



HOUSTON - DONALDSON STUDY
BOONE COUNTY PLANNING COMMISSION
2013

2013 Houston – Donaldson Study

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HOUSTON – DONALDSON STUDY

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Chapter One – Introduction

Study Purpose

The intent of the Houston – Donaldson Study is to create or maintain a distinct, mixed employment, commercial, residential, entertainment, and recreational district, and then provide a guide for the provision of adequate infrastructure improvements or for the maintenance of past improvements.

The Study Area is complex in terms of the many factors affecting its development. An area such as this requires a unique study approach. The Houston – Donaldson Study recommends specific land uses and zoning for each site and establishes parameters for the design of potential development on each site. To accomplish this, the Study utilizes Planned Development zoning and a specially designed review process. The review process encourages developers to meet the recommendations of the Study in return for the opportunity to proceed through a shortened review process. This procedure is described in the Development Design and Signage Requirements chapter.

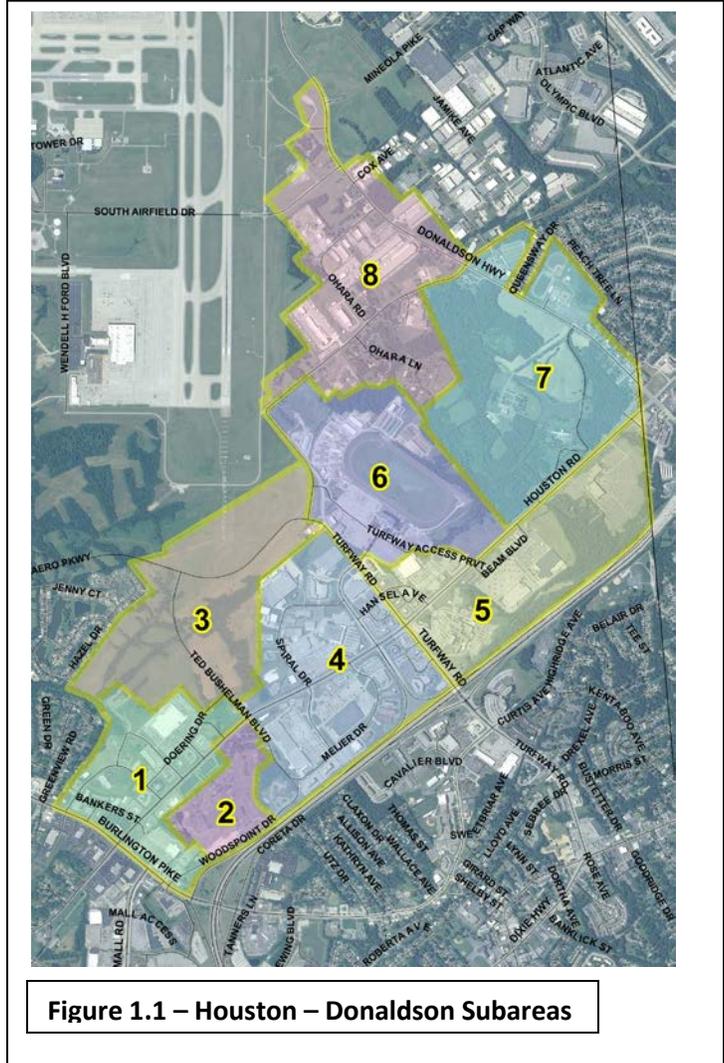


Figure 1.1 – Houston – Donaldson Subareas

The Houston – Donaldson Study Area has been divided up into eight distinct Subareas for the purposes of this study (Figure 1.1). This is because even though this Study looks at the overall well being of the entire Study Area, the characteristics of the different areas mean that a homogenous approach to the entire area will not work.

The entire Study Area is 1,995 acres, as compared to the 1992 Study Area's size of 1,680 acres. The breakdown by Subarea is as follows:

- Area 1 = 178 Acres
- Area 2 = 71 Acres
- Area 3 = 260 Acres
- Area 4 = 305 Acres
- Area 5 = 265 Acres
- Area 6 = 239 Acres
- Area 7 = 362 Acres
- Area 8 = 315 Acres

Background/History

The 1987 Houston – Donaldson Study examined land use, traffic, and water/sewer characteristics of the Study Area. Through meetings with property owners, local officials, and active developers, the Boone County Planning Commission Staff and the Commission's Technical Committee were responsible for the land use portion of the Study, while the traffic and water/sewer portions of the analysis were subcontracted to two separate firms. Pflum, Klausmaier, and Gehrum (PKG) conducted the traffic portion of the Study, while GRW Engineers conducted the water and sewer analysis of the Study. The consultants inserted suggested land uses and infrastructure alternatives into computer models to determine what infrastructure improvements would be necessary to support that particular development scenario. Coordination of the infrastructure analysis and land use recommendations were the responsibility of the Planning Commission staff. The final contents of the Study were the recommendation of the Boone County Planning Commission after review by the Commission's Technical Committee. The methodology included analysis of development and infrastructure support under existing zoning and under two subsequent suggested land development patterns. This process appears as Phases I, II, III in the 1988 Study. Adjustments were made to the types of land uses and to recommended development densities in an attempt to minimize the extensive road system improvement scenarios. Finally, the appropriate development of the area was assisted by the creation of an architectural design review, a special interest sign district and a site by a site description of the development constraints and opportunities for each zone within the Study Area. Natural site characteristics, access, and signage were several of the important items addressed.

The 1992 update of the Houston – Donaldson Study focused on five main actions in order to meet the Study Goals and Objectives, as will this update:

1. Point out the existing traffic conditions and trends in the Study Area, and determine the critical locations in the roadway network that are most in need of improvements.
2. Specify recommended land uses and general use locations for each property within the Study Area as the area continues to develop. Recommend road access locations, driveway connections, landscaping, and design requirements for each site. Examine the feasibility of green space ratios or landscape volume ratios for each site.
3. Propose specific road system improvements in order to handle traffic anticipated by development of the Study Area. This includes major improvements such as new connections or realignments and interchange needs. Define the process for determining traffic impact of individual developments.
4. Refine the architectural review, special sign regulation, and site by site development portions of the Study in response to changes in the Study Area since 1992.
5. Refine the development review process whereby developments that are consistent with the Study are encouraged, and developments that are not consistent are required to prove their appropriateness for the site, and to provide for needed road improvements. This review mechanism needs to include criteria for evaluating specific developments.

Study Update Process

The Houston – Donaldson Study was officially kicked off with a public workshop held on Wednesday, September 26, 2012 at the offices of the Northern Kentucky Area Development District (NKADD) (Figure 1.2). This was a very open ended meeting held in an open house format.

Several good comments were received and the people that attended the meeting voiced their support for the study. The kick off meeting was advertised with a press release as well as direct mailings to all property owners in the Study Area. In addition, the Cincinnati Enquirer did an article prior to the meeting.



Individual background studies were sent to representatives of the major property owners for comments before Staff reviews. After Staff had commented, drafts of the background studies were sent to the Long Range Planning/Comp Plan Committee of the Planning Commission in January 2013. From that point forward, this Committee received monthly updates.

A final public workshop was held on Wednesday, August 28, 2013 at the NKADD offices. This was a more formal meeting and the first public unveiling of the complete draft of the Houston – Donaldson Study.

Overview

Three-quarters of the Houston – Donaldson Study Area has been built out since the 1992 edition of the Study. This development has come with associated infrastructure improvements, such as the connection of Houston Road to Donaldson Highway. The Subareas where developments have occurred have experienced almost a total built out of available land and the businesses and offices that have developed are mostly viable. Most of the commercial development has almost no vacancy as this Study is written and the few vacant and available parcels on Houston Road that were available at the beginning of the writing of this Study were developed before the Study was completed.

In contrast to this, there are two areas, the Airport Property and the Marydale Area, that are almost entirely vacant and available for development. The Airport Property was added to the Study Area for this Study because of the 2012 opening of Aero Parkway and Ted Bushelman Boulevard that opened that land for development. This Study reflects the vision of the Airport for that property, as communicated to Staff after several discussions. The future of development of the Marydale Area is not so clear cut and several different development scenarios are looked at for that property.

The Study Area has a few long term and stable anchor land uses that help to give the Study Area a sense of long term sustainability. These anchors include the CitiBank call center on the north end of the Study Area, the St. Elizabeth hospital campus on Houston and Turfway Roads, and the Fifth Third Bank office building on the south entrance of the Study Area.

The Turfway Park area deserves a special mention. Turfway Park is owned in large part by gaming and casino interests. Turfway is unique because its future is largely tied to Kentucky laws in regards to casino gambling. If Kentucky enables casino gambling, then Turfway is planned on being turned into a “racino”, or a casino that is attached to a horse racing track. A model for this is Thistle Downs in Cleveland, Ohio. If casino gambling is not allowed, then while it is unknown exactly what development may occur, it has been stated by the Turfway representatives that there is no intention to leave the site and that it could continue as a gaming or recreational facility of some kind.

Overall, the general recommendation for the Houston – Donaldson Study Area is to not interfere with the successful businesses that are in operation, make sure any future redevelopment of existing businesses fit into the character of the Study Area, and ensure that new development in the vacant areas will be both successful and aesthetically appropriate for the Houston – Donaldson Study Area.

In addition to the work by the Planning Commission Staff, two companies were consulted on various aspects of the Study Area. TEC Engineering, Inc. was hired to evaluate the traffic situation in the Study Area and to give recommendations for future road construction projects. DiSalvo Development Advisors, LLC was hired to evaluate marketing options for the Study Area. Staff has incorporated appropriate recommendations from these companies’ final reports into the area studies.

Chapter Two – Existing Conditions

Subarea One – South Entrance

Boundaries

Subarea One represents the entryway into the Houston – Donaldson Study Area and is the first thing a traveler sees when entering the Study Area from the south (Figure 2.1). It is bounded by KY 18 on the south, the I-75 entrance ramp and the City of Florence’s World of Golf facility on the east, Ted Bushelman Boulevard on the north, and Airport property and the residential subdivision to the west. Subarea One is 178 acres in size.

Existing Conditions

Subarea One is characterized by a mix of large commercial, small commercial, and office uses. There are no residential uses in Subarea One and none are planned in the future, partially due to the lack of available vacant land and to the proximity of the CVG Airport and its associated noise. The entire Subarea is zoned for either commercial or office uses and shown in the Comprehensive Plan’s Future Land Use map as Commercial.

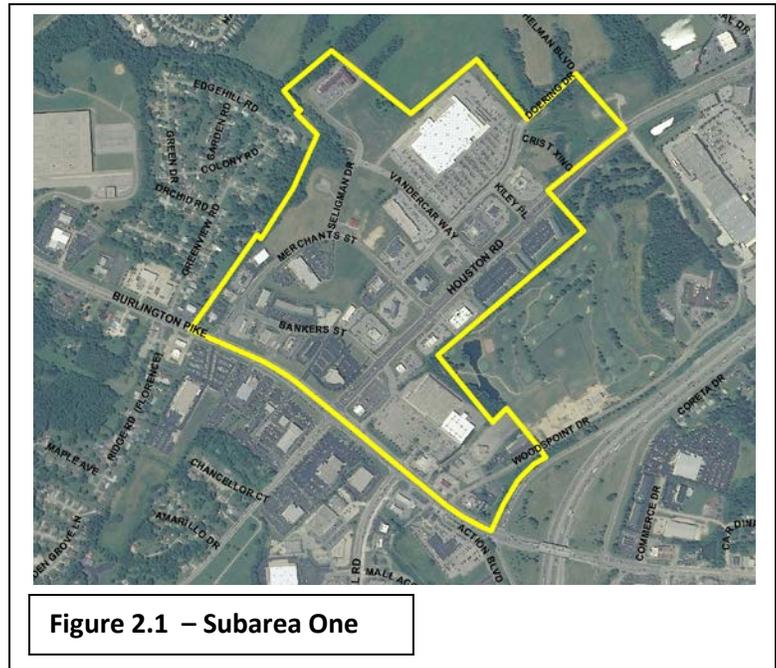


Figure 2.1 – Subarea One

Subarea One is divided laterally by Houston Road, the main north-south thoroughway in the Study Area. Houston Road at this point is a five lane road with bike lanes and sidewalks on both sides. Overall, the Subarea is anchored by three entities; Walmart to the north, Fifth Third Bank to the south, and the Morris Home Center on the eastern portion of the Subarea.

The Subarea is characterized by the use of brick on the exterior of buildings, exceptional internal connectivity, and larger businesses that anchor smaller ones. It contains two named developments, Fuller Square and Merchants Square. Fuller Square includes the Fifth Third Bank building and Merchants Square includes Walmart. These two buildings serve to anchor the north and south end of the Subarea.

The use of masonry on building exteriors is evident as one looks at development in the Subarea since the 1992 Houston – Donaldson Study. The reason becomes evident when the Architectural Design Review standards are reviewed. Criteria 4 – Relationship of Materials requires that the front at least thirty percent of industrial buildings and at least sixty percent of office and commercial buildings consist of, “non-metal material such as but not limited to brick, refined stone, stucco, wood, decorative masonry, or architectural concrete.” This standard has contributed to consistency in the outward appearance of the developments in the area over the last twenty years.



Figure 2.2 – Fifth Third Bank

Even though it was built before the current Houston-Donaldson design standards were put in place, there is one building that demonstrates the current design standards without using brick while also exemplifying the anchor concept. That is the Fifth Third Bank building on the northwest corner of KY 18 and Houston Road. Its exterior is mostly glass (Figure 2.2). The Fifth Third Bank building's exterior architecture, its location at the southern entrance of the corridor, and its status as a business anchor make it a notable focal point of the Subarea.

As noted, the north end of the Subarea is anchored by Walmart (Figure 2.3). Walmart is part of the Florence Marketplace development, a 42-acre site that was developed after the 1992 Houston – Donaldson Study was completed.



Figure 2.3 – Walmart

Walmart is surrounded to the south and east by smaller businesses, mostly restaurants and small stores. To the west of Walmart is Homewood Suites Hilton hotel, as well as a detention basin and the preserved Vaughn Cemetery. The land to the north of Walmart is owned by the Airport.

Subarea One continues to extend east of Houston Road and along KY 18. This area is anchored by the recently redeveloped Morris Home Center/Value City store complex (Figure 2.4). Currently in a state of redevelopment and/or development, the site's former stores have been transformed into the Morris Home Center and the recent and current construction of Red Robin, City Barbeque, and Mike's Car Wash.



Figure 2.4 – Morris Home Center/Value City

At the time of this writing, there were only five vacant parcels for new development/redevelopment in the Subarea. Two of the five

available parcels are near the Morris Home Center. These are two former small businesses and a former gas station to the east of the Morris Home Center. These sites are adjacent to each other and available for redevelopment. Between these parcels and I-75 is the second hotel in the Subarea, a Microtel. The other three are vacant parcels on Merchants Drive.

North of the Morris Home Center and between the World of Golf and Houston Road is the largest office area in the Subarea. This office area is made up of two different developments of office suites; Houston Office Commons and North Houston Office Commons. The few other office uses in the Subarea are mixed among the stores and restaurants that dominate the Subarea.

Land Use & Zoning

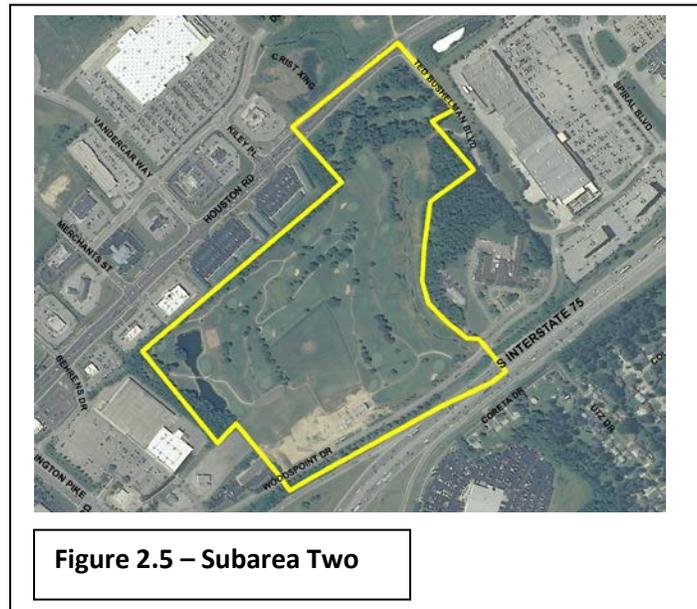
The zoning for the Subarea shows that approximately 80% of the Subarea is under an approved Concept Development Plan. The Zoning Ordinance says, “A Concept Development Plan approval shall be binding upon the future development of the real property in question.” This means that much of the land in the Subarea is not only built out, but is also bound as to what will be built in the future. The two redevelopable properties adjacent to the Morris Home Center/Value City store complex are not under an approved Concept Development Plan.

Overall, it is unlikely that the nature of the Subarea One will change within the 10-year planning horizon of the Houston – Donaldson Study.

Subarea Two – World of Golf

Boundaries

Subarea Two, known as the World of Golf Subarea, consists almost entirely of the World of Golf recreational center. World of Golf is a 63-acre site that is owned by the City of Florence (Figure 2.5). It is a golf facility that offers lessons in the game, an eighteen-hole executive course, a pro shop, a miniature golf course, and a food and beverage facility. The Professional Golfers Association (PGA) recently named the World of Golf facility one of the top 100 places to learn the game of golf. Including the wooded vacant parcel on Woodspoint Drive that is adjacent to World of Golf, the entire Subarea is 71 acres in size, the smallest Subarea in the Houston – Donaldson Study Area.



Existing Conditions

Subarea Two is characterized by the World of Golf recreational center. There are no residential uses in the Subarea and none are planned in the future. The entire Subarea is zoned for recreational uses and shown in the Comprehensive Plan’s Future Land Use map as Recreational.

Although World of Golf has frontage on Houston Road, it is accessed via Woodspoint Drive. Woodspoint Drive forms the east boundary of the World of Golf facility while Ted Bushelman Boulevard forms the

north boundary. World of Golf is bounded by Houston Road on the west and the Morris Home Center to the south.

Land Use & Zoning

The zoning for the entire Subarea is shown as Recreation with a Planned Development overlay (R/PD). This is the appropriate zoning for the Subarea and in line with both its current use and the Future Land Use map.

