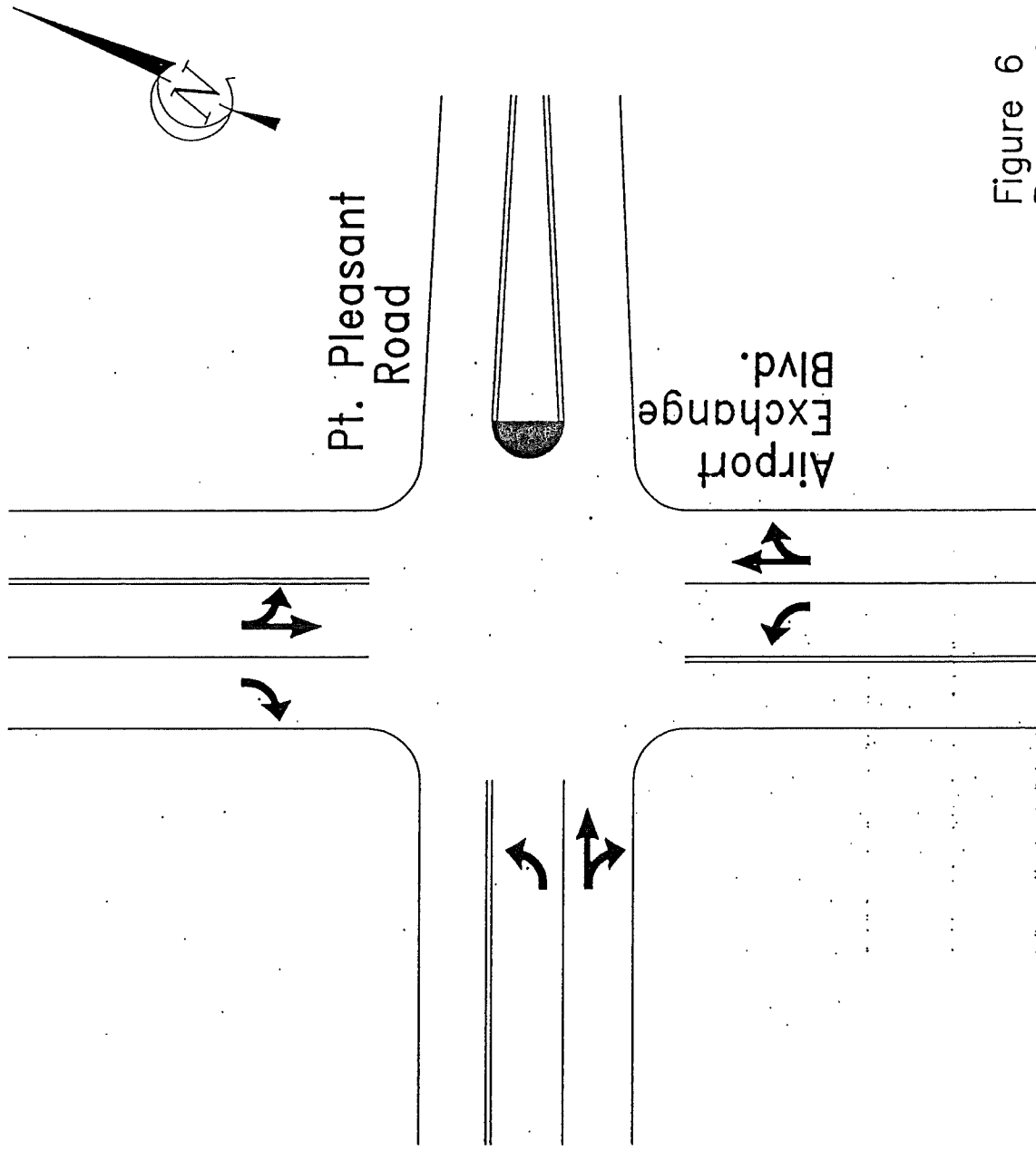


Figure 6  
Proposed  
Geometry

# **Appendix A**

## ***Peak Hour Turning Movement Counts***

# Bayer & Becker Engineers

MANUAL TRAFFIC COUNT DATA

Page: 1

SINGLE VEHICLE ANALYSIS

Date: 5/14/97

Location: Point Pleasant Road @ Airport Exchange Blvd.

Starts: 5/14/97 At 7:00 AM

Notes:

Ends: 5/14/97 At 9:00 AM

Operator: SPF/MLK

Interval: 15 min. Intervals: 8

Weather: Sunny

Interval Begins:	Pt. Pleasant Road Westbound		Pt. Pleasant Road Eastbound		Airport Exchange Blvd.	
	Left	Thru	Thru	Right	Left	Right
7:00	3	1	0	3	5	0
7:15	1	3	1	4	3	0
7:30	2	1	2	10	4	0
7:45	2	4	0	10	4	0
Hour	8	9	3	27	16	0
8:00	0	0	2	9	8	0
8:15	1	2	1	3	5	0
8:30	0	1	0	3	5	1
8:45	1	2	1	12	9	1
Hour	2	5	4	27	27	2
Survey Total:	10	14	7	54	43	2

# Bayer & Becker Engineers

MANUAL TRAFFIC COUNT DATA

Page: 1

SINGLE VEHICLE ANALYSIS

Date: 5/14/97

Location: Point Pleasant Road @ Airport Exchange Blvd.

Starts: 5/14/97 At 4:00 PM

Notes:

Ends: 5/14/97 At 6:00 PM

Operator: SPF/MLK

Interval: 15 min. Intervals: 8

Weather: Sunny

Interval Begins:	Pt. Pleasant Road Westbound		Pt. Pleasant Road Eastbound		Airport Exchange Blvd.	
	Left	Thru	Thru	Right	Left	Right
4:00	0	1	2	3	5	0
4:15	0	2	1	7	11	2
4:30	1	0	3	3	9	3
4:45	2	1	2	3	8	0
Hour	3	4	8	16	33	5
5:00	0	2	1	7	16	0
5:15	1	3	1	4	14	1
5:30	0	1	2	7	8	0
5:45	0	6	1	3	6	4
Hour	1	12	5	21	44	5
Survey Total:	4	16	13	37	77	10

# Appendix B

## *ITE Land Use Excerpts*

# Land Use: 130 Industrial Park

## Description

Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities - some with a large number of small businesses and others with one or two dominant industries. Related land uses include general light industrial (land use 110), general heavy industrial (land use 120), and manufacturing (land use 140).

## Additional Data

Average weekday transit trip ends:  
0.03 per employee  
0.05 per 1,000 square feet gross floor area  
0.69 per acre

Information on person trip ends is not available.

Truck trips accounted for 1 to 22 percent of the weekday traffic at the sites surveyed. The average for all sites was approximately 8 percent.

Vehicle occupancy ranged from 1.2 to 1.8 persons per automobile on an average weekday. The average for all sites was 1.37.

Peak hours of the generator:

At most sites, the generator peaks at the same time as the adjacent street (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.). Facilities with employees on shift work may peak at other hours.

The studies were conducted at facilities throughout the United States in the late 1960's, early 1970's and the mid-1980's. At the sites surveyed, the average number of employees was 885 (range of 65 to 5,320), average gross floor area was 431,000 square feet (range of 20,000 to 2,258,000), average acres was 40 (range of 2 to 158), and the average number of parking spaces was 756 (range of 50 to 3,900).

Average Densities	
Employees Per 1,000 Square Feet Gross Floor Area	2.00
Employees Per Gross Acre	20.43
Employees Per Parking Space	1.06
1,000 Square Feet Gross Floor Area Per Parking Space	0.52
1,000 Square Feet Gross Floor Area Per Gross Acre	11.06
Gross Acres Per Parking Space	0.04

## Source Numbers

3, 7, 10, 14, 68, 74, 85, 91, 100, 146, 162, 184, 251, 277

# Industrial Park (130)

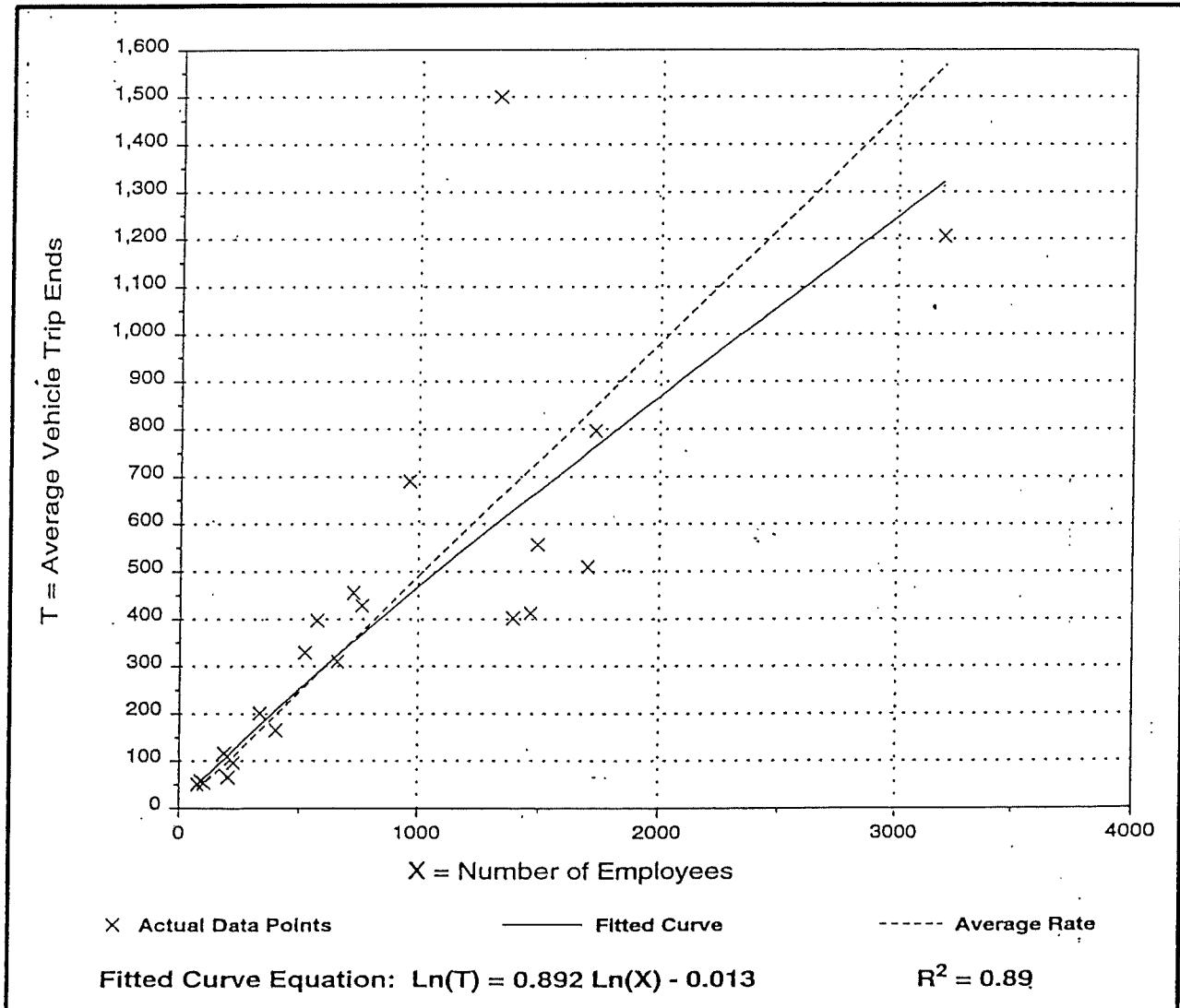
**Average Vehicle Trip Ends vs: Employees**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 21  
 Average Number of Employees: 863  
 Directional Distribution: 82% entering, 18% exiting

## Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.49	0.28 - 1.13	0.73

## Data Plot and Equation



# Industrial Park (130)

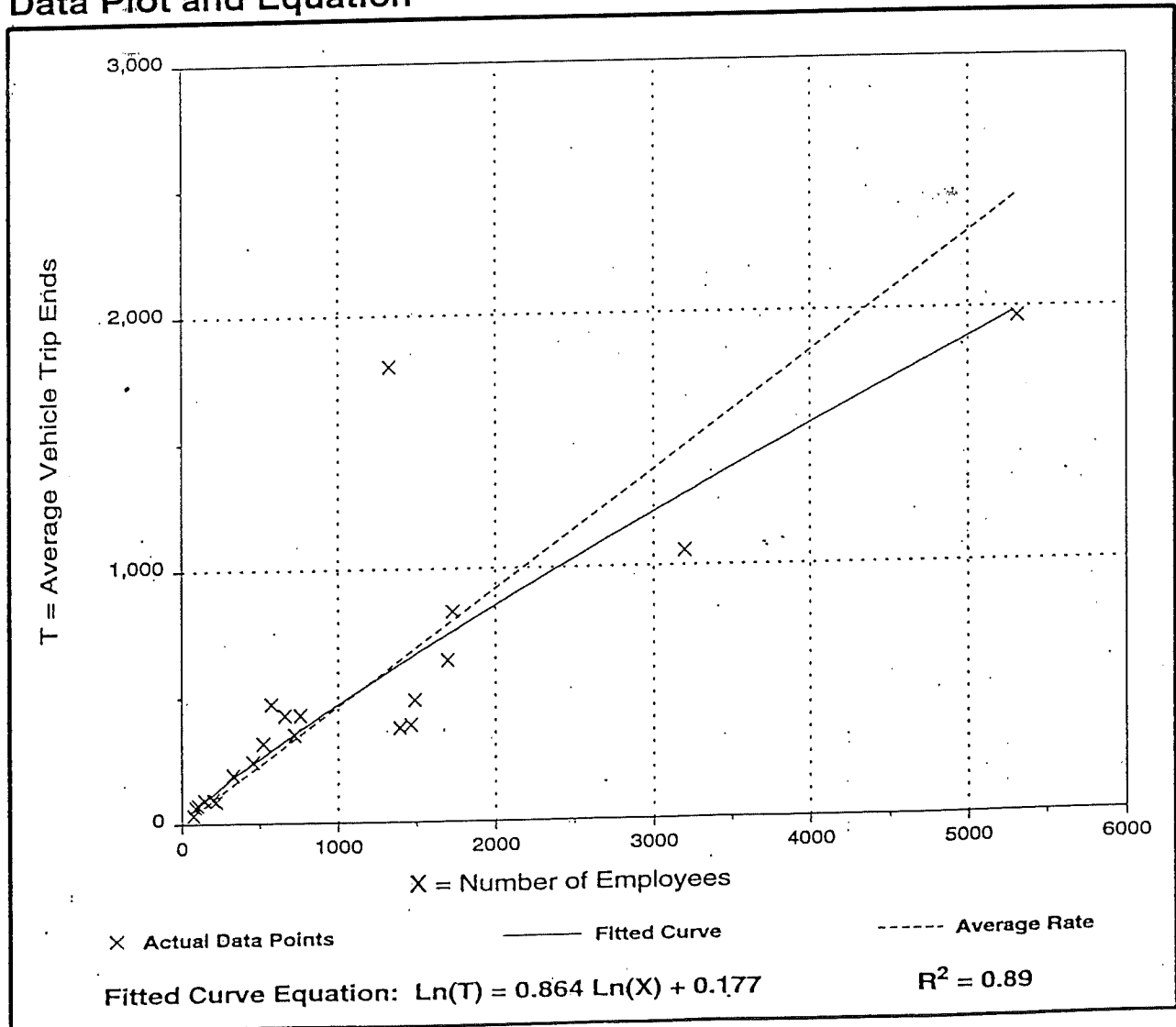
**Average Vehicle Trip Ends vs: Employees**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 21  
 Average Number of Employees: 1,071  
 Directional Distribution: 21% entering, 79% exiting

## Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.46	0.26 - 1.36	0.73

## Data Plot and Equation



# **Appendix C**

## ***LOS Analyses***

=====  
 Streets: (N-S) Airport Exchange (E-W) Point Pleasant  
 Analyst: Bayer Becker File Name: 18AMAIR.HC9  
 Area Type: Other 10-24-97 AM Peak  
 Comment: 1,825,000SF - 80% Airport Exchange  
 =====

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	>	1	1	1	1	<	>	1	<
Volumes	27	1054	2	5	231	53	258	4	27	2	5	5
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0		
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

-----  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left		*			EB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
SB Left			*		WB Left	*		
Thru			*		Thru	*		
Right			*		Right	*		
Peds					Peds			
EB Right					NB Right			
WB Right					SB Right			
Green		29.0A	16.0P		Green	16.0A		
Yellow/AR		4.0	4.0		Yellow/AR	4.0		
Cycle Length: 73 secs Phase combination order: #1 #2 #5								

-----  
 Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
							Cap	Flow	Ratio
NB	L	757	1562	0.037	0.685	2.8	A	24.5	C
	TR	1126	1644	0.987	0.685	25.0	C		
SB	LT	358	1539	0.692	0.233	20.4	C	19.3	C
	R	326	1398	0.172	0.233	14.5	B		
EB	L	344	1479	0.790	0.233	25.0	C	23.9	C
	TR	331	1420	0.097	0.233	14.2	B		
WB	LTR	346	1485	0.035	0.233	14.0	B	14.0	B

-----  
 Intersection Delay = 23.4 sec/veh Intersection LOS = C  
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.937  
 -----

Center For Microcomputers In Transportation

=====  
 Streets: (N-S) Airport Exchange (E-W) Point Pleasant  
 Analyst: Bayer Becker File Name: 18PMAIR.HC9  
 Area Type: Other 10-24-97 PM Peak  
 Comment: 1,825,000SF - 80% Airport Ex.  
 =====

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	>	1	1	1	1	<	>	1	<
Volumes	44	279	5	5	1050	257	65	5	21	1	12	5
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0		12.0		
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left		*			EB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
SB Left		*	*		WB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
EB Right					NB Right			
WB Right					SB Right			
Green		12.0A	25.0P		Green	11.0A		
Yellow/AR		4.0	4.0		Yellow/AR	4.0		
Cycle Length:	60 secs Phase combination order: #1 #2 #5							

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
NB	L	120	253	0.383	0.433	8.5	B	7.9	B
	TR	711	1640	0.421	0.433	7.9	B		
SB	LT	1149	1642	0.966	0.700	19.4	C	16.0	C
	R	979	1398	0.277	0.700	2.2	A		
EB	L	289	1445	0.235	0.200	13.1	B	13.0	B
	TR	290	1448	0.093	0.200	12.6	B		
WB	LTR	307	1534	0.062	0.200	12.6	B	12.6	B

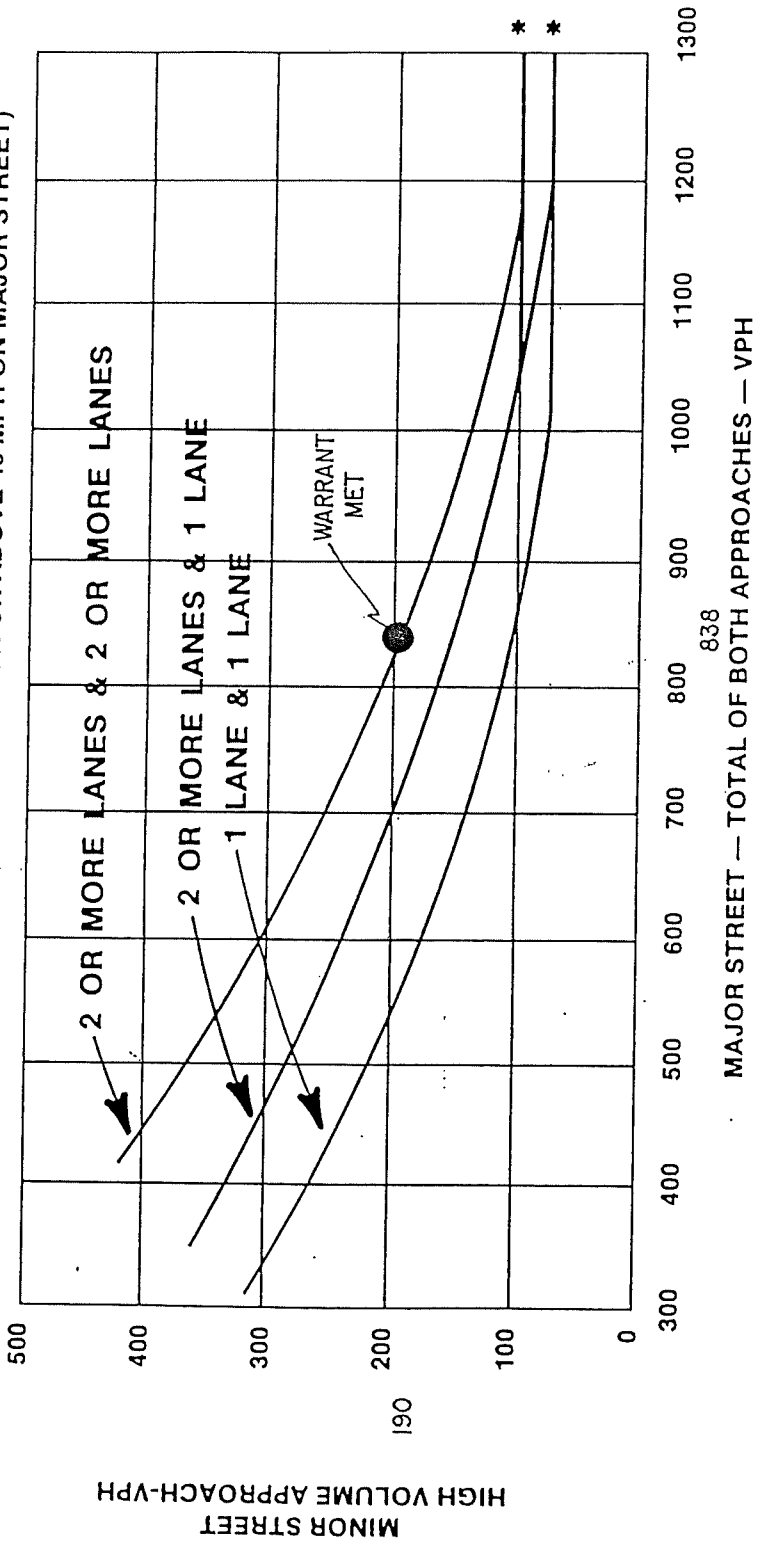
Intersection Delay = 14.3 sec/veh Intersection LOS = B  
 Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.803