Background

The City of Florence purchased the site, known then as the World of Sports in April 1991. In 2000, the City of Florence identified the property as a potential location for a life-style center type development concept. During the analysis of that concept, the City recognized that such a development could have a detrimental impact on the aging Mall Road retail district and, in 2002, made the decision to retain ownership of the World of Sports property.

A DHL airplane crashed near the location of Hole 3 of the World of Sports site on August 13, 2004. The crash caused substantial damage to the golf course in the vicinity of the crash site including soil contamination and remediation. Reconstruction of the golf course in the vicinity of Hole 3 was completed by spring 2005. During that same summer, the City evaluated the feasibility of continuing the operation of the fitness facility at World of Sports.

In March 2006, the City issued a Request for Proposals (RFP) to development professionals that would have allowed for the redevelopment/reuse of a portion of the World of Sports property. The City of Florence was looking for proposals that included commercial uses, office uses, and/or residential uses in any combination. The RFP also requested that proposals for the property provide for a 9-hole golf course, a clubhouse, a lighted driving range, and an 18-hole miniature golf course. Two proposals were received in May, but both were found to be inadequate and were rejected by the City. At that time, the City made the decision to retain all of the golf course and improve the outdated facility to an acceptable modern standard.

The City hired a consultant in February 2007 to analyze the future utilization of the World of Sports property. The result of this study was a recommendation not to pursue development of the property. It was anticipated that the recommendations made by the consultant would enhance the attendance and increase revenue potential at the World of Sports.

Based on the 2007 analysis, the City hired a consultant in 2008 to develop improvement plans for the World of Sports property. Through an interactive process with City staff, the design consultant established plans for improvements and identified an area for possible future expansion. Design drawings were finalized during the summer



Figure 2.6 – World of Golf

of 2009 and the project was bid out in late July of that year. Ultimately, a contract was awarded to Mark Spaulding Construction in early 2010. This led to the demolition of the former World of Sports facility late winter/spring of 2010 and the construction of the new facilities throughout the rest of 2010 and early 2011.

During the construction process the City decided to change the name of the facility to World of Golf to more closely reflect the history and future focus of the facility moving forward to The World of Golf (Figure 2.6). The newly constructed World of Golf opened for business in March 2011, leading to the facility as it appears today.

Future Conditions and Amenities

The World of Golf Subarea is shown in the Boone County Comprehensive Plan's Future Land Use map as Recreational. The City's investment into the World of Golf facility and the Subarea's planned future use indicate that the land use will not change in the near future. There is a community value of having such a large active recreational greenspace within a city's borders and supports its future use.

Subarea Three – Airport Property

Boundaries

Subarea Three, known as the Airport Property Subarea, was added to the Study Area for the Houston – Donaldson Study because the recent opening of Aero Parkway and Ted Bushelman Boulevard make this property accessible where it was not in the past. This Subarea is unique in that it is only made up of four parcels, in addition to the right-of-way for Aero Parkway and Ted Bushelman Boulevard (Figure 2.7).

The Subarea is bound by airport property and the Crestview Lakes Mobile Home Park to the west, Turfway Road to the north, and Turfway Business Park and Merchants Square to the east and south. The Airport Subarea is 260 acres in size.

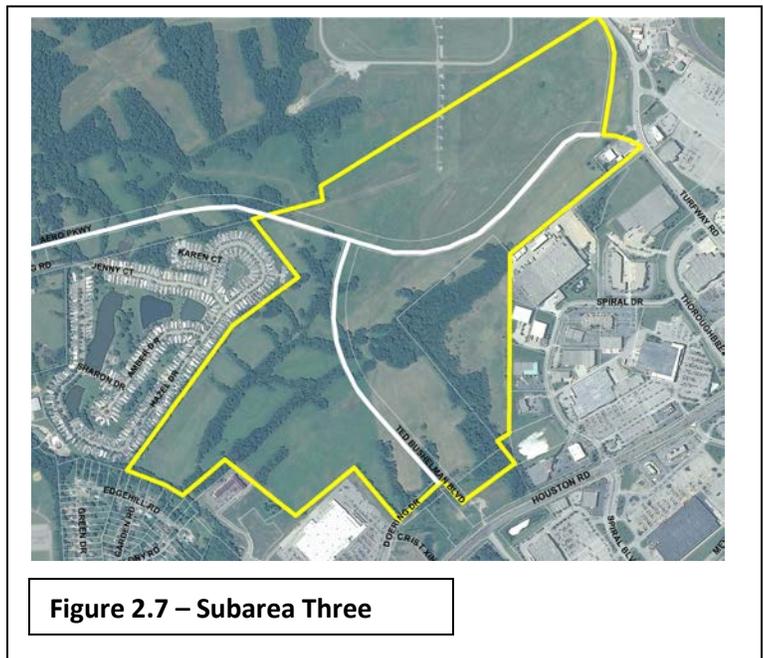


Figure 2.7 – Subarea Three

Existing Conditions

Unlike most of the rest of the Houston – Donaldson Study Area, the Airport Property Subarea is extremely open and available for development. Apart from the county's right-of-way, only two parcels have been developed. Both of those parcels were built on because of the expansion of the ZF Steering Systems facility (Subarea Four), who leases the land from the Kenton County Airport Board. The Kenton County Airport Board is the only land owner in the Subarea, apart from the county who owns the right-of-way to Aero Parkway and Ted Bushelman Boulevard. Other than the ZF Steering Systems expansion, the Subarea is vacant.

Land Use & Zoning

The entire Subarea is zoned Airport District (A), which allows for commercial, office, and industrial uses that serve airport users, hotels, and other uses as allowed in the Industrial One district. This means that the property is properly zoned for commercial, light industrial, or office development that could be supportive of and compliment the airport. This is supported by the Future Land Use designations on the property, which are Business Park on the west and Industrial on the east. All development in the Subarea is subject to the Airport’s Runway Protection Zone.

The opening of Aero Parkway and Ted Bushelman Boulevard means that the Airport Property Subarea has one of the strongest non-motorized facilities in the entire Houston – Donaldson Study Area. A ten-foot wide detached multi-use path was constructed when the roads were built and it runs the entire length of Aero Parkway and Ted Bushelman Boulevard for a total of over two and a half miles of non-motorized facilities. This trail is the first leg of the proposed “Friends of CVG Trail” (private non-for-profit local community group), a proposed 22-mile paved trail that is envisioned to eventually completely circle CVG Airport.

Future Conditions and Amenities

This is one Subarea in the overall Houston – Donaldson Study Area that could see major changes in the planning horizon of the Houston – Donaldson Study. It is unlikely to remain mostly vacant now that Aero Parkway and Ted Bushelman Boulevard are open. The zoning and the Future Land Use designations on the Airport Subarea are consistent with the future land use plans incorporated in the Airport’s draft 2035 Master Plan Study (as of 12/15/2012). The Planning Commission has met with Airport officials several times to discuss future plans for this area. Future plans by the airport include redevelopment of this property consistent with the zoning and the Future Land Use designation, primarily through the leasing of property versus sale, similar to the agreement with ZF Steering Systems. The opening of Aero Parkway and Ted Bushelman Boulevard increases the marketability of this property.

The Airport Property Subarea will be highly visible. It is estimated by Boone County that approximately 49,000 vehicles per day will use Aero Parkway within twenty years. Therefore, development should be made to conform to airport requirements and community design standards to achieve an aesthetically pleasing and homogeneous appearance. In addition, development needs to respect the Runway Protection Zone.

Any future development and/or redevelopment in the Subarea should conform to existing stormwater standards that help protect the Gunpowder Creek



Figure 2.8 –Subarea Four

watershed. This should especially apply to runoff, which should be made to mimic predevelopment flow. Furthermore, future development of the Subarea should follow design guidelines to create an aesthetically pleasing industrial/commercial/office park setting.

Subarea Four – Turfway Business Park/Houston Lakes

Boundaries

Subarea Four, known as the Turfway Business Park/Houston Lakes Subarea, is made up almost entirely of two commercial developments separated by Houston Road (Figure 2.8). Turfway Business Park is on the west side and Houston Lakes is on the east. In addition to the business parks, the Subarea includes the Bridgepoint Care and Rehabilitation Center, formerly the Woodspoint Nursing Home, just south of Houston Lakes.

The Subarea is very clearly bounded. The western border of the Subarea is the airport property, as defined in the Airport Property Subarea report. The north boundary is Turfway Road. The east boundary is I-75. The Subarea is bound to the south by the World of Golf facility, as defined in the World of Golf Subarea report. Overall, the Turfway Business Park/Houston Lakes Subarea is 305 acres.

Existing Conditions

Subarea Four is characterized by a mix of large commercial, small commercial, light industrial, and office uses. There are no residential uses in the Subarea and none are planned in the future. The entire Subarea is zoned for either commercial, light industrial, or office uses and shown in the Comprehensive Plan's Future Land Use map as generally Commercial on the eastern three-quarters of the Subarea and Industrial on the western quarter, along with a small piece of Institutional where the Bridgepoint Care and Rehabilitation Center is located.

The Subarea is divided laterally by Houston Road, the main north-south throughway in the Study Area. Houston Road at this point is a five lane road with bike lanes and sidewalks on both sides, although the sidewalk and the bike lane on the east side of Houston Road terminate at Thoroughbred Boulevard (Figure 2.9).

The development in the Subarea is entirely non-residential and transitions from commercial and office to light industrial from the east to the west. All of the Subarea east of Houston Road has been developed as commercial and office and is anchored by the Meijer supermarket.



Figure 2.9 – Northbound Sidewalk Deficiency



Figure 2.10 – Unfinished Retail Complex

Meijer is the focus of the Houston Lakes commercial development. Meijer is flanked to the south by a commercial strip center that includes Home Depot, Haverty's, Joann's Fabrics, and Kohl's.

Meijer is surrounded by office-related development to the south and east, including three large Class A office buildings. This development represents some of the best opportunity for new business in the Subarea, as they are either unfilled or have not been completed (Figure 2.10). Businesses that have been successful in this area include LA Fitness (the former Urban Active facility) and the University of the Cumberland.



Figure 2.11 – Sam's Club

The commercial in the Turfway Business Park is anchored by a Sam's Club (Figure 2.11). Sam's is surrounded by several stores and restaurants, which includes a strip commercial center that includes Half Price Books, Guitar Center, Babies "R" Us, and Michael's Crafts.

Although there is some redevelopment opportunity, there is very little new development opportunity in the Subarea. At this time, there is only one vacant parcel in the Subarea, located at the northeast corner of Ted Bushelman Boulevard and Houston Road. There is some redevelopment opportunity and opportunities for office-related businesses to locate into the Subarea, particularly on the east side of the Subarea on Meijer Drive, behind the Meijer supermarket.

All of the land east of Houston Road is zoned either Office One or Office Two, although it is all shown on the Future Land Use map as Commercial, with the exception of the Bridgepoint Care and Rehab Center, which is future land use planned for Public/Institutional.

The land that fronts on Houston Road to the west is all zoned commercially and future land use planned for Commercial. The property behind that, which is the industrial use area, is zoned Industrial One (I-1/PD/CD) and future land use planned as Industrial.

Land Use & Zoning

The zoning for the Subarea Four shows that almost the entire Subarea is under an approved Concept Development Plan. The only areas that are not subject to a Concept Development Plan are the

development between Thoroughbred Boulevard and Turfway Road and the Bridgepoint Care and Rehabilitation Center. The Zoning Ordinance says, “A Concept Development Plan approval shall be binding upon the future development of the real property in question.”

Interchanges

The Turfway interchange is in this Subarea, and although the Study Area is served by three interchanges, this is the only interchange that is actually within the Study Area (Figure 2.12). The interchange is a complicated combination that involves Thoroughbred Boulevard and Turfway Road.

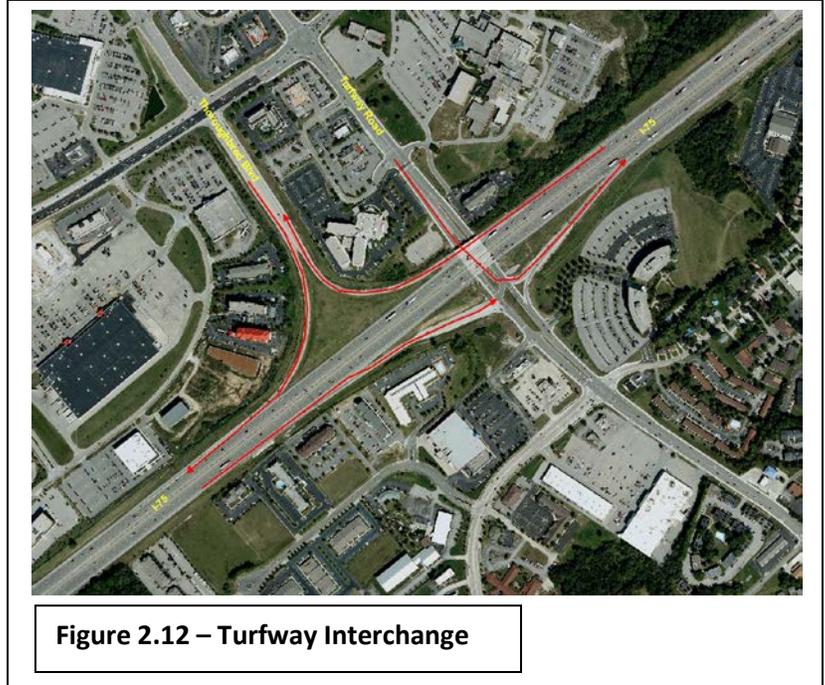


Figure 2.12 – Turfway Interchange

Travelers who wish to travel north must enter I-75 from Turfway Road on an entrance ramp east of the highway, meaning that to enter I-75 from the west, you have to drive under the highway. To enter southbound I-75, a traveler has to enter from the west via an entrance ramp from Thoroughbred Boulevard.

Travelers on southbound I-75 who exit onto Thoroughbred Boulevard will travel west toward Houston Road and Turfway Park. It is impossible to exit from the southbound lane on I-75 and directly head east. Travelers on northbound I-75 must exit at Turfway Road, where they now have the choice to turn west into the Study Area or east away from the Study Area.

Overall, it is unlikely that the nature of the Turfway Business Park/Houston Lakes Subarea will change within the planning horizon of the Houston – Donaldson Study. Although there are some development opportunities available, most of the changes in the Subarea are anticipated to be through redevelopment of land. In any case, any future development and/or redevelopment in Subarea Four should be made to conform and blend in with existing built environment. This means that new developments should visibly complement existing development and that future development and/or redevelopment should be of a commercial or office type of land use, as this is neither a light industrial nor a residential area. In addition, future development and/or redevelopment should also be made to conform to stormwater standards to help protect the Gunpowder Creek watershed.

The St. Elizabeth campus is generally divided into three zones. Zone 1 contains the main entrance, a medical office building, and a professional building. Zone 2 is the emergency section and community outreach. Zone 3 is outpatient.

Services offered at the St. Elizabeth campus include endoscopy, intensive care, physical and occupational therapy, respiratory care, sleep disorders, cardiology, and radiology. St. Elizabeth Healthcare has recently invested in the improvement of the inside of the facility. St. Elizabeth has also indicated that they may further develop their campus in the future and build a new medical office building, similar to the existing one. The Planning Commission fully expects St. Elizabeth to be a presence in the Study Area well into the future.



Figure 2.14 – St. Elizabeth Campus

Saratoga Square/Houston Commons

St. Elizabeth is generally flanked to the west by the Saratoga Square and Houston Commons commercial centers. Houston Commons is the larger of the two and is anchored by a Target. Saratoga Square does not have a big box anchor of its own. Both Saratoga Square and Houston Commons contain several smaller commercial and office developments, including a Marriott hotel, a Red Roof Inn, Chase bank, a ReMax office building, the Sibcy Cline office building, as well as several restaurants.

The architecture of the Saratoga Square/Houston Commons section of Subarea Five is diverse and lacks the uniform appearance of other areas in the Study Area.

There is little opportunity for new development in the Saratoga Square/Houston Commons section of Subarea Five. There is one vacant parcel located, about half an acre in size, on Turfway Road adjacent to the Marriott that could be built out as a small commercial or office building. Overall, the entire Saratoga Square/Houston Commons section of Subarea Five is under an approved Concept Plan.

Turfway Square

The other commercial section of Subarea Five is Turfway Square. This commercial area is anchored by a Lowe's, but also contains a Garden Ridge. Garden Ridge is attached to a vacant mid-level commercial site that is available for occupancy. Several commercial developments front Houston Road in front of Lowe's and Garden Ridge, mostly restaurants, one of which is vacant and available for redevelopment. The entire Turfway Square



Figure 2.15 – Beam Boulevard Stub

section of Subarea Five is under an approved Concept Development Plan.

The north end of Turfway Square has a vacant parcel available for development. Beam Boulevard, the local internal circulation street for Turfway Square, was built to stub out at the edge of this vacant parcel (Figure 2.15), which is zoned Commercial subject to an Approved Concept Development Plan. It is also designated as Commercial on the Future Land Use map, again the same as the rest of Turfway Square. It is therefore anticipated that development of this property would look similar to the existing commercial development in Turfway Square. The owner of the property is the same company that owns Turfway Park (Subarea Six).

When development on this property occurs, Beam Boulevard should be extended to give access to the entire parcel. It may be possible to then turn Beam Boulevard to the west and create a new intersection with Houston Road. This would give improved traffic circulation to Turfway Square. In addition, the non-motorized transportation system in Turfway Square should be improved when this parcel is developed.

Citi Bank Call Center

The last section of Subarea Five is the Citi Bank Call Center (Figure 2.16), an office land use that anchors the north end of Subarea Five. This is a large office campus that includes the 118,400 square foot office building, as well as the forested area on the south end of the property, which contains private walking trails for the Citi Bank employees. The Citi Bank call center is the only part of Subarea Five that is not under an approved Concept Development Plan. However, it is unlikely that the nature or use of the Citi Bank call center is going to change significantly in the planning horizon of the Houston – Donaldson Study.



Figure 2.16 – Citi Bank Call Center

Future Conditions and Amenities

Most of Subarea Five has been developed, although there is still some new development potential. This potential new development is concentrated on the parcel between the existing Turfway Square and the Citi Bank call center. Most of the changes that Subarea Five will see in the future will be around the redevelopment of existing properties, such as the Garden Ridge storefront. Whether changes come in the form of new development or redevelopment of existing properties, efforts should be to follow existing stormwater regulations.

Although it is neither in the Houston – Donaldson Study Area nor in Boone County, the Subarea is served by the Donaldson Highway/I-75 interchange. That interchange is considered to be inadequate for the needs of the area. It is confusing to drivers, contains potentially dangerous merge movements, and makes no provisions for pedestrian traffic wishing to cross from one side of the interchange to the other. It would be a great benefit to the Subarea, as well as the entire Study Area, if that interchange were to be redeveloped in the future.

It is likely that the nature of Subarea Five could somewhat change within the planning horizon of the Houston – Donaldson Study. Although Saratoga Square, Houston Commons, the Citi Bank call center, and the St. Elizabeth campus are stable developments and unlikely to significantly change in the near future, there is significant redevelopment opportunity in the Turfway Square commercial development, as well as an opportunity for new development on the north end of the site adjacent to the Citi Bank call center property.

Subarea Six – Turfway Park

Boundaries

Subarea Six consists of the Turfway Park horse racing facility and several outlots, all together a total of 239 acres. Turfway Road forms much of the western and northern boundary of Subarea Three, with the Marydale property and Houston Road to the east, the Houston Commons commercial development to the south, and church and residential properties to the north (Figure 2.17). At 196 acres, Turfway Park is the largest single parcel in Subarea Six. An additional 20 acres of undeveloped property on the southeast side of the track is under the same ownership. The remaining properties include the Northern Kentucky Association of Realtors and Danberry Cinemas. Turfway Park began in 1959 as Latonia Racecourse and was named after the original track of the same name which operated from 1882 to 1939 in Latonia, which is now the south end of Covington. The name was changed to Turfway Park when it was purchased in 1986. The property was sold again in 1999. Turfway Park ownership is now split between the non-profit Keeneland Association and Caesars Entertainment.

In 2005, Turfway Park became the first North American equestrian track to install the all-weather synthetic racetrack surface known as Polytrack on the park's 1 mile oval. Turfway is currently one of only four facilities with Polytrack in the United States. The Polytrack surface allows racing in all weather conditions and Turfway's track condition is always listed as "Fast." In addition to the track, Turfway has a fully enclosed



Figure 2.17 – Subarea Six



Figure 2.18 – Turfway Park Grandstand

5-story grandstand (Figure 2.18) and stabling for horses. Although live racing at Turfway has been reduced in recent years, the park is open year-round for simulcast racing and employs about 100 people, with that number swelling to over 300 during live racing meets.

Existing Conditions

Most of Subarea Six has been leveled and/or filled over time and there is very little topographic relief. The Turfway Park grandstand is the most dominant feature on the landscape, followed by the parking areas to the south of it. In terms of surface area (roughly 55 acres), the largest single feature in Subarea Six is the racecourse oval, complete with its infield and the shallow lake within the oval, which lies low on the landscape and is not visually imposing. An arc of mixed woods and mowed fields wraps around Turfway Park along much of the west, north, and east sides, providing some buffering to adjacent land uses.

Like much of the developed land in the Houston – Donaldson Study Area, Subarea Six has a great deal of impervious surface. Over one third (approximately 84 of 239 acres) of the area is either paved asphalt parking or rooftop. The largest contiguous portion of paved area is the 30-acre Turfway Park parking lot, a portion of which also serves Danberry Cinemas. The stabling and support areas to the west and north of the racecourse are nearly as large but are a mix of rooftop and asphalt.

With the exception of about 15 acres on the west end of the property, Subarea Six drains into the 12.4 square mile Dry Creek Watershed. Most of the soils in this watershed have slow infiltration rates when wet and all are ranked either highly erodible or fairly erodible (NRCS, 2006). The Dry Creek Watershed is the second most highly developed watershed in the NRCS North Study Area of Boone, Kenton, and Campbell counties (see Dry Creek Watershed Characterization Report, 2009). Approximately 15 acres at the west end of the Turfway Park property drain into the Gunpowder Creek Watershed, which has been ranked “C” by the Kentucky Division of Water.

Land Use & Zoning

There are only three zoning districts represented in Subarea Six, the most prominent being Recreation (R/PD), which covers all of Turfway Park as well as Danberry Cinemas. The 2.5-acre NKY Realtors parcel is zoned Industrial One (I-1/PD/CD) while the 20.5 acres of undeveloped property owned by Caesars on the southeast side of the race track is zoned Commercial Two (C-2/PD/CD). This parcel is part of a larger area subject to a zone change and Concept Development Plan proposed by Carroll Properties, Inc., and approved by the Boone County Planning Commission in 1990. The approved plan included a 165,000 square foot “Entertainment/Mini Convention Center” on this parcel with 840 parking spaces, which was never built. The other 100+ acres of the approved plan is located (in Subarea Five) south of the parcel in question and/or across Houston Road, and has been developed per the approved plan with a mix of commercial development including retail, restaurants, hotels and office space.

With the exception of the Danberry Cinemas site, all of Subarea Six is classified as Recreation on the Current Land Use Map. The 2035 Future Land Use map is nearly identical, except that the NKY Realtors site is now shown as Commercial.

Future Conditions and Amenities

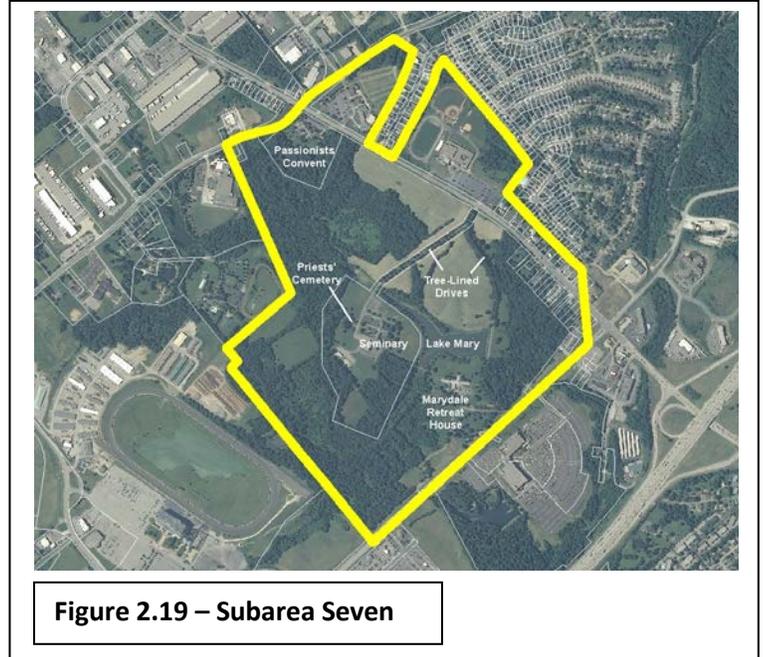
The future of Subarea Six is closely tied to that of Turfway Park. The owners of Turfway remain committed to horse racing but are also prepared to move forward with a business plan that adds a casino and entertainment complex to the property, should Kentucky approve casino gambling. This business plan, which is entirely internal to Caesars Entertainment and has yet to be publically presented,

includes their 20 undeveloped acres on Houston Road which was previously approved for an entertainment and convention center in 1990.

Subarea Seven - Marydale

Boundaries

Subarea Seven includes the largest group of contiguous undeveloped properties in the Houston – Donaldson Study Area. The area encompasses 362 total acres and is roughly bounded by Houston Road on the east, Donaldson Highway on the north, Turfway Park to the south, and Turfway Rd, Perfetti Van Melle, and the Gallenstein family compound to the west (Figure 2.19). Subarea Seven includes the 39-acre Marydale Retreat Center and 226 acres of the former Camp Marydale, which appears largely as it did when the camp was operating. Three other Diocesan properties are also found in Subarea Seven, including the Passionists Nuns Convent (12 acres), Mary Queen of Heaven Church and School (15.7 acres), and the St. Henry High School campus (33 acres). Several smaller commercial lots are found in the northeastern corner of the area along the intersection of Houston Road and Donaldson Highway. Portions of two older residential subdivisions (Ranch Hill #2 and Marydale), including less than a dozen houses, are located on the north side of Donaldson Highway, opposite the Marydale property. Some of these houses have been converted into businesses.



History of Development in Subarea Seven

The history of the various sites in Subarea Seven helps to understand the current land uses and implications for the area's future.

The site with the richest history in Subarea Seven is Marydale. The Marydale Retreat Center began in 1946 with the purchase of the "Williamsdale" family farm and several surrounding properties which together totaled approximately 400 acres. Two lakes were built and 1947 marked the first camping season at Camp Marydale.

Concurrently, one of the original Williams Family houses on the property was remodeled as a convent for the Order of



the Nuns of the Most Holy Cross and Passion of Our Lord Jesus Christ, later known as the Convent of the Sacred Passion. The present "Passionists" convent in the northwest corner of Subarea Seven was dedicated in 1951 (Figure 2.20).

Prior to the early 1950's, a renovated horse barn known as Madonna Lodge served as a seminary, high school, and religious retreat center. These functions were transferred to the single story ranch-style brick Marydale Retreat House in 1957. Plans for a permanent seminary began the following year and seminarians moved into the large brick Seminary of St. Pius X in 1960 (Figure 2.21). Both structures were designed by the well-known local architectural firm of Betz and Bankemper, the latter of which went on to a long career of commissions with the Covington Diocese.



Figure 2.21 - Seminary of St. Pius X, 1960

Marydale's facilities and programming grew through the 1960s and 1970s with the addition of a swimming pool, "The Timbers" and "Saga Lodge," and other facilities. The summer camps were very popular in the region into the 1980s and many locals spent parts of their summers there. For many years, Marydale's success generated income for the Diocese.

In the 1980s, the state began pressuring the Diocese to allow the extension of Houston Road to the north. The Diocese ultimately sold off the eastern portion of Camp Marydale. These were on the eastern side of the 1992 Houston Road extension. The end of the camping programs and loss of income-producing facilities led to staff reductions which foretold the downfall of Camp Marydale. The Diocese sold a further 226 acres of the Marydale property to private interests in 2005.

Marydale's presence spurred the Diocese of Covington to locate other facilities in the area, including Mary Queen of Heaven. The parish began meeting in the Passionists Nuns convent in 1955 and, in 1957, moved across Donaldson onto their own campus, which included the convent. The site has changed over the years and currently includes a church, elementary school, library and gym. The Diocese relocated St. Henry District High School to 33 acres of former Marydale property on the north side of Donaldson in 1997. The school serves seven parishes in the area, including Immaculate Heart of Mary, Mary Queen of Heaven, St. Paul, and St. Timothy in Boone County.

In addition to the various Diocesan properties in Subarea Seven, the older subdivisions located near the Houston-Donaldson intersection were platted in the 1950s. At one time, there were 6 residential subdivisions in the vicinity. However, most of the lots on the south side of Donaldson have since changed hands and the houses demolished or replaced by businesses, only three of which (L&N Federal Credit Union, Performance Tire, and Doctors Urgent Care) remain open in 2013.

Existing Conditions

The most striking element of Subarea Seven is the 300-acre former Camp Marydale. The formal entrance to the site is a tree-lined driveway off Donaldson Highway directly across from the St. Henry campus entry (Figure 2.22). The driveway quickly forks into two longer driveways, both of which are also lined with mature hardwood trees. One turns left to the former Marydale Retreat House, the other bends right toward the former seminary. Both driveways meander across the landscape, offering glimpses of the site's other features on the way to their respective destinations.



Figure 2.22 – One of Two Scenic Tree-Lined Drives at Marydale

The road to the Retreat House crosses over the dam for Lake Mary (the larger of the two lakes originally built for Camp Marydale; the other lake is on the east side of Houston Road). The Retreat House is a rambling, ranch-style building of buff brick with a prominent cross-gable facing out toward Lake Mary. The building is accessed from the rear, where there is parking.

The road to the seminary passes through open fields and climbs a low ridge before descending to a stone-walled bridge over the north fork of Lake Mary. The Seminary is a massive 3-story brick structure with details such as quoins, engaged columns, and gable-end dentils in stone. There are multiple wings and a rear gymnasium (Bishop Mulloy Memorial Gymnasium) addition, which is attached to the main building via a pedestrian skywalk. The primary architectural style is Neo-Classical, with minor Georgian Revival and even Romanesque elements, such as the series of arches along the northwest wing. The most striking feature of the building is the colonnaded Greek temple form formal entrance which features massive brass-bound doors. The red brick bell tower above has a columned stone cupola and narrow, copper-sheathed pyramidal spire that extends into a brass cross.

The driveway circles the building and provides access to the Marydale Priests Cemetery as well as the gym and maintenance area in the rear. The drive along the east side of the Seminary offers a surprisingly sweeping and scenic vista across Lake Mary toward the Retreat House. Views like this make it clear that the Marydale Campus was designed to take advantage of the landscape.

The Marydale Priests Cemetery is sited on a hill immediately west of the seminary and has a clear landscape design. While the first burial is dated 1962, the cemetery is still active. The most recent burial occurred in October, 2012. The cemetery is accessed by a concrete walkway that climbs the hill from the seminary. The walkway encircles a marble statue of Pope Pius X at the entrance to the cemetery and then diverges into: (1) an oval walkway that encircles the cemetery and (2) a narrower cruciform path that enters the center of the cemetery. The outer walkway follows the 14 Stations of the Cross in a clockwise pattern. The stations are mosaic panels of gilt and multi-colored tile set into masonry pillars of rusticated sandstone. The walkway encircles 66 burials arrayed in a series of concentric ovals that radiate out from the crossing in the central path. The central path terminates at a stone altar located on the interior (west side) of the oval.

Marydale is located along the southwest edge of the 12.4 square mile Dry Creek Watershed, which drains generally north into the Ohio River. Lake Mary and the entire Marydale property drains to the east into West Fork Dry Creek, the only major tributary of Dry Creek. Most of the soils in this watershed have slow infiltration rates when wet and all are ranked either highly erodible or fairly erodible (NRCS, 2006). The Dry Creek Watershed is the second most highly developed watershed in the NRCS North Study Area of Boone, Kenton, and Campbell counties. The 2009 Dry Creek Watershed Characterization Report notes that, aside from the steep slopes adjacent to Dry Creek, Marydale is one of the few undeveloped areas in the watershed.

Land Use & Zoning

Subarea Seven has a range of current land uses. The least prominent are Commercial and Residential, which are confined to the rows of parcels fronting on Houston and Donaldson in the east end of the area. All five of the Diocesan sites (Mary Queen of Heaven, Passionists Nuns Convent, St. Henry, Marydale Seminary, and Marydale Retreat House) are shown as Public/Institutional on the Future Land Use map. The remainder of the former Marydale acreage is either Agriculture/Open Space or Woodland.

In 2002, the Planning Commission through the Long Range Committee approved a Concept Development Plan (CDP) for the Marydale Property. The plan encompasses a series of parcels totaling 133.63 acres arrayed in an arc around the Seminary and Retreat House, all with frontage directly on Houston Road or Donaldson Highway. From southeast to northwest, the parcels and proposed uses include:

- Parcel A: 31.81 acres along the southern Houston Road frontage planned for “office complex” uses with 350,000 square feet of building area proposed;
- Parcel B: 24.62 acres along the northern Houston Road frontage planned for “corporate offices” with 145,000 square feet of proposed building area;
- Parcel C-1: Part of a larger 39.5-acre area in the northeast part of the property planned for “office building” with 240,000 square feet of proposed building space;
- Parcel C-2: Second part of the 39.5-acre area, planned for “corporate office” with 70,000 square feet of building space;
- Parcel D: 3.9 acres on the east side of the existing Marydale entrance off Donaldson Highway planned for “office building” with 48,000 square feet of building area;
- Parcel E: 12.15 acres on the west side of the existing Marydale entrance planned for “corporate offices” with 165,000 square feet of building area;
- Parcel F: 21.65 acres across from Queensway Dr. with proposed for “corporate offices” with 300,000 square feet of building area.

In addition to the general concepts outlined for the six individual parcels outlined above, the Concept Development Plan proposed retaining the existing 150,000 square feet of the “Catholic Center Area,” and adding 35,000 square feet of future building to be “compatible with/complimentary to the existing Catholic Center.” The Concept Development Plan also proposed 3 new shared access points on Houston Road and one new access on Donaldson Highway across from Queensgate Drive. The Concept Development Plan depicts both of the existing tree lined drives and states that existing “evergreen buffers” on the north side of Camp Mary and northeast of the Retreat House would be preserved. The drive over the Camp Mary dam would be retained for “pedestrian, emergency, & private access only.”

Subarea Eight – Turfway Road/Donaldson Highway

Boundaries

Subarea Eight is primarily served by Donaldson Highway, but it is also intersected by Turfway Road and O’Hara Road. It is home to several industrial land uses, as well as the CVG Airplane Viewing Area.