# Appendix D

## *Signal Warrant Analysis*

# PEAK HOUR VOLUME WARRANT

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES.  
 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

REF. SEC.
6C-10.3

(Rev. 13)

BOONE COUNTY PLANNING COMMISSION  
BOONE COUNTY ADMINISTRATION BUILDING  
COURTROOM 3A  
May 28, 1997  
7:00 P.M.

PUBLIC HEARINGS

Commission members present: Mrs. Arnett - Secretary/Treasurer, Mr. Brown, Mr. Caddell, Mr. McKinney - Chairman, Mr. McMillian, Mr. Millay, Mr. Neltner, Mr. Ries - Vice Chairman, Mr. Rush, and Mr. Viox.

Mr. Michael McKinney, Chairman, called the meeting to order at 7 P.M.. Following an explanation of the Public Hearing process, Mr. McKinney introduced the first item on the Agenda:

1. Applicant: Al Neyer, Inc. for Riverview Real Estate, LLC, Richard Kuchle, Marian Kuchle, and Martha Hollister (owners)

Request: Zoning Map Amendment

The request of Al Neyer, Inc. (applicant) for Riverview Real Estate, LLC, Richard Kuchle, Marian Kuchle, and Martha Hollister (owners) to consider a Zoning Map Amendment for 155 acres located along both sides of Ellis Road and along the west side of Point Pleasant Road near Airport Exchange Boulevard, Boone County, Kentucky. The request is for a zone change from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1) to allow an office/light industrial park, Riverview Business Park.

Staff Member Kevin Wall presented the Staff Report which included a slide presentation (see Staff Report). Mr. Wall advised that the applicant has had difficulty in getting access to the site. Among the solutions would be to find a route directly between Point Pleasant Road across Ellis Road and into the site, or upgrading Ellis Road. The solution being proposed this evening is superior to upgrading Ellis Road. Mr. Wall noted that the attachments to the Staff Report include a letter from an adjacent property owner along with a list of questions. Mr. Wall asked Ms. Cabot for her comments.

Ms. Susan Cabot, Historic Preservation Planner, referred to her memorandum attached to the Staff Report. She stated that the site was historically used for agricultural purposes and there are signs of several homestead sites. There are no known historic cemeteries located on the property, but there are some adjacent to the site. There may be some concerns in regard to those cemeteries, depending on how the site is developed. She noted that when a cemetery is not fenced, it is difficult to determine its

exact boundaries. There are two registered archaeological sites on the property, one of which was documented in 1932 as an Indian mound site. The above ground signs of an archaeological site have been obliterated, but there may be below ground resources. In 1996, archaeologists noted another site on the property (BE 458), but further testing is needed.

Ms. Cabot stated that the Historic Preservation Element of the Comprehensive Plan discusses the need for the Planning Commission to encourage developers to conduct archaeological surveys on their properties, and the Goals and Objectives discusses the need for archaeological surveys and protection of historic sites. She stated that the Boone County Preservation Plan covers historic and pre-historic burials. She advised that just because graves are not visible, does not mean that the grounds were not used for burial purposes. It is very common to find Indian mounds on ridge tops overlooking the river. She stated that there is a strong likelihood that there are National Register eligible sites on this property. The historic house on the property needs to be documented and anything reusable needs to be salvaged. She is very concerned about the two ponds on the site, which may be wetlands areas -- which she would like to have confirmed or denied by the Army Corps of Engineers or an environmental company.

Ms. Cabot stated that the Historic Preservation Staff is concerned about the view of this development from the Route 8 area -- specifically from the town of Constance and from the Anderson Ferry. They do not want to see the view from Route 8 or coming across the river on the Anderson Ferry disrupted by a hillside that is completely developed. (See memorandum from Susan M. Cabot, Historic Preservation Planner, attached to the Staff Report).

The Chairman asked for the applicant's presentation.

Mr. P. J. Hannan, Project Manager for Al Neyer, Inc., introduced Mr. Tom Neyer, Sr., Mr. Dave Neyer, and Mr. John Stevens with Al Neyer, Inc.; and Mr. Jay Bayer and Shawn Sully with Bayer & Becker Engineers.

Mr. Tom Neyer, Sr. stated that Al Neyer, Inc. has been established for 100 years. He has been with the firm since 1960. He stated that they have a long established history in Northern Kentucky and Greater Cincinnati. They have done many projects in Northern Kentucky and have been working in Ohio for many years. He believes that they are the longest established developer in this area. They are fair and honest, they make improvements to communities, and are sensitive to community needs.

Mr. Dave Neyer, who is in charge of development and sales activities, and is also a director of the company, presented slides in regard to the history of Al Neyer, Inc.. The slides indicated that the company was started in 1894. They did the Hotel Gibson in 1913 and did commercial construction -- primarily churches -- from 1918 to the 1940's. He presented slides of various projects done by the firm. In the 1950's they were a general contracting firm doing schools and churches and other public works projects. They did their first industrial park in 1963. In the 1960's - 1970's they were a design/build firm and built industrial parks of various sizes. They then branched out into retail projects,

large industrial projects, corporate headquarters, and office buildings. They are currently a full service real estate investment, development, design, and construction company with a large professional staff.

Mr. Hannan presented the Concept Plan for the 155-acre development they propose just off Point Pleasant Road, about 400 feet north of Airport Exchange. He stated that the entrance to the park will be accentuated by a boulevard, ground-mounted sign, and landscape buffering. The park opens up as the street heads northwest. The natural ravines will enhance the park. They will utilize the existing green space as much as possible. They plan to line both sides of the streets with a tree (Sunset Maple or Honey Locust) every 75 feet or so. He stated that there is a cul-de-sac inside the park which will also have trees on both sides. The ravines will allow them to deal with stormwater detention/retention.