The original boundary of the Houston – Donaldson Study ends on Donaldson Highway just north of O’Hara Road and includes the current Cook Enterprises site. The new update of the Houston – Donaldson Study extends this boundary north along Donaldson Highway to include Industrial-zoned properties at the intersection with Cox Avenue on the northeast side of the road as well as including the CVG Airplane Viewing Area on the east side of the road (Figure 2.23). This extended boundary would create a defined entrance into the Houston – Donaldson Study Area from the north. The undeveloped property in this stretch is owned by the Kenton County Airport Board

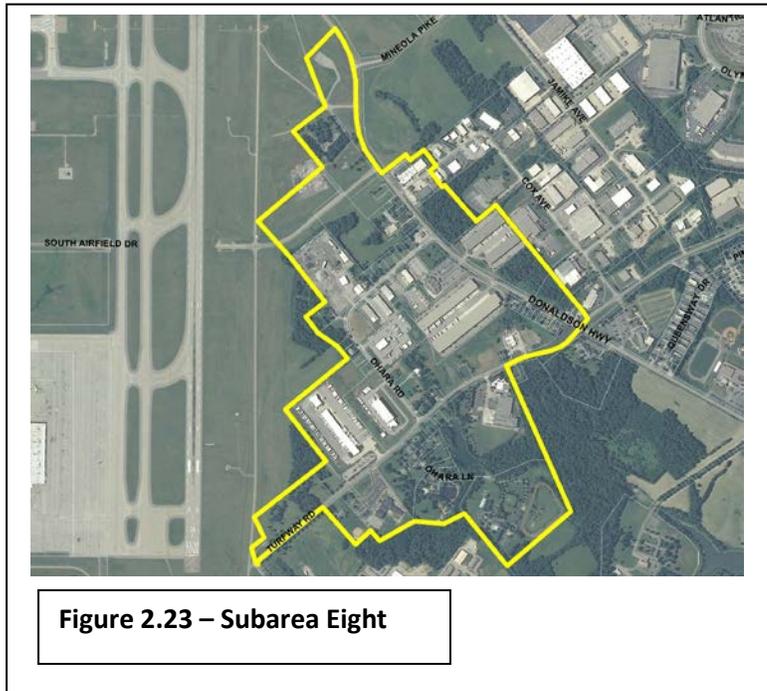


Figure 2.23 – Subarea Eight

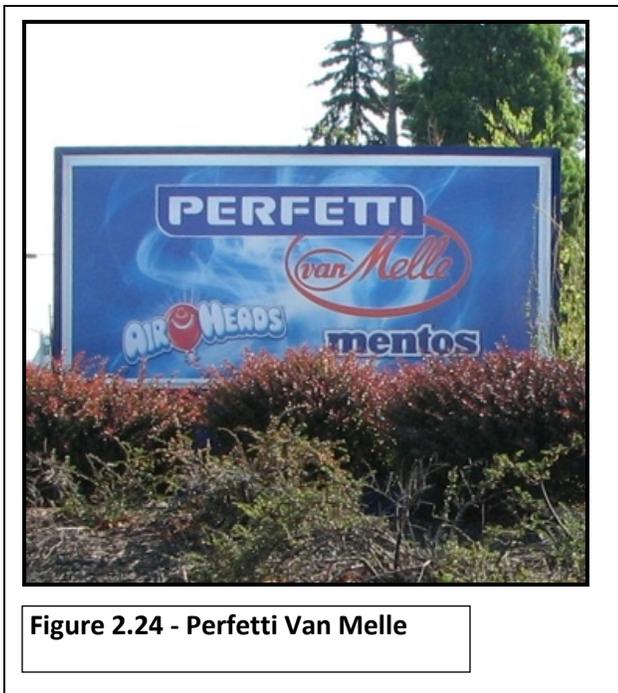


Figure 2.24 - Perfetti Van Melle

The existing Study Area boundary on the east side of Donaldson Highway is incorporated into Subarea Eight and includes the Donaldson Road Center. The intersection of Donaldson Highway and Turfway Road defines the eastern boundary terminus of Subarea Eight. This is the current location of Sassini Realty and includes the two houses next to it.

Turfway Road serves as the southern boundary toward the west until you reach Perfetti Van Melle (Figure 2.24) where the Subarea Eight boundary heads south and includes the Gallenstein residential estate property. The remainder of the south boundary of Subarea Eight is defined by the northern property line of Turfway Park. The western boundary follows north along the original Study Area the Houston – Donaldson Study up to the aforementioned CVG Airplane Viewing Area.

Subarea Eight is bound to the west and north by airport property and to the east by the Mineola Industrial Park. To the south are Subareas Six and Seven, which includes the Turfway Park Racetrack and the Marydale property.

Existing Conditions

There is a wide mix of land uses distributed throughout Subarea Eight which includes industrial, light industrial, office, warehouses, recreation, a church, and single family residences.

Industrial and warehousing uses are scattered throughout and front on all three primary roads in the area (Donaldson, O'Hara, and Turfway). Residential uses are found along Donaldson Highway near Turfway as well as another pocket between Perfetti Van Melle and Christ's Chapel Assembly of God on the small side street O'Hara Lane.

Perfetti Van Melle, maker of Mentos and Airheads candy, is a combination office/factory. This facility includes an employee walking path on their grounds located on Turfway Road between O'Hara Road and Donaldson Highway.

Also of note in the area, the Frito-Lay Corporation has a distribution center at the northwest corner of O'Hara Road and Turfway Road. Access to the site is from O'Hara. Next to them, along Turfway Road, is a 17-acre Averitt Express Distribution Center. Access to the Averitt site is from Turfway Road.

The CVG Airplane Viewing Area, located at the northern point of Subarea Eight, is a highly used parking lot from which the public can observe flights taking off and landing from 8am to 10pm daily (Figure 2.25). Also on this property is the historic marker denoting the Center of the U.S. Population in 1880. An additional recreation use, Lazer Kraze, exists on Donaldson Highway in the light industrial development between Turfway Road and O'Hara Road. In addition, Receptions banquet and conference center is located on Donaldson Highway near O'Hara Road. This facility is used for corporate retreats, conferences, and wedding receptions.

Historically, Subarea Eight is intersected by the escape route of Civil War Confederate Calvary raider John Hunt Morgan. In 1863 Morgan and some of his men escaped the Ohio Penitentiary in Columbus, hopped a train to Cincinnati, and fled south through Boone County. This path, as best recreated, traverses through the north section of the Houston – Donaldson Study Area crossing and following Donaldson Highway and Turfway Road. His path took him through the approximate location of O'Hara Road in a southwest direction through Subarea Eight. While there has been talk in the past of marking the route, nothing exists currently. Also, the Bonar House located at the intersection of O'Hara Road and Donaldson Highway (Figure 2.26), is on the Kentucky Historic Inventory



Figure 2.25 - CVG Airplane Viewing Area



Figure 2.26 - Bonar House

(surveyed by the Boone County Historic Preservation Review Board in the 1990's). The structure, which is in poor condition, is a good example of a Late 19th Century rural T-Plan residence. It is the only remaining building of the Bonar Farm, which included a milk house, grain silo, and large stock barn when it was recorded in 1993.

Land Use & Zoning

Most of Subarea Eight is zoned, and future land use planned, for Industrial uses. The remaining industrially zoned land yet to be developed is shown on the 2035 Future Land Use Map as Business Park (BP) uses, while the airport-owned vacant property at the north end of the area is shown as being built out as airport-related uses (A).

Approximately 14 acres of undeveloped Industrial-zoned land broken into three tracts exist along the northeast side of Donaldson Highway between its intersections with Turfway Road and Cox Avenue. Additional undeveloped land exists on the north side of Turfway Road between O'Hara Road and Donaldson Highway. These 20 acres are currently zoned I-1/PD and surround the former Camper/RV sales business that fronts on Turfway Road. The only other remaining piece of undeveloped land sits between the CVG Airplane Viewing Area and O'Hara Road. These 30 acres, all owned by the Cincinnati/Northern Kentucky International Airport, are zoned A (Airport) and have primary access on South Airfield Road which comes off Donaldson Highway. Adjacent to this property is the airport road maintenance facility at the 90-degree bend in O'Hara Road.



Figure 2.27 - Former Turfway Camper Sales

The majority of the residential shown on O'Hara Lane is to be preserved with the potential for some of the residential along Turfway developing as Business Park. Pockets of Commercial (C) are shown in two locations.

The first is at the intersection of Turfway Road and Donaldson Highway where currently residential lots exist as well as the vacant camper/RV sales business on Turfway Road (Figure 2.27). This site is vacant and available for redevelopment. The second Commercial designation is shown on the west side of Donaldson Highway where Cook Enterprises (an auto parts fabrication facility) exists near O'Hara Road.

A Concept Development Plan exists for the 2.8 acre lot on the east side of Donaldson Highway owned by Bob Sumeral Tire just north of the intersection with Turfway Road. Approved in February 1999, this plan, which has never been built, calls for the development of a tire storage and new truck tire installation facility and will have a curb cut on Donaldson Highway. The original Houston – Donaldson Study called for this site to develop as light industrial and that “all industrial development should have a glass and masonry style office appearance toward Turfway Road and Donaldson Highway, and have all service and loading facilities facing away from the road or screened sufficiently by walls and landscaping.” Conditions of the approval state that no outside storage of tires will be permitted and a landscape berm along Donaldson Highway will be built in order to buffer the use from surrounding uses.

The only other property in Subarea Eight with a Concept Plan is the Receptions site which has already been built out.

CVG Trail

The CVG Trail is a planned 22-mile shared use path that is envisioned to encircle the CVG airport. The idea is to provide safe facilities for walkers, runners, and bicyclists around the airport. The trail has been championed for over a decade by a group called Friends of CVG Trail.

The first leg of the CVG Trail was completed as a part of the construction of Aero Parkway and Ted Bushelman Boulevard. The next portion of the trail (Phase II) is planned to be located adjacent to Subarea Eight along its west boundary and within airport property and is planned to be approximately 3.3 miles length. Phase II is planned to head north through the CVG Airplane Viewing Area. Special consideration of this project should be made with the intent of creating a major bike and pedestrian hub, possibly near the Airplane Viewing Area.

Chapter Three – Land Use Recommendations

Introduction

The Boone County Planning Commission updated the Boone County Comprehensive Plan in 2012 and is updating the Boone County Zoning Regulations at the same time as this study is being written. While the Houston – Donaldson Study is not intended to replace either the Comprehensive Plan or the Zoning Regulations, it is intended to compliment those documents and to suggest specific strategies and land uses to fulfill the intentions those documents and their respective visions.

Many of the land use strategies in this chapter are the result of suggestions from the consultants that the Planning Commission hired during the planning stages of the Houston – Donaldson Study to look at the traffic issues and marketability of the Study Area.

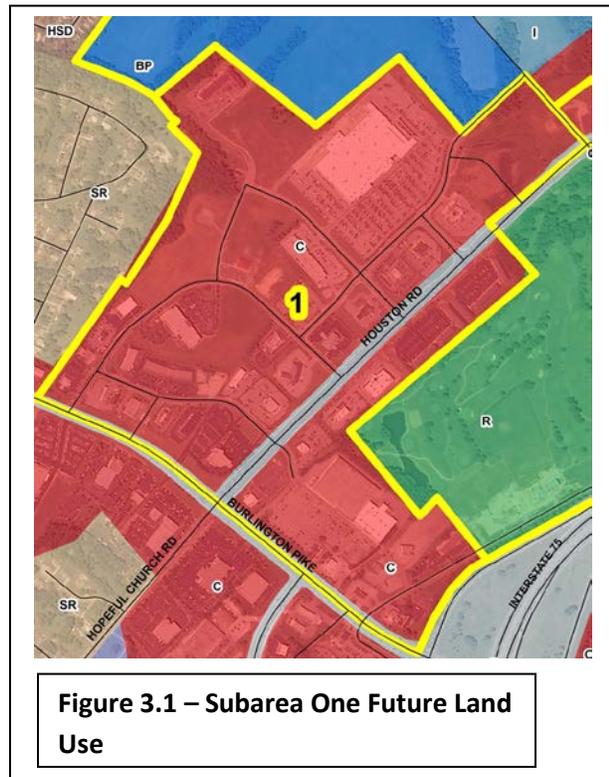
This chapter is divided into eight sections, one for each Subarea as defined in the Background Studies. Each section will look at the Future Land Use designations for each Subarea, as well as development and redevelopment strategies. These strategies will include specific land use recommendations and suggestions for possible development scenarios where applicable.

Development and Redevelopment Opportunities/Strategies

Subarea One

The Future Land Use for Subarea One is entirely Commercial (Figure 3.1). According to the Comprehensive Plan, this includes, “Retail, corporate and professional office, interchange commercial, indoor commercial, restaurants, services, etc.” Based on the existing uses in the Subarea, the entire Subarea is in alignment with the Comprehensive Plan.

Subarea One is largely built out and has little development opportunity. What opportunity does exist can mostly be found on Merchants Street. This area is not one for primary retail development and should be developed as support services due to issues of limited access and visibility. Examples of this include the automobile-related development that has already occurred in this area or possibly a long term care facility for seniors, provided that such a facility is not set up as a short/long term senior residential facility. The facility is envisioned to be a place where patients from the Gateway Rehabilitation Center could go for recuperation before either going home or to a permanent care facility.



There are also available vacant parcels near the corner of KY 18 and Woodspoint Drive, one of which is occupied by a former gas station. It is recommended that these properties be combined and developed as a single project site. This single project site is recommended to be retail commercial in nature and may or may not include the continued use of the gas station. This site has excellent development and/or redevelopment opportunity due to its high visibility from I-75 and its easy access. Existing parcels on the opposite side of Woodspoint Drive should be redeveloped in the same manner. The development/redevelopment of the Houston Road/Woodspoint Drive intersection area is recommended to be aesthetically harmonious with existing surrounding land uses and cleaned up environmentally as much as is needed for new development.

It is not recommended that any new “big box” commercial development happen in Subarea One. If one of the existing large scale retail centers should vacate, the site should be redeveloped as such or, alternatively, could be redeveloped as a campus-like setting for office uses. In addition, no permanent residential development, either single family or multiple family, is recommended in Subarea One.

In summary, the Planning Commission makes the following recommendations for the future of Subarea One:

- Future development and/or redevelopment in Subarea One should be of commercial or office type land uses and not of light industrial or residential uses.
- Support services on Merchants Drive, such as automobile service related development, offices, or short/long term senior residential facilities.
- The properties at the KY 18/Woodspoint Drive intersection should be combined and developed as a single entity.
- The development of the KY 18/Woodspoint Drive intersection as a retail node.
- New development in Subarea One should be aesthetically harmonious with existing surrounding land uses so as to fit into the built landscape.

Subarea Two

The Future Land Use designation for Subarea Two is entirely Recreation (Figure 3.2). According to the Comprehensive Plan, this includes, among other things, golf courses. As Subarea Two is made up of entirely of the World of Golf recreation center, the entire Subarea is in alignment with the Comprehensive Plan.

This is the World of Golf facility. Florence City Council made the long term decision to retain ownership of the World of Golf recreation center as green space in the heart of the City, a decision which was detailed in the Background Study. The result was the City’s decision to invest in the facility to ensure it remains a viable regional attraction for years to come. The World of Golf center continues to be an active recreation green space.

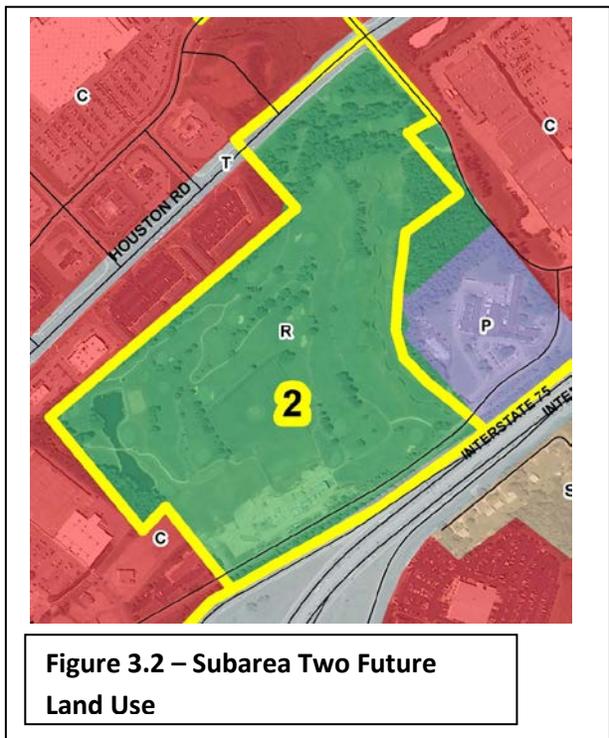
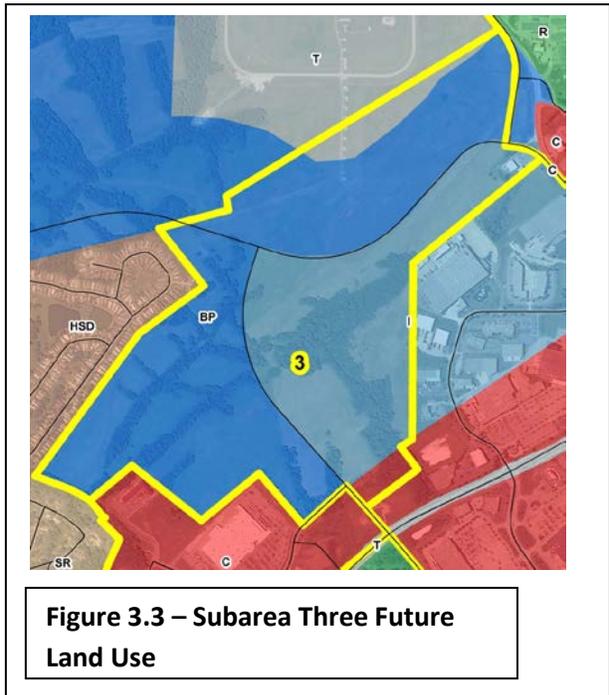


Figure 3.2 – Subarea Two Future Land Use

The Planning Commission does not recommend any changes in the land use for Subarea Two. The Planning Commission does recommend, and in fact the City requires, that the World of Golf center maintain pedestrian access to the cemetery on the site. Furthermore, the Planning Commission recommends that environmental practices for the World of Golf center continue to be reviewed and updated as required.

Subarea Three

The Future Land Use for Subarea Three is made up of two designations (Figure 3.3). Roughly two-thirds of the property is Business Park while the remainder is designated as Industrial. Both of these designations allow office, warehousing and research, and light industrial/manufacturing land uses. The Business Park designation additionally allows for office and research uses and is intended to be developed in a campus like setting. Based on the allowed uses and on what is known of the Airport's wishes for the future development of this property, the entire Subarea is in alignment with the Comprehensive Plan and is zoned appropriately.



Subarea Three is the Airport Property. The Airport prefers that this property develop in an airport-related light industrial/commercial/office land use, such as the ZF Steering Systems expansion. The zoning and future land use for the Airport Property is in place for this type of development. This development should happen in a park like or campus setting with large building setbacks, low floor area ratio, pedestrian and recreation facilities, consistent architecture and signage, extensive landscaping, and an attractive entrance. Any pedestrian facilities should link up and connect to the CVG Trail. This trail is the first leg of the proposed “Friends of CVG Trail”, a proposed 22-mile paved trail that is envisioned to eventually completely circle CVG Airport.