Mr. Hannan stated that the mix of the park is light industrial, warehouse, distribution, office, corporate office, and research & development. The architectural elements will include decorative cell block, split face scored block, tilt up concrete, and brick. They plan to develop by covenants which will restrict loading docks facing streets, buffering of storage, screening of HVAC equipment on rooftops, and screening of ground-mounted elements. There will be generous setbacks for parking elements and buildings. Mr. Hannan presented slides to show effective use of the architectural elements they use. He stated that this will be an upscale project and park -- it will not be old style metal boxes. He asked Mr. Bayer for his comments.

Jay Bayer, Bayer & Becker Engineers, reviewed the Concept Plan noting the location of I-275, the airport access road, Donaldson Road, Point Pleasant Road, and the access off Point Pleasant Road. He stated that they anticipate most of the traffic will come off Point Pleasant Road or from the Mineola Pike Interchange. There is a 16" water main going through the site that follows the utility line down to the river. Sanitary sewer to serve the site is at the intersection of Point Pleasant and Airport Exchange. The site will flow to the regional treatment plant at Dry Creek. Mr. Bayer presented an exhibit of the Site Plan on a 200 scale. He placed an overlay showing the Comprehensive Plan over the exhibit and advised that the Business Park Zone is shown in purple and includes Airport Exchange and a small portion of this site. The areas shown in orange are high suburban density, which includes the middle portion of the site. The areas shown in green are rural lands -- developable at lower density. He stated that they are essentially developing in the same places as Staff envisioned. He noted that Staff is concerned about the developmentally sensitive areas and they have avoided those areas to preserve the trees and hillsides. They intend nothing in the larger green space areas. Using another overlay from the Comprehensive Plan to show future commercial and industrial activity, he stated that the Comprehensive Plan envisions the commercial and industrial activity. He distributed an handout (see Exhibit 1). He noted that a large part of the multi-family area is envisioned by the Comprehensive Plan to be in the industrial/commercial area.

Mr. Bayer stated that KRS 100.213 gives the necessary findings for proposed map amendments. There must be a finding that it is in agreement

with the Comprehensive Plan or that one or more of the following apply:  
1) The existing zoning classification is inappropriate and the proposed zoning classification is appropriate. He stated that a large part of the site is in agreement with the Comprehensive Plan as shown in the purple. He stated that the existing land use is inappropriate. He quoted from Page 225 of the Comprehensive Plan that "high suburban density residential growth shall occur outside the flight path area on hilltops that have potential access connections to Point Pleasant Road.". He stated that the terrain falls drastically all around the site and the only really feasible access to the high suburban density area is through the industrial activity -- which is not desirable as indicated by Staff. For that reason, the high suburban density is inappropriate in this location. He referred to the Goals and Objectives of the Housing Element (Item #2, Page 8, #7) and stated that although they are not in any high noise contour area, they do not feel with the close proximity to the airport that it is a suitable site for high suburban density residential. He referred to Page 207, Item #3 of the Land Use Element in regard to the efficient use of resources and stated that the efficient use of land, utilities, and access is good planning. For their site, resources would include: the proximity to I-275, the industrial activities, the water main going through the site, and the location to sanitary sewer. Good planning is taking advantage of these amenities being there. In regard to why the proposed use is appropriate, he referred to the Goals and Objectives of the Business Activities Element (Page 7) and quoted that "industrial development is to be encouraged to locate near railroads, highways, the Ohio River, the airport, and airport owned land" -- and they are in close proximity to the airport. Continuing on, he quoted Objective #3 that "the benefits of the international airport shall be maximized to promote appropriate economic development" -- which is what they are proposing. He quoted that "the proposed industrial use is the most efficient use of the property from an economic planning standpoint. He referred to Page 6 of the Goals and Objectives, Economy, Objective #2 and quoted that "basic industries and base industries shall be promoted to exemplify how the county is a vital part of a strong regional metropolitan economy". He stated that the site is located inside the I-275 beltway, with the airport next door, and I-75 and I-275 close by. He referred to Page 84 of the Business Activity Element in regard to future industrial and office activities, he quoted that "property on the north side of KY 20 and near the existing and planned airport runways shall be developed and planned for a combination of industrial and office uses if existing and future land uses are properly buffered from adjoining uses. The area surrounding the airport and airport property shall be closely examined to explore industrial and office development opportunities" -- which is what they are presenting.

Mr. Dave Neyer thanked the Planning Commission for hearing them this evening. He stated that they are bringing forth a significant development for Boone County that will yield significant economic benefits to the community.

The Chairman 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 who wished to speak in opposition or to ask questions.

Mr. Roger Laws, Dry Creek Road, stated that he lives at the bottom of the hill and the water from the industrial park comes down on his property. He is afraid that water from this development will also come onto his property. He asked if something is going to be done with Mineola Pike coming down the hill as the traffic and the accidents are bad on Mineola Pike.

Mr. Bill Geiman, speaking for his father, expressed concern about the traffic. He stated that most of the traffic comes from Route 8 in the morning coming off Anderson Ferry. He noted that the slide presentation showed delivery services and he is concerned with the accidents they cause. He asked about utilities, including water for residents who are down the hill from the site.

Teresa Jenkins questioned holding ponds on the site. She lives down the hillside from the site and is concerned about runoff. She asked about the questions raised by Bonnie and Jim Schneider (see attachment to the Staff Report). She questioned what type of industries would be in the park -- would they be businesses or factories?

The Chairman asked if anyone else wished to speak in regard to this request. There being no response, he asked if there were any comments or questions from the Commissioners.

Mr. Caddell stated that it appears that the same property owner owns the land that would make the intersection align with the existing business park. He questioned why it is not feasible for them to align.

Mr. John Stevens stated that they spent a year trying to gain access to the parcel and it is a very complicated situation. He stated that there are properties that are owned by the same family -- but there are different ownerships and personal histories. The parcel they purchased was owned by one family member and the rest of the property is owned 50/50 with that family member and a sibling. He stated that there is not mutual understanding at this point.

Mrs. Arnett questioned why one of the green areas proposed for I-1 extends almost down to Route 8. Mr. Bayer advised that it is a steep hillside. He stated that it is the same property as this piece and they have an interest in putting it together. He stated that they will not be doing anything on that property.

In response to questions from Mr. Viox, Mr. Bayer stated that there are steep hillsides all around the site. The property line is roughly the edge of the bluff and the area below the bluff is wooded. It is about a 400 foot drop down to Route 8.

Mr. Viox asked if he would be able to see the buildings if he were standing on Route 8. Mr. Bayer responded "no" and advised that he would be looking at the trees and over the top of the buildings.

Mr. McMillian questioned the construction materials. Mr. Hannan advised that there would be tilt up concrete panels, block masonry, and decorative

block. He stated that it is difficult to determine the materials at this point, or what will be built there.

Mr. Neltner stated that Staff indicated that there were a number of second growth trees throughout the site and suggested that they leave some of them. He asked if the plateau will be completely graded or if they will try to save some of the clusters of trees. He asked if the applicant would agree to leave trees all the way up to the plateau and not remove the upper trees to provide a view for the buildings on the river side.

Mr. Hannan stated that they do not have a Grading Plan at this time. He stated that the buildings are shown on the existing plateaus. The green areas will be ravines. The plan is to leave as much green area as they can. He stated that the vision for the bluff is probably an office view around the park. He stated that there is a 400 foot difference between the river and the development and they would like to come to a happy medium in providing sights to the river and the valleys.

Mr. Caddell asked Mr. Hannan for clarification -- does he mean that they are in a position to indicate a "not to disturb" area? Mr. Hannan stated that the next step would be to analyze a preliminary grading scheme and work with the Planning Commission on what they can and cannot disturb.

Mr. Viox stated that he understands that they would like to enjoy the view from the offices -- but to look straight down the cliff they would have to clear a lot of trees. He advised that there are sight lines that they can look up river and down river without taking out a lot of vegetation.

Mr. Brown stated that Staff did a great job. He stated that traffic is a problem and, hopefully, something can be worked out regarding the one access. Another problem is water retention -- there will be parking lots and rooftops and he does not see any lakes or retention in the report. He stated that underground utilities is a good idea. He would like the applicant to accept the soon-to-be-adopted landscaping rules and regulations regarding this development to increase the buffer. He would like them to look at having a 100 - 150 foot setback off the ridge and putting in walking trails that employees in the development can enjoy. He suggested a small park and walking trails on the overlook as opposed to a building.

Mr. McKinney stated that there have been questions about holding ponds. He asked how they propose to handle the runoff.

Mr. Bayer stated that they have not designed the stormwater facilities, which is typically done at the Improvement Plan stage. On some of the sites, they will address the water on a regional basis. He stated that they will provide stormwater retention per the regulations and will commit to the new regulations that will be coming out.

Mr. McKinney asked if the applicant has any knowledge regarding Point Pleasant Road that the Planning Commission does not have -- will it be upgraded in concert with this development?

Mr. Bayer referred to the attachment to the Staff Report regarding improvements to Point Pleasant Road between Airport Exchange and their entrance. He stated that they are planning on taking the road from 18 feet wide to three lanes to allow left turn movements into their facility and Airport Exchange. He stated that the distance between the two roadways is about 400 feet, plus the taper on each end.

Mr. McKinney asked the applicant to address the questions raised by Bonnie and Jim Schneider (see attachment to the Staff Report), specifically question #1 regarding the pond on the northern ridge of the property and if a wetlands permit would be applicable.

Mr. Bayer advised that he has not researched this issue, but will be happy to look into it.

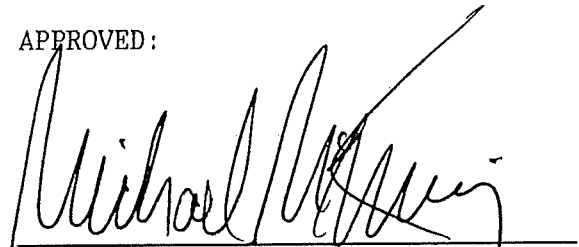
Mr. McKinney advised that the other questions raised by Bonnie and Jim Schneider regarding drainage would not be applicable at this point.

The Chairman asked if there were any further comments or questions, there being none, he advised that the Committee Meeting for this item will be on Monday, June 9, 1997, at 4 P.M. in the second floor conference room. The Committee Meeting is an open meeting, but it is not another Public Hearing. This item will be on the Agenda for the Business Meeting on June 18, 1997 at 7:30 P.M..

The Chairman stated that it was pleasant to have someone address the three criteria for a zone change and thanked Mr. Bayer for his presentation.

The Chairman closed this Public Hearing and called for a short recess.

APPROVED:

  
Michael McKinney, Chairman

Attest:

  
Jan Hancock, Recording Secretary

BOONE COUNTY PLANNING COMMISSION  
BOONE COUNTY ADMINISTRATION BUILDING  
COURTROOM 3A  
December 17, 1997  
7:00 P.M.

PUBLIC HEARINGS

Commission members present: Mrs. Arnett, Secretary/Treasurer, Mr. Brown, Mr. Caddell, Mr. McKinney - Chairman, Mr. McMillian, Mr. Millay, Mr. Neltner, Mr. Ries - Vice Chairman, Mr. Rush, Mr. Viox, and Mr. White - Temporary Presiding Officer.

Mr. Michael McKinney, Chairman, called the meeting to order at 7 P.M.. Following an explanation of the Public Hearing process, Mr. McKinney introduced the first item on the Agenda:

1. Applicant: Al Neyer, Inc. for Roy and Valerie Brooks, Dennis Ellis, Patricia Kinman, Michael and Rainelle Quebedeaux, David Thornton, and East Kentucky Power Cooperative, Inc. (owners)

Request: Zoning Map Amendment

The request of Al Neyer, Inc. (applicant) for Roy and Valerie Brooks, Dennis Ellis, Patricia Kinman, Michael and Rainelle Quebedeaux, David Thornton, and East Kentucky Power Cooperative, Inc. (owners) for a Zoning Map Amendment on a 63-acre site located off Ellis Road, Boone County, Kentucky. The request is to rezone the site from Agricultural Estate (A-2) and Employment Planned Development to Industrial One (I-1).

Staff Member Kevin Wall presented the Staff Report which included a slide presentation (see Staff Report). He noted that the Commissioners have received copies of a letter from Bonnie and Jim Schneider relative to this request.

Mr. McKinney asked for the applicant's presentation.

Mr. P. J. Hannon stated that they have worked over the last six months to gain access to the park in alignment with Airport Exchange, as the plan indicates.

Mr. Jay Bayer, Bayer-Becker Engineers, stated that they were before the Planning Commission last May and the plan currently displayed is the plan that was presented at that time. He stated that there was concern

at that time about the alignment of Airport Exchange Boulevard. There were concerns regarding access to the parcels that he indicated on the display. He noted that this information is in the Staff Report. He stated that the Comprehensive Plan will not need to be changed because of this application. He stated that the only thing under consideration this evening is the dashed in area on Page 11 of the Staff Report. He stated that the applicant has worked to resolve the issue of access by approaching the adjoining property owners and coming to agreement in order to bring a plan before the Planning Commission that is in agreement with the Comprehensive Plan and does not leave remnants of property. He stated that this is more of a complete plan that covers the whole area and there is a natural buffer at the property line.

Mr. Bayer presented an exhibit of the new plan and indicated the alignment with Airport Exchange Boulevard. He stated that the issue for discussion this evening is the new area in front. He stated that they are leaving the developmentally sensitive hillside area, which is designated as DS on the map. He stated that they are using the Business Park (BP) land use shown in the report. He stated that per KRS 100.213, there are opportunities to change the Land Use Plan, if the change is in agreement with the Comprehensive Plan or if the underlying zoning is inappropriate. He stated that their plan is in agreement with the Comprehensive Plan for the area and the BP area shows up on the map. He stated that there are several places in the Comprehensive Plan where they agree with the Land Use Map, including Page 7 - Goals and Objectives under Business Activity Objective #1 "industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the airport, and airport-owned land" -- he indicated the airport and I-275 in relation to their site and stated that they have access close to the interstate. He referred to Objective #7 that "the benefits of the international airport shall be maximized for appropriate economic development"; and Page 84 under Business Activity "future industrial and office property on the north side of KY 20 and near existing/planned airport runways shall be developed and planned with a combination of industrial and office uses if existing and future land uses are properly buffered from adjoining uses . . .". He stated that their proposal is envisioned in the Comprehensive Plan and for the reasons stated, they request approval.