Most of the Airport Property is undeveloped. However, there are two parcels that ZF Steering Systems utilized to expand their business. ZF Steering Systems leases this property from the Airport. ZF Steering System's lease arrangement may be a model for development for the rest of the Airport Property, as it was a unique partnership between the company, the City of Florence, Boone County Fiscal Court, and the Kenton County Airport Board. On the other hand, although the Airport has no plans to sell any of the Airport Property at this time, that possibility exists. In any case, the land use recommendations do not change.

There is a tremendous opportunity for new growth on the Airport Property. However, as this property is in the way of one of the CVG runways, none of the future development will be residential. In addition the development that does occur will have to adhere to height restrictions as determined by the Federal Aviation Agency (FAA) and the Kentucky Airport Zoning Commission. The Future Land Use map and the Airport both agree that the property should develop in an aviation-related or compatible commercial, light industrial, or office land uses.

While there is tremendous opportunity for new development in this subarea, it is important to note that the identified development parcels currently do not have water or sewer services readily available. This issue will need to be addressed before successful development in this subarea can occur.

In summary, the Planning Commission makes the following recommendations for the future of Subarea Three:

- The land should be developed as aviation-related or compatible commercial, light industrial, or office uses.
- The development of Subarea Three should take place in a consistent, campus-like setting.
- Pedestrian facilities should be developed and connected to the CVG Trail.

Subarea Four

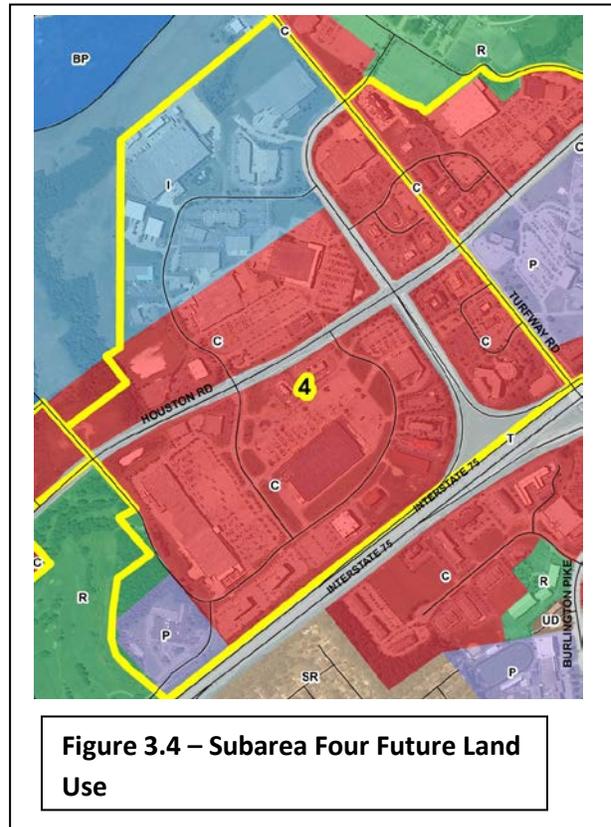
The Future Land Use for Subarea Four is made up of three designations (Figure 3.4). Most of the Subarea is designated as Commercial. The northern portion of the Subarea is designated as Industrial. Finally, there is a small piece of property designated as Public/Institutional. Looking at the uses allowed in these districts, the entire Subarea is in alignment with the Comprehensive Plan.

Most of Subarea Four is built out and economically viable. The cluster of office buildings on Meijer Drive are important to the city's and the region's marketing efforts for gaining corporate or corporate support offices. It is recommended that the unfinished retail building be completed and that office space be leased. In the alternative, the unfinished retail building could be razed and developed for office or medical office type uses.

It is recommended that future land use efforts in Subarea Four be focused on redevelopment and that, if and when such development occurs, that it aesthetically fits in with the surrounding land uses.

In summary, the Planning Commission makes the following recommendations for the future of Subarea Four:

- Future development and/or redevelopment in Subarea Four should be of commercial or office type land uses and not of light industrial or residential uses, except for the light industrial area on Spiral Drive.
- Existing office and retail structures on Meijer Drive be either completed or occupied.
- That redevelopment in Subarea Four aesthetically fit in with the existing land uses.



Subarea Five

The Future Land Use for Subarea Five is made up of two designations (Figure 3.5). Most of the Subarea is designated as Commercial. However, the St. Elizabeth campus on the south end of the Subarea is designated as Public/Institutional. Looking at the uses allowed in these districts, the entire Subarea is in alignment with the Comprehensive Plan.

There is a significant redevelopment opportunity in Subarea Five in the current Garden Ridge site. Although Garden Ridge is in operation at the time of this writing, the tenant only occupies half of the structure, meaning that there is a vacant big box retail space available for redevelopment. One possibility for the future of the site is that, if Garden Ridge ever was to close, the St. Elizabeth hospital could buy that site and expand northward. Another option would be for a new commercial or public facility use to move into the vacant half of the building or to redevelop the site. Both scenarios for the potential redevelopment of the Garden Ridge site are within the vision of the Houston – Donaldson Study. Either of these scenarios are acceptable to the Planning Commission. If St. Elizabeth does expand onto the current Garden Ridge site, then the Public/Institutional designation should be extended to the north in future updates of the Comprehensive Plan.

Subarea Five also has a development opportunity between Lowe’s and the Citibank property. The vacant parcel is a potential new commercial area. Possibilities for the site include fast food, coffee shops, or local retail or convenience stores with or without an attached gas station. All of these uses were noted in the market study as needed assets on north Houston Road and would cater to the morning and afternoon traffic that Subarea Five experiences. Care should be taken to assure property access to the back portion of the property if and when development happens.

In any case, Beam Boulevard should be extended and turned perpendicularly to intersect with Houston Road. If this were done and then connected to the St. Elizabeth property to the south, this would solve an internal traffic problem for the hospital and increase overall traffic flow and connectivity (Figure 3.6). This proposed intersection with Houston Road should be across from the proposed road on the Marydale Property.

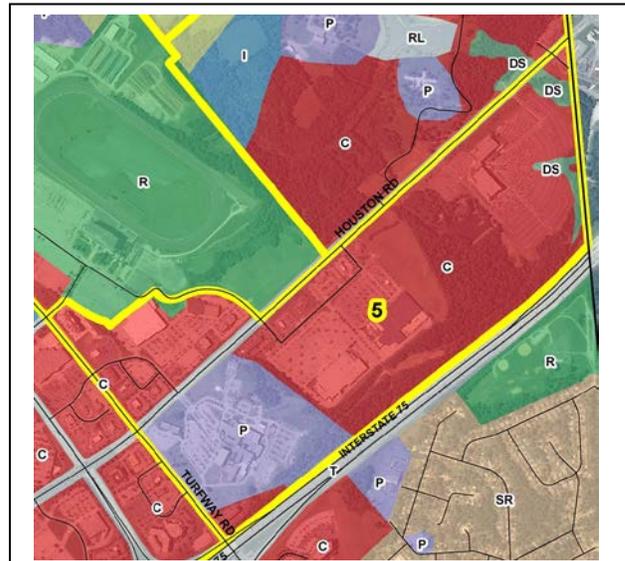


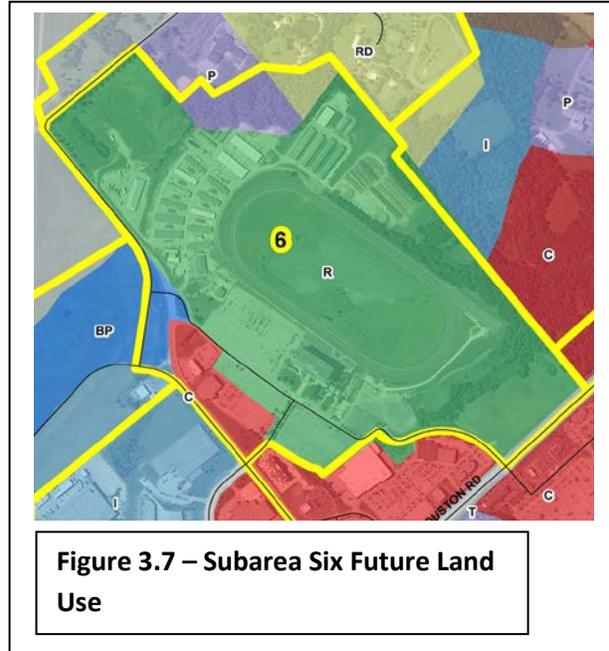
Figure 3.5 – Subarea Five Future Land Use



Figure 3.6 – Proposed Beam Boulevard Extensions

In summary, the Planning Commission makes the following recommendations for the future of Subarea Five:

- Future development and/or redevelopment in Subarea Five should be of commercial or office type land uses and not of light industrial or residential uses.
- Any future development and/or redevelopment in Subarea Five should be made to conform and blend in with the existing built environment.
- The Garden Ridge building should either fill in or be taken over and utilized by St. Elizabeth hospital or other health care provider.
- If the Garden Ridge site is taken over by St. Elizabeth, the Future Land Use designation of the site should be changed to Public/Institutional.
- The vacant parcel between Lowe’s and Citibank should be developed as multiple, smaller scale shops, such as local retail or food/coffee establishments.
- Beam Boulevard should be extended onto the vacant parcel and turned ninety degrees to intersect with Houston Road.



Subarea Six

Most of the Future Land Use for Subarea Six is made up of Recreation (Figure 3.7). This accounts for the Turfway Park race track and an adjoining property fronting on Houston Road. There is also a small Commercial designation in front of Turfway’s parking lot. In reviewing the land uses allowed in these districts, the entire Subarea is in alignment with the Comprehensive Plan.

Subarea Six is the Turfway Park area. The owners of Turfway remain committed to horse racing but are also prepared to move forward with a business plan that adds a casino and entertainment complex to the horse racing business, should Kentucky approve casino gambling. This arrangement of a casino associated with a horse race track is called a racino, which is allowed by the underlying zoning of the property.

Turfway Park’s property adjoins Houston Road. This area is subject to an approved Concept Development Plan for a future entertainment/mini convention center, but it could be used in the future for local commercial and small business land uses.

There is a third option for Turfway Park if horse racing and casino gambling fall through in the future, and that is complete redevelopment of Subarea Six. If that ends up being the case, the Planning Commission recommends that the redevelopment be complementary to and at the same mixed use ratio as that recommended for the Marydale Property (Subarea Seven) below.

Regardless of the future land uses, redevelopment, or development of the Subarea, there are several issues worth considering for the future in Subarea Six. The newly completed Aero Parkway intersects at Turfway Road across from the NKY Realtors Association building. A future road and pedestrian connection to Aero Parkway and the associated CVG Trail through Subarea Six should be considered. This connection could be extended through the adjacent Marydale property to Queensway Drive to connect the Cherry Hill subdivision to the Study Area. Additionally, Turfway Road should be redesigned at some point to remove the existing 90-degree curve. This would result in a triangular parcel that would be approximately 5 acres in area. Turfway Park may consider donating this resulting acreage as potential green space. This would serve to help protect the Gunpowder Creek watershed and act as a passive park that should be connected to the CVG Trail.

In summary, the Planning Commission makes the following recommendations for the future of Subarea Six:

- The existing recreational use or horse racing business should be maintained and improved. One way involves the expansion of the business into a racino if allowed by the State of Kentucky.
- If the horse racing business vacates the site, Subarea Six should be redeveloped in a mixed use format similar in nature to the Marydale site (Subarea Seven) to the north.
- The ninety-degree curve in Turfway Road should be redesigned and softened.
- The resulting leftover property after Turfway Road’s realignment should become a passive park.
- A connection to the future Phase II of the CVG Trail should be made, potentially from the passive park resulting from the potential redesign of Turfway Road.

Subarea Seven

No Subarea in the Houston – Donaldson Study Area faces such potential uncertain new development more than Subarea Seven, otherwise known as Marydale (Figure 3.8). That is because the Planning Commission is recommending a very flexible future development for future land uses, their ratio, and their placement on the site. The site lends itself to any number of conceptual developments. Such concepts could more than double in size if combined with the adjacent Turfway Park property (Subarea Six).

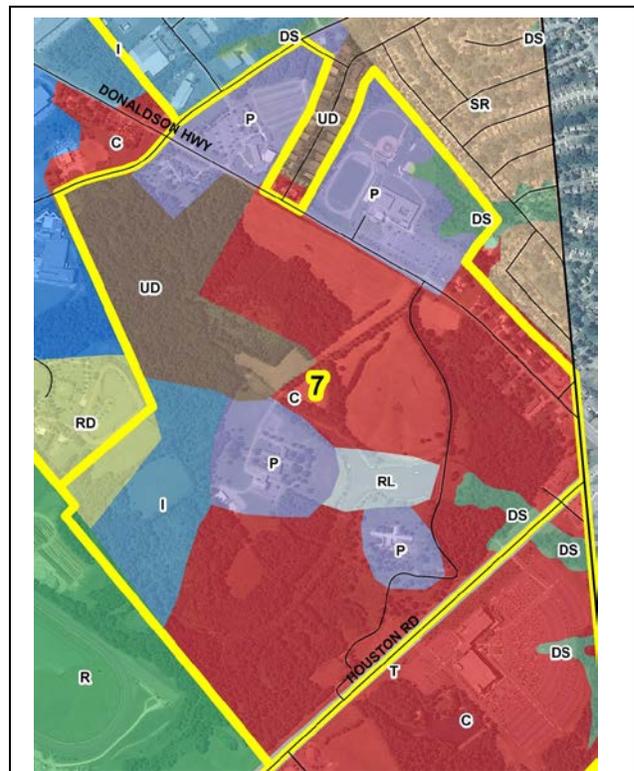


Figure 3.8 – Subarea Seven Future Land Use

Elements of the approved Concept Development Plan are reflected in both the 2035 Future Land Use Map. The 2035 Future Land Use map retains the five Diocesan sites as Public Facilities, but most of the eastern two-thirds of Marydale is shown as Commercial, including all of the road frontages of Houston and Donaldson. The tributary of West Fork Dry Creek that drains Lake Mary and the entire site is coded as Developmentally Sensitive. A large wooded area between the Passionists Nuns Convent and the

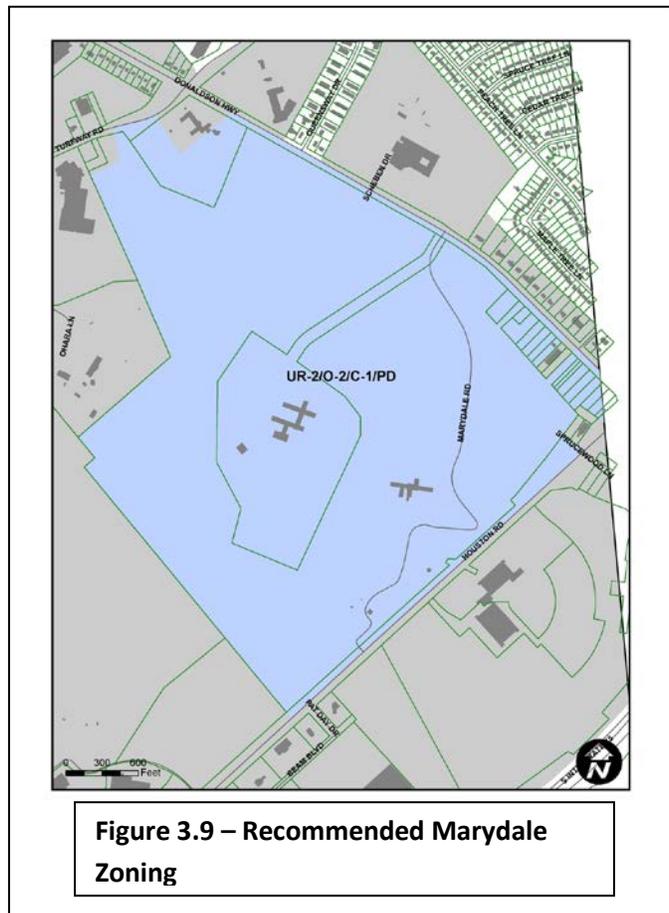
north end of Lake Mary is shown as Urban Density Residential, while the mixed fields and woods to the southwest of the Seminary and abutting the Turfway property is shown as Industrial.

The Urban Density Residential and Industrial designations shown on the zoning and 2035 Future Land Use maps stem from recommendations made in the 1992 Houston – Donaldson Study, which called for an east/west road connection from Houston to Turfway along the north side of Turfway Park. Even if that connection is not made, the residential use is still reasonable for that part of the site, as it abuts the existing Gallenstein residential property to the southwest and could connect via Queensway to the large Cherry Hill subdivision on the north side of Donaldson. The Industrial One designation in the rear acreage of the Marydale property makes little sense for many reasons, including: (1) it is landlocked, (2) it abuts existing and potential future residential, (3) it would affect a significant portion of the drainage area for Lake Mary and hence Dry Run, and (4) it would be a disincentive for businesses looking to develop office space there, which is the primary goal of the approved 2002 CDP. The Industrial One designation on the Future Land Use map should be removed during the next update of the Boone County Comprehensive Plan.

It is recommended that Marydale be developed as a single development and not parceled up into smaller sections. The Planning Commission recommends that most of Subarea Seven be rezoned into a single mixed use zoning district of UR-2/O-2/C-1/PD (Figure 3.9). This is envisioned to allow a wide variety of future development potentials.

In terms of future development in Subarea Seven, everything hinges on the disposition of the Marydale property. At present, it is one of the most scenic sites in the Northern Kentucky region and features tree-lined drives, lake/wetland, broad open spaces, woodlots, and unexpected vistas. The Seminary building is unique, both architecturally and historically. The Seminary building, together with the Retreat House, could form the heart of a multitude of different redevelopment concepts.

The office use approved in the existing Concept Development Plan is appropriate, although development of six separate office sites on the property with no other uses does not serve the property well. A mixed-use development focused around a strong corporate campus is more appropriate. A nearly self-contained town could be planned around a major headquarters, including high-density residential, and service-oriented business. Such a development should maximize the site's existing amenities (e.g., Camp Mary and the mixed forest/open space) and utilize the existing tree lined drives for pedestrian access both within and outside of the site. Additionally, anything built on the Marydale site should avoid putting additional strain on the already heavily developed Dry Creek Watershed.