Mr. P. J. Hannon thanked the Planning Commission for allowing them the time to acquire the land for the alignment with Airport Exchange Boulevard.

Mr. McKinney asked if there was anyone else present who wished to speak in favor of the request.

Mary Kuechle asked that the request be approved. She stated that in other cities, the areas around the airport are light industrial and commercial. She stated that approving this request will bring jobs and revenue into the county that may otherwise go elsewhere.

Mr. McKinney asked if anyone else 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. There was no response.

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

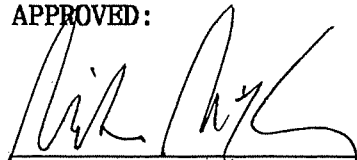
Mr. Caddell stated that if both applications are going to be considered at the same time, he would like to know if the sight line issues to the building from the river and from Cincinnati will be addressed when the Committee meets.

Mr. Hannon stated that they have done sight line studies from across the river and that information will be presented at the Zone Change Committee meeting.

There being no further questions or discussion, Mr. McKinney stated that the Committee Meeting for this item will be on January 12, 1998 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 January 21, 1998 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  
January 21, 1998  
7:30 P.M.

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Mr. Michael McKinney, Chairman, called the meeting to order at 7:40 P.M..

COMMISSION MEMBERS PRESENT:

Mrs. Judy Arnett, Secretary/Treasurer  
Mr. Arnold Caddell  
Mr. Phil Damstrom  
Mr. Mike McKinney, Chairman  
Mr. Bob Millay  
Mr. Robert Ries, Vice Chairman  
Mr. Ralph Rush  
Mrs. Linda Schaffer  
Mrs. Carol Smith  
Mr. William Viox  
Mr. Earl White, Temporary Presiding Officer

COMMISSION MEMBERS NOT PRESENT:

Mr. Barry Neltner

LEGAL COUNSEL PRESENT:

Mr. Dale Wilson

STAFF MEMBERS PRESENT:

Mr. Kevin Costello, AICP, Executive Director  
Ms. Susan Cabot, Historic Preservation  
Ms. Jan Hancock, Secretary  
Mr. John Huth  
Mr. Mitch Light  
Mr. Greg Sketch  
Mr. Kevin Wall, AICP

Approval of the Minutes:

Mr. McKinney stated that each Commission member had received a copy of the Minutes of the January 7, 1998 Business Meeting. He asked if there were any comments or corrections.

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

ACTION ON PLAN REVIEWS:

Mr. McKinney stated that Item #1 and Item #2 would be heard together:

1. Zoning Map Amendment

The request of Al Neyer, Inc. (applicant) for Riverview Real Estate, LLC, Richard Kuchle, Marian Kuchle, and Martha Hollister (owners) to consider a Zoning Map Amendment for 155 acres located along both sides of Ellis Road and along the west side of Point Pleasant Road near Airport Exchange Boulevard, Boone County, Kentucky. The request is for a zone change from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1) to allow an office/light industrial park, Riverview Business Park.

2. Zoning Map Amendment

The request of Al Neyer, Inc. (applicant) for Roy and Valerie Brooks, Dennis Ellis, Patricia Kinman, Michael and Rainelle Quebedeaux, David Thornton and East Kentucky Power Cooperative, Inc. (owners) for a Zoning Map Amendment on a 63-acre site located off Ellis Road, Boone County, Kentucky. The request is to rezone the site from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1).

Mrs. Schaffer stated that she has a possible conflict of interest and left the room at this time.

Staff Member Kevin Wall presented the Committee Report which recommended approval of the requests based on the findings of fact, but subject to conditions (see Committee Report). He stated that the applicant has signed the letter agreeing to the conditions.

There being no discussion, Mr. Caddell moved by resolution to the Boone County Fiscal Court that the requests be approved based on the Committee Report. Mr. Millay seconded the motion. A vote on the motion found all ten voting members in favor. Mrs. Schaffer was not present and did not vote. The motion carried.

Counselor Wilson advised that the request will now go to Fiscal Court and interest parties should follow up with Fiscal Court.

Mrs. Schaffer returned to the meeting at this time.

## COMMITTEE REPORT

TO: Boone County Planning Commission

FROM: Arnold Caddell, Chairman

DATE: January 21, 1998

RE: Request of Al Neyer, Inc. (applicant) for Riverview Real Estate, LLC, Richard Kuchle, Marian Kuchle, and Martha Hollister (owners) to consider a Zoning Map Amendment for 155 acres located along both sides of Ellis Road and along the west side of Point Pleasant Road near Airport Exchange Boulevard, Boone County, Kentucky. The request is for a zone change from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1) to allow an office/light industrial park, Riverview Business Park; and,

Request of Al Neyer, Inc. (applicant) for Roy and Valerie Brooks, Dennis Ellis, Patricia Kinman, Michael and Rainelle Quebedeaux, David Thornton and East Kentucky Power Cooperative, Inc. (owners) for a Zoning Map Amendment for a 63 acre site located along both sides of Ellis Road, and the west side of Point Pleasant Road, Boone County, Kentucky. The request is to rezone the site from Agricultural Estate (A-2) and Employment Planned Development (EPD) to Industrial One (I-1).

### REMARKS:

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

#### Findings of Fact

1. The Committee has concluded that the proposed Zoning Map Amendments and Concept Development Plan are in agreement with the 1995 Boone County Comprehensive Plan's Future Land Use Map which designates large portions of the site, particularly the southern portion of the site, as "Business Park." In addition, the Committee has concluded that the requests are in agreement with specific provisions of the Boone County Comprehensive Plan which state "some office development, consistent with the Airport Exchange Business Park, is appropriate" for the area and that "traffic associated with this development should be directed toward the interstate." These proposals, with the conditions of approval noted herein, will be reasonably consistent the adjoining Airport Exchange Business Park and traffic from the development shall largely be directed toward I-275.

The Comprehensive Plan also states that "industrial development shall be encouraged to locate near railroad lines, highways, the Ohio River, the Airport and on Airport owned land. Industrial districts shall be properly located in advance and thereby lessen any detrimental impact on future adjacent development." The site in question is near I-275 and the Greater Cincinnati/Northern Kentucky International Airport, and is located in an area that has been generally developing in a Business Park manner.

2. Although the center and northern portions of the site are respectively designated as "High Suburban Density Residential" and "Rural Lands" by the Boone County Comprehensive Plan, the Committee has concluded that the existing zoning classification is inappropriate and that the proposed zoning classification is appropriate due to the following reasons: residential development would be relatively isolated due to the surrounding topography and the fact that there are no immediate, substantial residential uses adjacent to the central and northern portions of the site; agricultural uses and/or residential development on these portions of the site would be accessed exclusively through office/industrial development in the southern and eastern parts of the site because there are no other feasible road connections due to topography; and, secondarily, although the site is not within any current or future noise contours, the site is within close proximity to the Greater Cincinnati/Northern Kentucky International Airport and experiences some level of continuous noise.
3. The Committee has concluded that the attached conditions are necessary to achieve consistency with the specific goals, objectives and policies of the 1995 Boone County Comprehensive Plan, particularly the Business Park land use designation and the Future Land Use Development Guidelines stated in the Land Use Element. The Committee has also concluded that the attached conditions are necessary to mitigate any foreseeable community impacts that may be created by the development. The applicant has signed a letter demonstrating agreement with these conditions.