Within the framework of the recommended UR-2/O-2/C-1/PD zoning, it is recommended that the Marydale property generally develop with the following mix of land uses:

1. Residential = 25-35%
2. Office = 25-35%
3. Green Space = 20-25%
4. Small Scale Commercial = 20-25%

As noted, the Planning Commission is flexible on the exact mix of land uses within this general framework and encourages creative designs.

It is recommended that the office space develop as a major office campus, such as a headquarters of a regional or national scale company, and not be divided up around the site. One possible consideration is that the office campus incorporates at least the main block and formal façade of the historic St. Pius Seminary building.

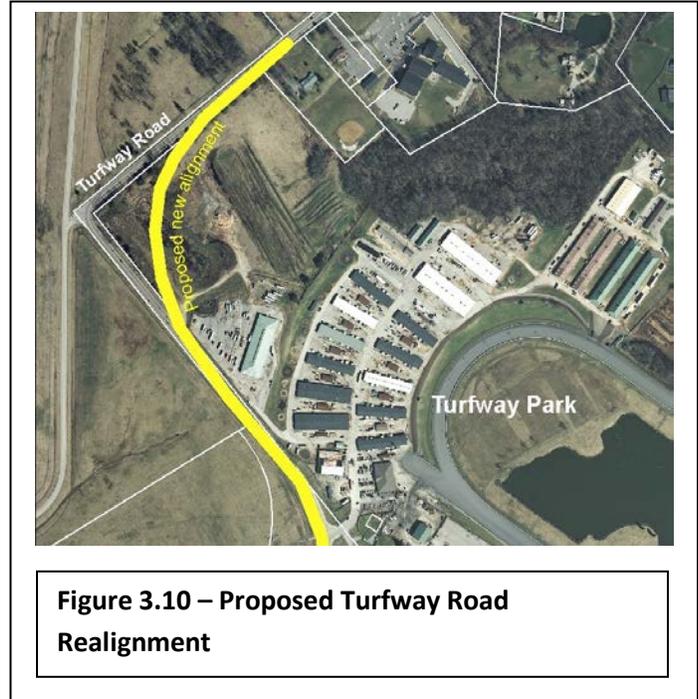
It is recommended that Lake Mary and portions of its tributaries and downstream area remain as green space. This would serve the purposes of watershed protection, site beautification, and buffering the west side of adjacent existing single family residential in Subarea Eight. The green space could also connect to the Marydale Priests Cemetery, which will remain on the site and is an important landscape feature which needs to be protected in the future. The existing tree lined drives should remain as pedestrian/recreational paths, although light vehicular access would be acceptable for maintenance of the lake.

It is recommended that Lake Mary be encircled by a non-motorized path. This would effectively create a passive park in the middle of Marydale. A civic/town commons could then be considered for the bluff overlooking the lake on the east side of St. Pius Seminary. This location has a scenic view of the lake and could function as a gathering space for both office workers and residents. The monumental facade of the seminary forms a backdrop for the commons, which has a commanding view to the east over Lake Mary and beyond. Taken together, they form a combination of unique amenities that would be a significant attractor in the region, especially when marketed in conjunction with an expanded Turfway entertainment destination.

The west side of Houston Road is seen as local commercial with frontage primarily on the internal road. The south side of Donaldson Highway would have a mix of local commercial and multi-family residential land uses, serving as both support services and buffer for the residential on the north half of the Marydale site and existing residential and schools on the north side of Donaldson Highway. Residential development on the Marydale property should be a mix of higher density (e.g., condos, senior housing, multifamily, etc.), rather than low density single family.

If Subarea Six should redevelop in the future, there is a potential interconnectedness of Subareas Six and Seven and it is worth looking at both Subareas together to consider their potential connectivity. This Study proposes several suggestions for infrastructure improvements to tie Subareas Six and Seven together.

Road and pedestrian connections are critical to the future development of Subareas Six and Seven. One recommendation for the combined Subareas includes a major connection through Marydale from Queensway Drive south across Turfway Road to Beam Boulevard as well as a connection to the west through the Turfway site to Aero Parkway. The exact location of the westward connection cannot be identified as it is dependant on Caesars' plans for the Turfway site.



As noted in the recommendations for Subarea Six, the existing 90-degree bend in Turfway Road on the west side of Turfway Park should be redesigned with consideration given to making a public park/CVG Trail access site from the triangular parcel that will remain (Figure 3.10). It is recommended that a secondary road system encircle both sites from Queensway Drive east along Donaldson Highway and south along Turfway Road. From there, it would cross the Turfway property to Aero Parkway. Both roads are recommended to include pedestrian facilities to permit pedestrian access through the sites, to the CVG Trail, and adjacent developments such as Citibank.

In summary, the Planning Commission recommends the following for the future of Subarea Seven:

- Marydale should be developed as a single campus-like mixed use development using a single mixed use zoning category called UR-2/O-2/C-1/PD, as shown in Figure 3.9.
- The future development of Marydale should be at the recommended mixed use ratio.
- The future Office development should be developed as an office campus and not be divided up.
- The main block and formal façade of the historic St. Pius Seminary building should be incorporated into an office design.
- Existing tree lined access roads on the site should be preserved and saved as non-motorized facilities.
- Lake Mary should be buffered by green space and surrounded by non-motorized facilities.
- Green space should be developed on the site to buffer existing adjacent single family residential located in Subarea Eight.
- A road connection from Queensway Drive to Aero Parkway, as described above, should be constructed.

Subarea Eight

Most of the Future Land Use designation in Subarea Eight is Business Park (Figure 3.11), which reflects the mostly Light Industrial nature of the Subarea's land uses, which also includes recreational and residential. The Future Land Use map does designate two Commercial areas that are intended to serve as local business nodes.

A pocket of a few single family homes is tucked away on O'Hara Lane and shielded from the vehicular and industrial activity surrounding it. Care should be taken in order to continue to shield this residential enclave from the impacts of development and redevelopment. If the single family use should ever discontinue, the Future Land Use designation of the residential section should be reevaluated.

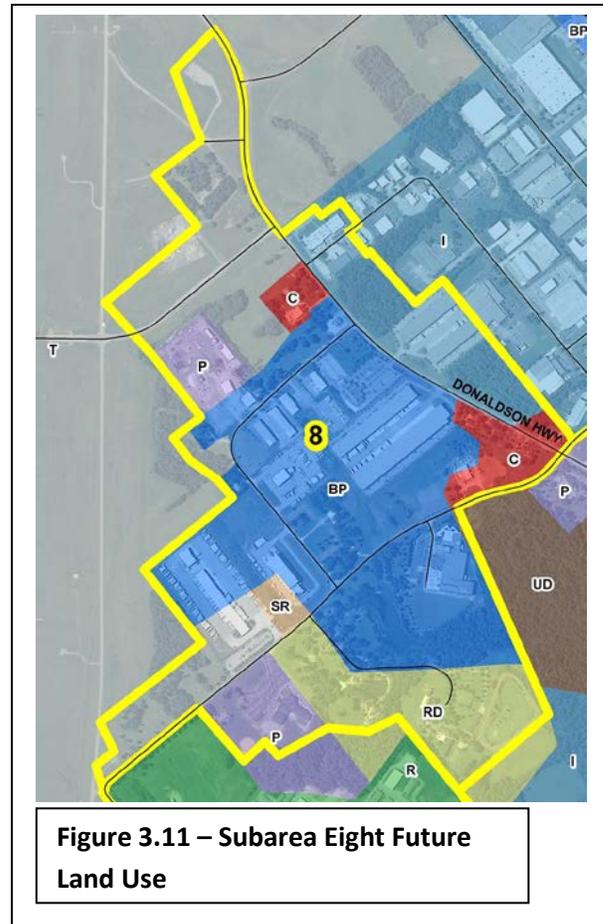
Subarea Eight represents the northernmost edge of the Houston – Donaldson Study Area. It serves as the northwestern entry point into the Houston – Donaldson Study Area and has very little land available for new development.

Phase II of the CVG Trail is proposed to run north through this area from its current terminus at Turfway Road and Aero Parkway. There are several opportunities on Airport owned property to incorporate parking for this phase of the CVG Trail and connections to the trail system should be encouraged where possible. It is recommended that Phase II of the CVG Trail be constructed. To that end, the Planning Commission encourages Friends of CVG to work with public agencies for possible funding opportunities.

There are a few opportunities for infill development consisting of industrial/business park developments in the Subarea that have been identified. One small pocket of commercial is suggested at the intersection of Turfway Road and Donaldson Highway, while another is suggested near the intersection of O'Hara Road and Donaldson Highway. It is intended that these commercial nodes be local retail commercial development that could support the remaining residential uses along Donaldson Highway.

Another issue worth considering in Subarea Eight is the John Hunt Morgan Escape Trail Markers. During the Civil War, John Hunt Morgan escaped from Kentucky through Boone County, and his route went through the modern day Subarea Eight. It is recommended that historical markers be constructed to designate points on the escape route.

There is one final issue that could affect Subarea Eight. The CVG Airport has recently completed its five year Master Plan. The Airport Master Plan shows a future north-south runway on its Airport layout plan from the 2035 Master Plan. This north-south runway is described as being shown as a placeholder to "protect land use compatibility." Under the current projected forecast scenarios, an additional runway would not be needed until beyond 2035.



In summary, the Planning Commission makes the following recommendations for the future of Subarea Eight:

- Existing single family residential lots on O’Hara Drive should continue to be buffered from nearby industrial uses.
- Residentially zoned properties on the Airport Property should be rezoned to Airport (A) to bring them into conformance with the Future Land Use map.
- Phase II of the CVG Trail should be pursued.
- Local retail Commercial nodes on Donaldson Highway at the intersections of Turfway Road and O’Hara Road should be developed.
- Historical markers commemorating the John Hunt Morgan Escape should be erected.
- Any future development on the western edge of the Subarea should respect the conceptual placement of the potential fourth CVG runway.

Subarea Goals and Objectives

The 2010 Boone County Comprehensive Plan contains the Goals and Objectives for the entire county. While these Goals and Objectives are important, the Houston – Donaldson Study looks at the Study Area more specifically than did the Comprehensive Plan. It is therefore important that there be further Goals and Objectives to evaluate the Study Area and help gauge the future success of the land use recommendations for the Study Area. Furthermore, the Houston – Donaldson Study’s Goals and Objectives are not intended to replace Goals and Objectives of the 2010 Boone County Comprehensive Plan but to enhance them as they apply to the Study Area.

In general, the Boone County Comprehensive Plan identifies the Study Area as a future business district of Boone County. The 2010 Future Land Use Map details the planned uses for the Study Area by depicting planned areas of commercial, residential, industrial, and, recreational, and public facilities uses.

In addition to the Future Land Use Map and the Land Use Element, the Business Activity, Transportation, Recreation, and Environmental Elements of the 2010 Boone County Comprehensive Plan are also important to the Houston – Donaldson Study.

The Business Activity Element indicates that the Houston Road corridor is one of the most important areas of Boone County for office and commercial development. This has been found to be the case during the research for the background studies. The Houston – Donaldson Study’s Goals and Objectives are geared toward helping to make sure that the successful business climate that has evolved continues while making sure that further growth is able to happen in a complementary fashion.

The Transportation Element and its Goals and Objectives state that the Level of Service of important roadways be maintained or improved and that roadway capacities be protected. This is especially important for the Houston Road corridor, because of its dual function of serving both substantial future development and serving through traffic demands between I-75 and developed areas of Boone County and the City of Florence. The Transportation Element encourages bicycle and pedestrian pathway systems as part of a developing suburban transportation network.

The Recreation Element and its Goals and Objectives indicate that recreational facilities should be provided throughout Boone County and the City of Florence through public and private efforts, as well as cooperative efforts. This is achieved in the Study Area by the presence of the World of Golf recreation center, the bike lanes on Houston Road, and the non-motorized paths that have been built in the form of sidewalks and shared use paths, especially Phase I of the CVG Trail, a facility that should be expanded in the future when possible with the construction of Phase II.

The Environment Element and Goals and Objectives recommend that the integrity of the natural environment be protected where possible. This is being pursued in the Houston – Donaldson Study’s Goals and Objectives through watershed protection.

The Goals and Objectives follow the Recommendations chapter of the Houston – Donaldson Study and serve as a checklist to gauge the future success of those land use recommendations.

In past editions of the Houston – Donaldson Study, one set of Goals and Objectives was applied to the entire Study Area. While this might have been adequate for the needs of the past, the Study Area is diverse enough that one set of Goals and Objectives is no longer appropriate. Analysis of the Study Area for the background studies shows us that each one of the background Study Areas has separate needs and, therefore, different Goals and Objectives. Because of this, the Goals and Objectives are divided into eight sections. Each section correlates with the background area that it references.

Subarea One – South Entrance

A. **Goal:** Maintain the successful business climate of the South Entrance Subarea.

Objectives:

1. Continue to consistently apply the Design Standards for future development and/or redevelopment.
2. Continue to support the Commercial, Office, and Industrial uses in their current locations, as well as the current zoning classifications in future editions Boone County Zoning Ordinance and future editions of the Boone County Comprehensive Plan and its Future Land Use map.

B. **Goal:** Enhance the non-motorized system in the South Entrance Subarea.

Objectives:

1. The bike lane deficiency on Houston Road near the intersection with Burlington Pike (KY 18) should be addressed.
2. Disconnects in the sidewalk network within the Subarea should be filled in.
3. Link the non-motorized facilities in the Subarea Three (Airport Subarea) with the non-motorized facilities in Subarea One.

C. **Goal:** Protect the integrity of the Gunpowder Creek Watershed.

Objectives:

1. Use future development and/or redevelopment of properties in the Subarea for opportunities to apply efforts to improve quality and quantity of stormwater runoff.

2. The 100-year floodplain should be considered during redevelopment of properties and avoided entirely in the event of new development in the Subarea.

Subarea Two – World of Golf

- A. **Goal:** The World of Golf facility is preserved and supported.

Objectives:

1. Maintain the World of Golf site in and effort to retain recreational opportunities in the City of Florence.

- B. **Goal:** Protect the integrity of the Gunpowder Creek Watershed.

Objectives:

1. Urge the maintenance staff for the World of Golf facility to review groundskeeping practices to ensure that no chemicals are entering the Gunpowder Creek Watershed.

Subarea Three – Airport Property

- A. **Goal:** All development that takes place in the Subarea shall be of an aviation-related and/or compatible commercial, light industrial, or office land use.

Objectives:

1. Continue to consistently apply the Design Standards for future development and/or redevelopment.
2. Continue to support the Commercial, Office, and Industrial uses and zoning classifications in future editions Boone County Zoning Ordinance and future editions of the Boone County Comprehensive Plan and its Future Land Use map.

- B. **Goal:** Enhance the non-motorized system in the Airport Property Subarea.

Objectives:

1. Complete Phase II of the CVG Trail.
2. Incorporate non-motorized facilities within future developments in the Airport Subarea, making sure that they connect to existing facilities, including the CVG Trail.
3. Promote the existence of the CVG Trail with occasional small identification signs along the route where the trail runs parallel to developments or is visible from existing roadways in Subarea Three.

- C. **Goal:** Protect the integrity of the Gunpowder Creek Watershed.

Objectives:

1. Use future development of properties in the Subarea for opportunities to apply efforts to improve stormwater runoff.

Subarea Four – Turfway Business Park/Houston Lakes

A. **Goal:** Maintain the successful business climate of the Subarea.

Objectives:

1. Continue to consistently apply the Design Standards for future development and/or redevelopment.
2. Continue to support the Commercial and Office uses and zoning classifications in future editions Boone County Zoning Ordinance and future editions of the Boone County Comprehensive Plan and its Future Land Use map.

B. **Goal:** Enhance the non-motorized system in the South Entrance Subarea.

Objectives:

1. Disconnects in the sidewalk network within the Subarea should be filled in.
2. Redevelopments in the Subarea should incorporate new internal sidewalks that connect to the Subarea’s sidewalk system.

C. **Goal:** Protect the integrity of the Gunpowder Creek Watershed.

Objectives:

1. Use future development and/or redevelopment of properties in the Subarea for opportunities to apply efforts to improve quality and quantity of stormwater runoff.

Subarea Five – North Houston Road

A. **Goal:** Enhance the Commercial, Office, and Medical activity in the North Houston Road Subarea.

Objectives:

1. Commercial uses should be designed to coordinate with surrounding land uses.
2. The Garden Ridge site should be used or redeveloped as either a commercial or health care facility, either through the expansion of St. Elizabeth onto the site or through the development of a new medical facility.

B. **Goal:** Enhance the transportation system in the North Houston Road Subarea.

Objectives:

1. The extension of Beam Boulevard and connection to Houston Road should be considered.
2. The extension of Beam Boulevard and its potential connection to the St. Elizabeth Hospital campus should be considered.
3. Redevelopments in the Subarea should incorporate new internal sidewalks that connect to the Subarea’s sidewalk system.

Subarea Six – Turfway Park

- A. **Goal:** The gaps in the development of the Subarea should be filled in by the full utilization of the entire Property.

Objectives:

1. The conceptual plan for the development of the vacant 20-acre parcel along Houston Road should be completed or reconsidered.
2. The northwest corner of the Subarea along Turfway Road should be developed.

- B. **Goal:** Transportation connections in Subarea Six and Seven should occur.

Objectives:

1. Pedestrian links and roads between the Subarea and the Marydale to the north should be established.
2. Pedestrian links between the Subarea and the CVG Trail should be established.
3. Internal non-motorized access should be improved.
4. Find more ways to utilize vast surface parking year-round (e.g., lease some CVG Trail users).
5. The 90-degree bend in Turfway Road should be removed for safety and capacity reasons.

- C. **Goal:** Establish identity of the Subarea as a destination beyond horse racing.

Objectives:

1. Another attraction such as dining, sports mall, casino, live entertainment, or other outdoor recreational venues should be constructed.
2. An overall marketing theme for the Subarea should be developed.
3. The parking area landscaping should be installed and/or beautified.
4. The entries into the Subarea should be developed into “gateways”.

- D. **Goal:** The land use recommendations for Subarea Six should be coordinated with an overall plan with development of Marydale (Subarea Seven).

Objectives:

1. Work with Marydale ownership to maximize the use and development of both sites.

Subarea Seven – Marydale

- A. **Goal:** The land use recommendations for Subarea Seven should be coordinated with an overall plan with development of Turfway Park (Subarea Six).

Objectives:

1. Development of Subarea Seven should avoid a “piecemeal” approach and developing chunks as the market demands.
2. Development should be coordinated with development of adjacent properties, especially Turfway.

B. **Goal:** The history and heritage of Subarea Seven should be considered.

Objectives:

1. Consider maintaining elements of the Seminary and Retreat House in future development.
2. The local history of the Marydale Property should be recognized.
3. The on-site priests’ cemetery and other shrines associated with Marydale’s history should be protected.

C. **Goal:** Minimize environmental impact of development.

Objectives:

1. Encourage sustainable, environmentally responsible, and resource efficient development.
2. Be mindful of stormwater, and the presence of water bodies, such as Dry Creek.
3. The parking area landscaping should be improved and incorporate non-structural stormwater techniques.
4. The unique landscape and viewsheds should be maintained.

D. **Goal:** Transportation connections in the Subarea should be improved.

Objectives:

1. Establish safe pedestrian access to and from Turfway (Subarea Six), adjacent residential/schools, the CVG Trail, and businesses along Turfway.
2. The existing tree-lined drives should be preserved for non-motorized use.
3. An internal road network through the property should be developed and connect to adjoining properties.

Subarea Eight – Turfway Road/Donaldson Highway

A. **Goal:** Establish a defined northwest ‘entrance’ into the Houston – Donaldson Study Area.

Objectives:

1. Utilize the CVG Airplane Viewing Area as part of an ‘entrance’ feature.
2. Promote the CVG Airplane Viewing Area as a destination point.

3. Enhance landscaping at this entranceway into the Study Area.

B. **Goal:** Incorporate the proposed CVG Trail into the fabric of Subarea Eight.

Objectives:

1. Provide and properly identify parking opportunities for patrons of the CVG Trail as it develops.
2. Promote the existence of the CVG Trail with occasional small identification signs along the route where the trail runs parallel to developments or is visible from existing roadways in Subarea Eight.
3. Encourage future developments to connect to access points to the CVG Trail where possible.
4. Examine using underutilized parking lots in the area for CVG Trail patrons.

C. **Goal:** Ensure the wide mix of land uses exist without negatively impacting each other.

Objectives:

1. Preserve the residential nature of O'Hara Lane by preserving the existing land use buffer between the residences and the surrounding industrial and recreation uses.

D. **Goal:** Ensure that the transportation network adequately handles traffic in the area.

Objectives:

1. Examine the turning radiuses at both ends of O'Hara Rd and improve if necessary.

E. **Goal:** Development and redevelopment of Industrial land should be harmonious with surrounding land uses.

Objectives:

1. Use adequate buffering when industrial property develops and/or redevelops to protect residential uses from negative impacts.

F. **Goal:** Promote the historic elements in Subarea Eight.

Objectives:

1. Identify the John Hunt Morgan Escape Route through the area.
2. Promote the Historic Marker that identifies the Center of the U.S. Population in 1880 located at the CVG Airplane Viewing Area.

Chapter Four – Infrastructure

Introduction

The Infrastructure Chapter reflects the status of the public facilities in the Study Area and, where it applies, makes recommendations for the future development of those facilities. Many of the strategies in this chapter are the result of suggestions from the consultants that were hired during the planning stages of the Houston – Donaldson Study to look at the traffic issues within the Study Area.

CVG Airport

- CVG Master Plan

The Federal Aviation Administration (FAA) requires that airports review and update their Master Plans every five years. CVG has recently had their Master Plan update approved by the FAA and it has an effect on the Houston – Donaldson Study Area.

The updated CVG Master Plan focuses on recent changes in the airport's air traffic. Although CVG still has more passenger travel and non-stop cities served than any other airport in the region, passenger traffic peaked in 2005 and has continued to decline ever since. According to OKI's Freight Plan, passenger traffic has fallen from a peak of twenty-two million to only six million today. This drop in passenger traffic has been due to the fact that Delta Airlines, the main airline serving CVG, downsized its hub operations in 2005 and 2006.

At the same time that passenger traffic was decreasing, CVG's freight traffic began to increase thanks to DHL making CVG their main U.S. hub and one of only three global "super hubs" for DHL, along with similar hubs in Leipzig and Hong Kong. Since 2009, DHL has invested \$105 million in its operation at CVG and has more than doubled its operational capacity. DHL employs approximately 2,000 people and plans to hire several hundred more once it completes another \$47 million expansion in early 2013.

- Air Cargo Park

In 2011, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) adopted a regional freight plan. That plan recommended an air cargo facility to be built by CVG to enhance the airport's cargo capabilities. The concept of such an air cargo park would be to provide logistical services that would be superior to those offered by a typical warehouse or distribution center. An air cargo park is envisioned to be an intermodal hub where air freight could be offloaded, sorted and/or stored for distribution by either truck or air.

In making their recommendation for an air cargo park, OKI devised a list of potential infrastructure improvements. One of those potential improvements is a connector road from the cargo park to Aero Parkway (identified as "future South Airfield Road" in the plan). According to the CVG Master Plan, the cargo park is envisioned on the western side of the airport, meaning that the cargo park itself would not be in the Houston – Donaldson Study Area. However, the Master Plan agrees with the OKI regional freight plan in that the cargo park needs to tie into Aero Parkway, which would affect traffic in the Houston – Donaldson Study Area due to increased truck traffic making its way to I-75 from the airport. Such an air cargo park may be built within the ten-year planning horizon of the Houston – Donaldson Study as it is shown on the CVG Master Plan's Proposed Projects and Timing Table with a 2023-2024 construction date.

Road Improvements

When the 1992 Houston – Donaldson Study was written, there were many needs that had to be met in the road system within the Study Area. At the time of this writing, most of those needs have been met. As an example, in 1992 Houston Road did not connect to Donaldson Highway. There are no longer identifiable major road projects such as that. As a result, the 2014-2017 Transportation Improvement Plan (TIP) does not list any projects within the Houston – Donaldson Study Area.

However, the 2014-2017 TIP is based on a larger document, the 2040 Regional Transportation Plan. That document shows one project within the Houston – Donaldson Study Area. That is the widening of Donaldson Highway from the Kenton County line to Mineola Pike. That project is listed as a recommended project but has not yet been funded.

Boone County also has an adopted Transportation Plan. The Boone County Transportation Study was completed in 2006 and is a countywide transportation plan. Several things have happened at the local, state, and federal levels since the adoption of that study that make it imperative that it being updated as soon as funding is available, including the 2012 adoption of a new federal transportation bill, MAP-21. In addition, several of the projects listing in that study have been completed. However, there is one project that is listed on the Operation Improvement Plan Project list that is still recommended for future consideration. That is the widening of Turfway Road. This is a project that Planning Commission has proposed as part of the Houston – Donaldson Study and recommends that it be included in future transportation planning initiatives.

Beyond the major road improvements, there are several local road recommendations that the Houston – Donaldson Study makes. These local road improvements are largely based on the recommendations of the traffic consultant that the Planning Commission hired to look at the Houston – Donaldson Study Area early in the planning process. These local road improvements are detailed in the Land Use Recommendations chapter. This includes the proposed extension of Beam Boulevard and the intersection with Houston Road (Figure 3.6), the redesign of Turfway Road in Subarea Six to remove the ninety-degree turn (Figure 3.10), and potential new local roads that would serve Subarea Seven when it develops.

Non-Motorized Facilities

There are two non-motorized infrastructure issues in the Houston – Donaldson Study Area. The first non-motorized issue is Phase II of the CVG Trail (Figure 4.1).

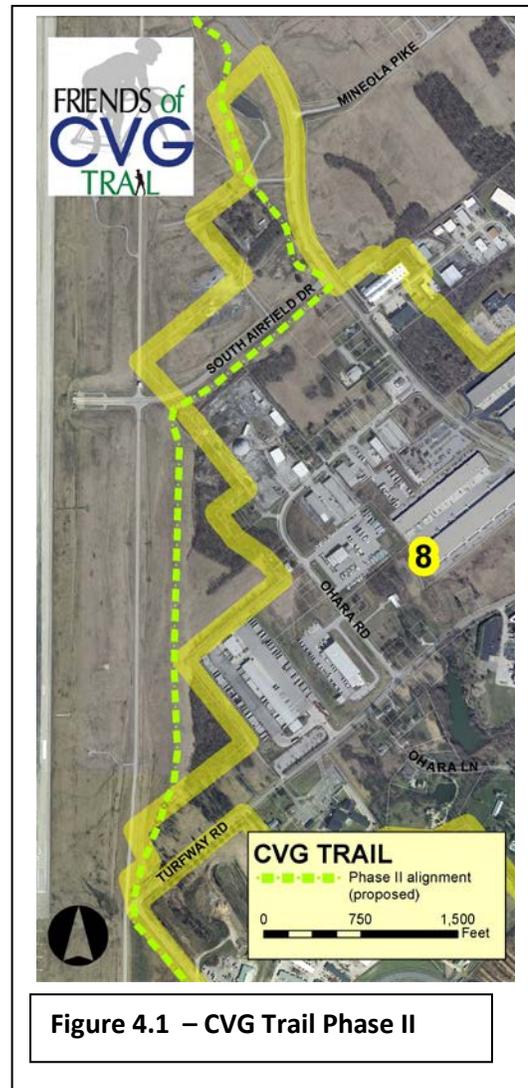


Figure 4.1 – CVG Trail Phase II

As discussed in the Background Study for Subarea Eight, the CVG Trail is a planned 22-mile shared use path that is envisioned to encircle the CVG airport. The goal of the CVG Trail is to provide safe facilities for walkers, runners, and bicyclists around the airport. The trail has been championed since 2007 by a group called Friends of CVG Trail, a private not-for-profit community group.

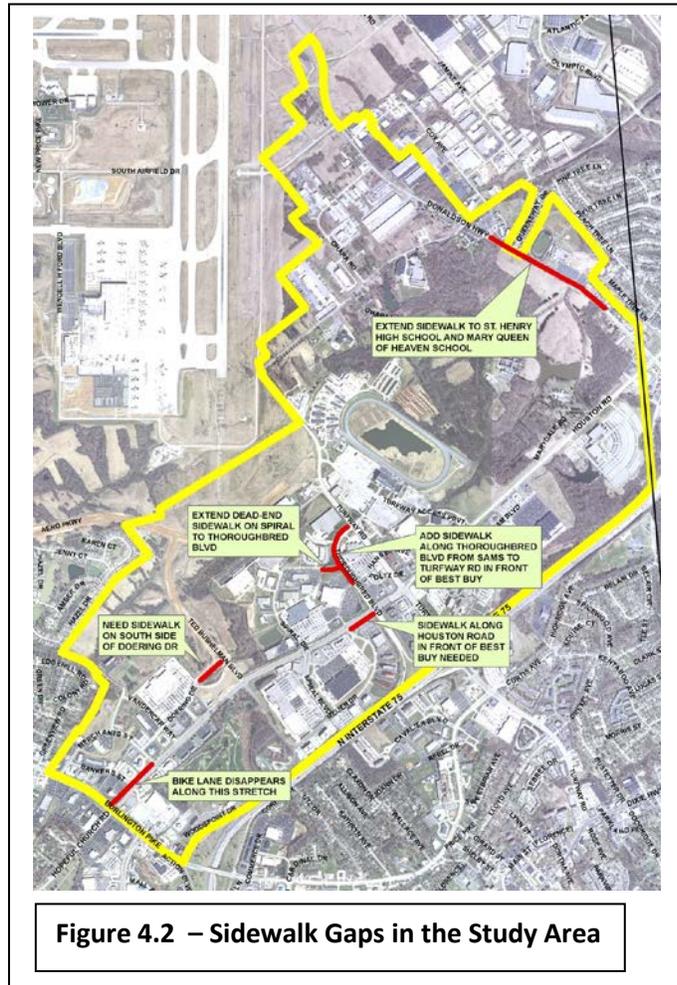
The first leg of the CVG Trail, known as Phase I, was completed as a part of the construction of Aero Parkway and Ted Bushelman Boulevard in 2012. Phase II of the CVG Trail is planned to be located adjacent to Subarea Eight along its west boundary and within airport property (Figure One). Phase II is planned to be approximately 3.3 miles length and is planned to extend north from the existing Phase I trail and connect to the CVG Airplane Viewing Area on Donaldson Highway.

The CVG Trail is only the first of the non-motorized facility issues in the Houston – Donaldson Study Area. The second are the sidewalks. The Houston – Donaldson Study Area has an existing network of sidewalks that measures over 26.5 miles total in length. Thanks to this sidewalk system, even without the CVG Trail, the Houston – Donaldson Study Area has an impressive non-motorized system. However, the existing sidewalk network has gaps at certain points that should be filled in by making sidewalk connections. Making these sidewalk connections would involve filling these gaps, most of which are relatively minor (Figure 4.2). In addition, it is recommended that a non-motorized trail circle Subarea Seven. This proposed non-motorized facility should connect to the larger sidewalk system, as well as to the future Phase II of the CVG Trail.

In addition to the sidewalk gaps, Figure 4.2 also shows a needed bike lane improvement. Houston Road has striped bike lanes for most of its distance. However, this bike lane disappears at the southern end of the road as it nears the intersection with KY 18. It is recommended that the bike lane be completed.

Stormwater

Nonpoint source runoff, commonly referred to as stormwater, has been identified as one of the leading causes of impairment to stream water quality throughout the state of Kentucky. Data collection and analysis in the Gunpowder Creek Watershed between 2009 and 2012 demonstrate the connection between land use development and stormwater. Increased development, as well as improperly managed impervious surfaces, such as roads, parking lots, and rooftops, disrupts a watershed's hydrology, altering the natural flow regime which negatively impacts stream quality. Both stream



system assessments and public education play important roles in stream quality as understanding existing conditions and promoting public stewardship are critical for protecting natural resources.

The Houston – Donaldson Study Area is divided into two different watersheds (Figure 4.3). The eastern side of the Study Area drains directly into the Ohio River via Dry Creek. The western side falls within the Gunpowder Creek watershed, which drains into the Ohio River in the southwestern part of Boone County.

- Gunpowder Creek

At this time, the Boone County Conservation District is writing a Watershed Plan for the Gunpowder Creek watershed plan. This plan is based on two years of collected field data and subsequent analysis. Their data suggests that the water quality in the Gunpowder Creek watershed is graded a “C”.

The Gunpowder Creek watershed faces problems in the future that need to be evaluated and planned for today and has been under increasing pressure as development in the watershed continues to expand. Gunpowder Creek has been classified on the 303(d) List of Impaired Waters for high levels of sediment, bacteria, and nutrients. Nonpoint source pollution, due to hydromodification, habitat alteration, and sedimentation, is thought to be the leading cause of impairments in the watershed. Historic land uses such as agriculture also impact the lower portions of the watershed. The Cincinnati/Northern Kentucky International Airport (CVG), most of which lies in the Gunpowder Creek watershed, has a separate Total Maximum Daily Load (TMDL) for ethylene glycol. Most of the upper reaches of the watershed have been developed, including most of the land in the Houston – Donaldson Study Area.

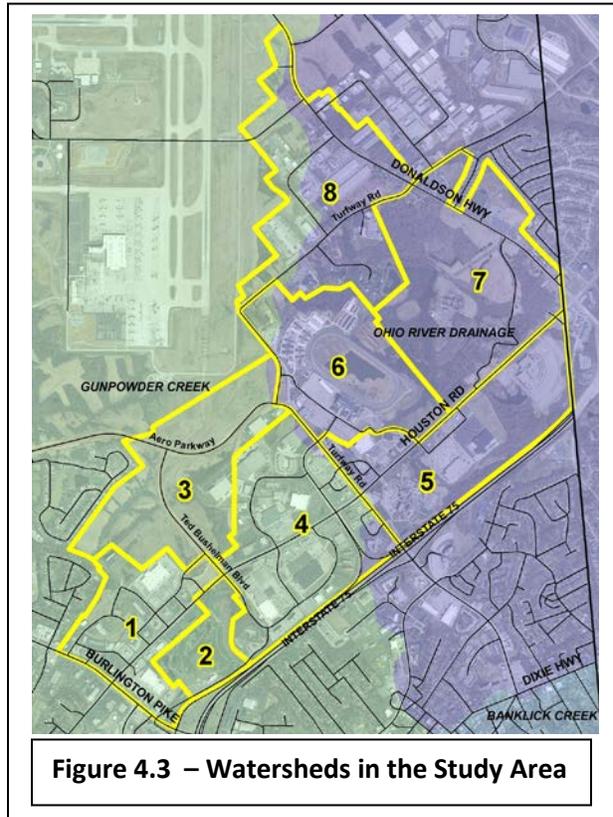


Figure 4.3 – Watersheds in the Study Area

Significant impairments have already been identified in the Upper Gunpowder Creek Watershed. CVG was identified as a major source of pollution from de-icing operations and has taken mitigating steps in accordance with the approved TMDL developed to address ethylene glycol (KDOW, 1998). Additional TMDLs are under development by KDOW for other pollutants they have assessed and listed as causes of impairments in the creek and its tributaries. These are sedimentation/siltation, nutrient/ eutrophication biological indicators, organic enrichment (sewage) biological indicators, and fecal coliform (KDOW, 2008).

These impairments are related to Boone County’s rapid growth over the past decade and an increase in storm water runoff. The county will likely continue to grow for the foreseeable future. As a result, the threat to the Gunpowder Creek watershed from nonpoint source pollution will continue to grow unless proper Best Management Practices (BMPs) are taken. Based on the evidence of this growing threat, it is important that a clearer understanding of the situation facing the watershed be obtained.

- Ohio River

The Gunpowder Creek watershed drains into the Ohio River, one of sixty-nine major tributaries in fifteen states. However, the water from the eastern half of the Houston – Donaldson Study Area drains directly into the Ohio River itself without flowing through a tributary. Much of this water is delivered via stormwater non-point source or through pipes that drain directly into the Ohio River.

According to the Kentucky Waterways Alliance, threats to the Ohio River mainly include stormwater runoff, agricultural runoff, mercury deposition from coal-fired plants, industrial wastewater discharges, and millions of gallons of untreated sewage that flow into the river each year from sewer overflows. Of these, the issues that the Houston – Donaldson Study Area most affects are stormwater and sewer overflows. Both of these issues surface during rainfall events.