#### Conditions

1. Buildings P and Q which overlook the Constance town site as shown on the revised Concept Development Plan shall be subject to architectural design review by the Planning Commission's staff through the site plan procedure to ensure high quality architectural design that is compatible with the hillside/river bluff environment. Through this review, the applicant shall have an architect provide a sight line analysis, through the use of computer imaging or simulation, of the view of these building sites from KY 8 to ensure that the design of these structures is reasonably integrated with the hillside/river bluff environment and to ensure that the structures are reasonably screened from view as seen from KY 8.
2. The main vehicular entrance to the development shall include the entrance treatment concept that was supplied by the applicant and that is attached to the Concept Development Plan. In addition, street trees shall be provided along both sides of all public streets at a ratio of at least one tree per every 75 feet.

3. The developer shall provide substantial landscape buffering between this project and the adjoining residential uses that are located between Point Pleasant Road and Ellis Road.
4. Freestanding signs on individual lots shall be monument style, use architectural grade materials that correlate to the appurtenant buildings, and shall be limited to 40 square feet in area and 5 feet in height.
5. Lighting restrictions shall be included in the restrictive covenants for the development and shall be subject to approval by the Planning Commission's staff.
6. The relocation of Ellis Road must be approved by the appropriate County authorities.
7. The curb cut for Building X as shown on the revised Concept Development Plan must align with the curb cut for the development of the vacant lot across Point Pleasant Road in the northwest portion of Airport Exchange Business Park.
8. The turn lane improvements for Point Pleasant Road that are identified in the applicant's traffic study shall be constructed along with, and considered a part of, the initial construction of the main road for the development.

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

*Arnold Caddell*  
\_\_\_\_\_  
**Arnold Caddell, Chairman**

For  Against \_\_\_\_\_  
Abstain \_\_\_\_\_ Absent \_\_\_\_\_

*Robert Millay*  
\_\_\_\_\_  
**Robert Millay**

For  Against \_\_\_\_\_  
Abstain \_\_\_\_\_ Absent \_\_\_\_\_

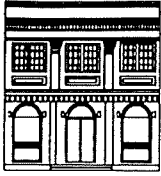
*Michael McKinney*  
\_\_\_\_\_  
**Michael McKinney**

For \_\_\_\_\_ Against \_\_\_\_\_  
Abstain \_\_\_\_\_ Absent

**TOTAL: 2 FOR 0 AGAINST 0 ABSTAIN 1 ABSENT**

# SUPPORTING INFORMATION

# BOONE COUNTY PLANNING COMMISSION



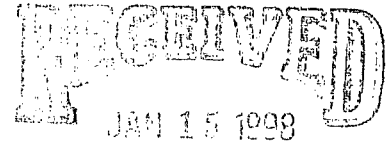
2995 Washington Street, Burlington, KY 41005

606-334-2196

FAX 606-334-2264

E-Mail plancom@one.net

January 14, 1998



Mr. P.J. Hannon  
Al Neyer, Inc.  
3800 Red Bank Road  
Cincinnati, OH 45227

AL NEYER, INC.

FAX: 271-1350

RE: Conditions of Approval for the Two Zone Change Applications to Change the Zoning from A-2 and EPD to I-1 for Approximately 205 Acres Located on Both Sides of Ellis Road and Along the West Side of Point Pleasant Road, Boone County, Kentucky; Al Neyer, Inc., Applicant

Dear Mr. Hannon:

The following represents the conditions of approval for the above referenced application as agreed by the Boone County Planning Commission's Zone Change Committee. If you or another authorized representative acting on behalf of the applicant agree to these conditions, please indicate so by providing the appropriate signature in the agreement stated at the end of this letter. Please return the original signed letter to the Planning Commission's office by 5:00 p.m., Tuesday, January 20, 1998.

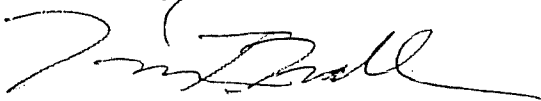
## Conditions

1. Buildings P and Q which overlook the Constance town site as shown on the revised Concept Development Plan shall be subject to architectural design review by the Planning Commission's staff through the site plan procedure to ensure high quality architectural design that is compatible with the hillside/river bluff environment. Through this review, the applicant shall have an architect provide a sight line analysis, through the use of computer imaging or simulation, of the view of these building sites from KY 8 to ensure that the design of these structures is reasonably integrated with the hillside/river bluff environment and to ensure that the structures are reasonably screened from view as seen from KY 8.

Mr. P.J. Hannon  
January 14, 1998  
Page 2

2. The main vehicular entrance to the development shall include the entrance treatment concept that was supplied by the applicant and that is attached to the Concept Development Plan. In addition, street trees shall be provided along both sides of all public streets at a ratio of at least one tree per every 75 feet.
3. The developer shall provide substantial landscape buffering between this project and the adjoining residential uses that are located between Point Pleasant Road and Ellis Road.
4. Freestanding signs on individual lots shall be monument style, use architectural grade materials that correlate to the appurtenant buildings, and shall be limited to 40 square feet in area and 5 feet in height.
5. Lighting restrictions shall be included in the restrictive covenants for the development and shall be subject to approval by the Planning Commission's staff.
6. The relocation of Ellis Road must be approved by the appropriate County authorities.
7. The curb cut for Building X as shown on the revised Concept Development Plan must align with the curb cut for the development of the vacant lot across Point Pleasant Road in the northwest portion of Airport Exchange Business Park.
8. The turn lane improvements for Point Pleasant Road that are identified in the applicant's traffic study shall be constructed along with, and considered a part of, the initial construction of the main road for the development.

Sincerely,



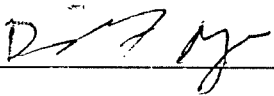
Kevin T. Wall, AICP CDT  
Director, Zoning Services

KTW/vlm

I, D. J. Neyer <sup>D. J. Neyer</sup> (name), Vice President (title) of Al Neyer, Inc., duly authorized to act on behalf of the applicant, do hereby agree to the conditions of approval

Mr. P.J. Hannon  
January 14, 1998  
Page 3

stated above for the Zoning Map Amendments from A-2 and EPD to I-1 for the approximately 205 acres located on both sides of Ellis Road and along the west side of Point Pleasant Road, Boone County, Kentucky

  
Signature \_\_\_\_\_ Date 1/16/98

cc: Jay Bayer, P.E., Bayer & Becker, 261-1710 (fax)

OHIO RIVER

*[Handwritten Signature]*  
Vicki  
Vicki's Company  
10000  
10000

CHARLETTAN  
RIVERSIDE PARK  
BUSINESS PARK



1 of 1

2018



AIRPORT

PROPERTY LINE DETAILS