TANK Transit Network

The Transit Authority of Northern Kentucky (TANK) has provided transit services to Boone, Campbell and Kenton counties as well as downtown Cincinnati since 1973. TANK offers a “Downtown Connection” taking people from their homes in Northern Kentucky to jobs downtown as well as service to work sites in the Northern Kentucky region, with fast “reverse-commute” bus service. TANK also operates express buses that travel the highway system, providing more direct access to the Downtown Cincinnati Central Business District. TANK operates 27 routes, through 19 Park & Ride locations, 365 days a year. TANK also operates the Regional Area Mobility Program (RAMP), a service for disabled citizens and the DayTripper program for seniors over age 60. In the 2009 Fiscal Year, TANK carried 3.7 million passengers to destinations throughout Northern Kentucky and downtown Cincinnati.

One of the routes TANK operates is the #1 Route. This is the route that travels to and from the Houston – Donaldson Study Area and is has more ridership than any other TANK bus route. The #1 Route travels from downtown Cincinnati down Dixie Highway and loops through the Mall Road area and the southern half of the Houston – Donaldson Study Area. At the time of this writing, TANK is proposing to change the #1 Route to a faster service by eliminating approximately three-quarters of the existing stops. This change is expected to result in a net increase in ridership and a higher frequency of busses, making it a more suitable route for commuters. The Houston – Donaldson Study Area would continue to be served by this new rapid bus system, although the number of stops would be reduced.

The Houston – Donaldson Study Area is also affected by the 2X Route, which is designed to deliver passengers to and from the CVG Airport. This route travels from Cincinnati to I-75 to I-275 and is the only route that has wifi for the riders. The route exits I-275 at the KY 212 interchange and loops through the airport, stopping at several places within. The route ultimately enters the Houston – Donaldson Study Area from the north at Turfway Road and Donaldson Highway after looping through the Circleport Business Park. The route then turns east from Turfway Road and travels along Donaldson Highway until stops again at Home at Commonwealth in Kenton County. As a result, although the 2X Route travels through the Houston – Donaldson Study Area and serves the CVG Airport, it does not directly serve the Study Area.

TANK also maintains two Park and Ride lots that serve the Houston – Donaldson Study Area. The first lot is in the parking lot of a restaurant at the southeast corner of Houston Road and Donaldson Highway and just inside the Boone County boundary line. The second lot is in the Turfway Park parking lot and located roughly behind the Target shopping center. Both of these Park and Ride lots serve the #1 Route.

Chapter Five – Development Design and Signage Requirements

This chapter outlines the Site Design and Architectural Design Review requirements which apply to all buildings and sites in the Houston – Donaldson Study Area. These requirements are primarily aesthetic in nature and are intended to create and maintain substantive, high quality developments which are adaptable over time and conducive to a regional, automobile oriented multi-use activity center in accordance with the Study's objectives. If the proposed improvements are not subject to public view from a public street or adjoining property, the Zoning Administrator may determine that the Design Review procedure is not required.

Compliance with the Site Design requirements shall be determined through the applicable Site Plan process as required by Article 30 of the Boone County Zoning Regulations. Compliance with the Architectural Design Review requirements shall be determined through the Design Review process that is described later in this chapter. The Site Plan and Design Review applications shall be submitted concurrently. Seven (7) sets of full size architectural elevations, one (1) letter or legal size set of architectural elevations and color rendering, material samples or product literature, and sufficient design details which demonstrate compliance with these requirements shall be submitted as part of the Design Review application. Architectural plans shall be stamped or sealed by a registered architect licensed by the Commonwealth of Kentucky.

For additions or exterior modifications to existing buildings, the Architectural Design Review requirements shall be followed to the extent that they will produce a cohesive overall design in which the new improvements and original structure are compatible with one another when viewed from public vantage points. If compatibility between the new improvements and original structure is not feasible based on these requirements, retrofit design concepts prepared by KZF Design may be used. These design concepts are available at the Planning Commission office.

The requirements in this chapter supersede the normal requirements of the Boone County Zoning Regulations. When specific standards or requirements are not outlined in this document, the normal requirements of the zoning regulations shall apply. Exceptions or modifications to either the Site Design or Architectural Design Review requirements, and flexibility in development standards, may be granted by the Planning Commission through the Design Review procedure upon finding that the proposal will create an equivalent or superior solution to the requirement in question, or is necessary to better meet the recommendations, requirements, intent, goals, and objectives in the Study document as a whole, and the proposal does not diminish the design character which would otherwise be created by the normal requirement.

Site Design Requirements

- 1) Site Arrangement: Improvements shall be arranged on a site so that:
 - A. Large blank walls are not directly visible along street frontages or areas frequented by the public.
 - B. No more than 60 percent of the parking and vehicular areas for outlot type developments shall be placed in a front yard or corner side road
 - C. A minimum 20 foot wide landscaped area is provided between the right-of-way and on-site improvements. For sites with multiple street frontages, the landscape area width may be

reduced to 10 feet for secondary frontages along local or subcollector roadways. Such approval shall be granted through the Design Review process

- 2) Landscape/Green Space Area: Landscaping shall be provided in accordance with Article 36 “Landscaping” of the zoning regulations. Additionally, a minimum of 22 percent of the overall site area shall be devoted to landscaping as permanent green space. The computation of this green space ratio can include areas such as landscaped parking lot islands and peninsulas, landscape areas along street frontages and building frontages, buffer yards, water features and sculptural elements, and storm management facilities which are integrally designed as part of the landscape. Storm water management facilities that are placed in front yards or corner side yards must be designed as an integral, visual part of the site’s landscape.
- 3) I-71/75 Streetscape: The pavement surface of any parking or vehicular area which adjoins the I-71/75 right-of-way shall be at least 3 feet lower than the highest point in the adjoining right-of-way or on-site landscaped area adjoining the right-of-way; this shall be accomplished by either depressing the grade of the vehicular area or by constructing berming as part of the required landscaping. Any right-of-way fencing along the I-71/75 right-of-way shall be a white post and rail type fence.
- 4) Pedestrian Facilities: Each development or land use within the Study Area shall provide pedestrian sidewalk connections to other developments, recreation and public or civic facilities, and public open space areas, if appropriate. These connections are in addition to sidewalk connections between the building, parking, and street normally required by Article 33 of the zoning regulations. Comprehensive pathway/sidewalk systems which logically connect destinations shall be provided in multi-lot developments. Access easements shall be of a paved surface and shall not use gravel.

Outdoor spaces with fixed seating, landscaping, and other pedestrian oriented improvements shall be provided at a main building entrance for multi-tenant and multi-building retail and office developments, and other major developments with a high volume of pedestrians such as public facilities. These outdoor spaces shall be surfaced with decorative pavers or concrete treated to appear as unit pavers. Crosswalks on public and private roadways within planned development should also have a tactile, decorative surface such as cast in place units made to look like unit pavers or concrete treated to appear as such.

- 5) Site Furniture: Site furniture includes items such as benches/seating and outdoor tables, light fixtures and masts, waste receptacles, bollards, railings around outdoor seating areas, and street/regulatory signage. There are no proprietary specifications or requirements for site furniture, or prototypes which must be followed. Rather, site furniture must be architectural grade and the various items selected for any given site must visually correlate to one another as components of an overall design system. Also, site furniture must use neutral or dark colors, and shall not use wood or wood products.
- 6) Underground Utilities: All utility lines shall be placed underground. Existing overhead utility lines shall be placed underground when a site develops or redevelops.

Design Review Process

Complete Design Review applications shall initially be reviewed by the Boone County Planning Commission's staff, who will then report their findings and conclusions to the appropriate committee of the Planning Commission. The Committee shall evaluate the proposal and Staff input, and then formulate a recommendation on the application to the full Boone County Planning Commission. Upon consideration of the Committee's recommendation, the full Planning Commission shall vote to approve, approve with conditions, or deny the application at a regularly scheduled Business Meeting. The Planning Commission's decision shall be based upon the requirements stated in this section, and any applicable conditions of approval from previous Zoning Map Amendment, Concept Development Plan, or Board of Adjustment applications for which compliance is to be determined through the Design Review process.

Complete Design Review applications must be received at least fourteen (14) days in advance of a Planning Commission Business Meeting in order to be considered at said meeting. Final action on Design Review applications shall occur within sixty (60) days of submission to the Planning Commission's office. An approval of a Design Review application shall be valid for two (2) years.

Architectural Design Review Requirements

- 1) **Previously Approved Design Standards:** Sites which are subject to Design Review type standards, requirements or conditions from a prior zoning approval such as a Zoning Map Amendment, Concept Development Plan, or Board of Adjustment application shall be evaluated for compliance with said standards, requirements, or conditions
- 2) **Relationship to Neighboring Structures:** Building design shall correlate to adjoining structures, and those in the same overall center or subdivision if applicable, through the use of comparable and compatible facade composition, materials, colors, roof forms, and stylistic or thematic traits.
- 3) **Architectural Style:** Developments with multiple uses, owners, and/or tenants are encouraged to use architectural designs from a single recognized academic style.
- 4) **Massing and Proportions:** The overall three dimensional envelope of the building shall be proportionate in terms of length, width, and height. Individual components on building facades, such as windows, doors, projections, placement of design details, and changes in footprint, rooflines and forms, materials, and colors, shall also be proportionate to one another and balanced on the overall structure. Three dimensional relief may be added with the provision of projections such as covered walkways/arcades, canopies, and simple fabric awnings, and/or by providing jogs or breaks in the building footprint.

For large scale structures such as anchor style retail buildings, parking structures, and civic/institutional buildings, the amount of detailing and fenestration will need to be adjusted to match the scale and function of the building. The exterior walls of larger office/commercial buildings can be designed to appear as a collection of multiple zero lot line buildings or tenants.

- 5) **Facade Composition and Detailing:** Facades shall be designed to have a defined base, mid section, and top or cap. This can be accomplished by differentiating the material, finish, and/or color of the lower portion of the exterior wall along the foundation (or entire ground floor for multi-story

buildings) from the upper portion of the wall. Additionally for multi-story buildings, a change in the fenestration pattern between the ground floor and the upper floors can be employed. The top or cap effect should be created through the provision of a three dimensional detail(s) which breaks or jogs the wall plane from the roof such as a defined cornice or projecting eave.

Main public building entrances shall be emphasized in the facade design by methods such as recessing the entrance behind the exterior facade, providing an over-scaled entrance feature which projects outward from or above the exterior facade, placing the doorway within a three dimensional archway, providing an awning or roof awning/canopy, and/or by changing the building materials, detailing, or color around the entrance opening.

Detailing should be used at the base, top of facades, openings, transitions, and across large wall expanses to reduce monotony and provide a finished appearance and dimension throughout. This could include: defined window sills and lintels, masonry quoins, soldier courses, herringbone or tile detailing, or medallions; recessing windows, storefront units, and/or doors within the façade to provide “punched” openings that create shadow lines and three-dimensional relief; metalwork, specialty glass, and signature light fixtures; and alternating materials, finish textures, colors, and/or size or shape of unit materials such as brick or stone on a facade. Corporate trademark features which uniquely identify one specific company shall not be used in the building design unless they meet the requirements of this chapter and can be readily removed or adapted without scarring the building for future occupants.

- 6) **Building Materials:** The primary exterior wall materials shall include brick, architectural grade CMU, stone, tile, or concrete which is formed to have a highly textured, fluted, or unit masonry appearance. These materials shall have an integral color. Architectural grade metals such as Alucobond type products are also permitted. Glass curtain walls used in conjunction with these materials are also permitted. Other materials such as EIFS/stucco, wood or cement board siding, glass block, and precast concrete may be used for trim, detailing, and incidental or secondary wall areas. EIFS/stucco and precast concrete wall panels with a similar light texture finish may be used as a primary building material for industrial buildings which are larger than 100,000 square feet and not located along collector or arterial roadways, and may be used on rear facades which are not subject to public view for other structures.

Only architectural grade materials shall be used. Flimsy or synthetic appearing exterior wall materials, such as ribbed, industrial style metal siding, T-111, EIFS systems with visually pronounced joints (not including designed scoring or reveals), plain faced CMU, vinyl or aluminum siding, or hard board type materials are not permitted. Snap-in grids or applied mullions are not permitted in windows; only mullions which physically separate window glass into multiple panes shall be used for divided light type windows.

Materials for any pitched roof shall be architectural grade, three dimensional shingles or tiles, slate, or standing seam metal. Other types of decorative metal roofing can be evaluated on a case-by-case basis and approved if they are integral to the overall design of the structure.

- 7) **Building Material Colors:** Exterior walls shall primarily use colors which are reflective of rich, natural tones such as those in the red, red-brown/terra cotta, brown, clay, beige/tan/blond, mustard, and/or warm gray ranges. White or exceptionally dark colors are not permitted. Other colors may be used for trim and detailing. The color of pitched roof materials shall complement, yet contrast with

the exterior wall materials. Color schemes shall use at least two colors to highlight building features and details, create contrast, and to avoid monotony and starkness in the overall building design. A consistent color scheme shall be provided on all facades so that the appearance of a rear or service side of the building is minimized.

8) Roof Types and Shapes: Parapet designs which have a defined cornice line and pitched roofs are permitted. Pitched roof forms shall appear complete and symmetrical when viewed from public vantage points both on and off the subject site. Mansard or other “stage set” type designs are not permitted.

9) Screening, Accessory Structures, and Retaining Walls:

Mechanical Equipment Screening: All mechanical equipment shall be screened. Ground mounted equipment shall be screened either with landscaping or enclosed with an enclosure structure which uses the same materials, colors, and design detailing as the principal building. If roof mounted, the equipment shall be screened by a parapet wall (for flat roofed buildings) which is designed and constructed as an integral part of the overall building; applied, “stage set” style mechanical equipment screens or mansards are not permitted. Roof mounted equipment on flat roofed buildings shall be painted to match the roof surface material if it is visible from adjoining sites or roadways that are at a higher elevation. For roof mounted equipment on pitched roofed buildings, the equipment shall be wholly contained within roof structure.

Loading/Unloading/Service Areas: Loading/unloading and/or service areas shall be placed in the side or rear yard only, excluding corner side yards. Any such area shall be enclosed with a screen wall which is at least 8 feet high and which uses the same materials, colors, and design detailing as the building which it serves. Alternatively, dense landscape hedging which will provide year round screening and that will grow to at least 8 feet high without routinely overtaking the planting space may be considered.

Trash Enclosures and Accessory Structures: Garbage storage areas and accessory structures shall be placed in the side or rear yard only, excluding corner side yards. Garbage storage areas shall be enclosed per the requirements of Section 3151 of the zoning regulations. Additionally, garbage enclosure structures and accessory structures shall be constructed with the same materials, colors, and design detailing as the principal building.

Retaining Walls: Retaining walls shall be constructed of brick, architectural grade CMU, concrete which is formed to have a unit masonry appearance, or segmental retaining wall blocks. The face material shall have a texture and integral color which correlates to the materials used for the principal building. Plain faced CMU and/or materials with a painted finish are not permitted.

Houston-Donaldson Special Sign Regulations

The purpose of the Special Sign Regulations is to allow the Study Area to have sufficient signage for business purposes, while avoiding clutter and maintaining the character of the Houston Road and Donaldson Highway corridors. These regulations are also referenced in Article 34 of the Boone County Zoning Regulations. Proposals that meet the Special Sign Regulations can proceed directly to the Sign Permit review process with Boone County Planning Commission Staff (see Section 3405 of the Boone County Zoning Regulations). Proposals that do not meet the Special Sign Regulations shall be reviewed

through either the Design Review, Concept Development Plan, Variance, or Special Sign District application processes (see Administrative Section for more information).

These regulations strongly encourage monument style signage and building mounted signage. Architectural freestanding signs are permitted to a limited degree-for shopping centers.

It should be noted that some properties within the Study Area are part of Special Sign Districts or Planned Development (PD) approvals that allow alternative signage. Property owners may continue to follow existing Sign District or Planned Development approvals or exercise the option of bringing their sites in compliance with these Special Sign Regulations.

These regulations are organized in terms of different types of development, including commercial, office and industrial, and residential development. These regulations further address freestanding uses versus multi-tenant developments, as well as outlots within and out of larger developments.

For the purpose of these Special Sign Regulations, all Sections of Article 34 and 40 of the Boone County Zoning Regulations shall apply unless they have been specifically replaced below.

PERMITTED SIGNAGE BY TYPE OF LAND USE

(A) COMMERCIAL USES

1. COMMERCIAL/RETAIL/SHOPPING CENTERS

A group of retail and/or service establishments planned, developed, and managed as a single site with common off street parking provided on the property.

One (1) architectural freestanding sign is permitted at the main development entrance where it meets a public street. The architectural freestanding sign shall include only the name of the center and the major anchor tenant unless the conditions below are met. The maximum size of such a sign shall be two hundred (200) square feet in area. The maximum height of such a sign shall be proportional to the road frontage along which the sign is to be located: up to two hundred (200) feet of frontage allows a fifteen (15) foot tall sign, and more than two hundred (200) feet of frontage allows a twenty (20) foot tall sign. Multi-tenant signs may be permitted with one tenant panel per 100,000 square feet of gross floor area in the retail center with a maximum of four such panels per retail center. These multi-tenant panels shall be accessory to the main development identification portion of the sign.

One (1) monument style sign is permitted at each secondary entrance for the purpose of identifying the overall development. A secondary entrance shall be defined as a vehicular entry point where the development meets a public street. The monument sign(s) shall be a maximum of eight (8) feet tall and forty-eight (48) square feet in area and shall only advertise the name of the retail center.

Construction Standards

Architectural Freestanding Signs

The sign shall meet the definition found in Section 4000 of the Zoning Regulations.

Up to 50% of the sign area may be used as manually changeable copy display. Any proposed manually changeable copy display(s) shall be located beneath fixed copy signs.

Monument Signs

The base and sides of the sign shall use construction materials and design details that match the dominant construction material of the principal building.

The top of the sign shall have an architectural feature or finish, such as a gable, arch, or pediment. Single panel plexi-faced cabinets shall not be permitted.

2. INDIVIDUAL TENANT SPACES WITHIN COMMERCIAL/RETAIL/SHOPPING CENTERS

Anchor tenants over 40,000 square feet in area shall be permitted one building mounted sign on each facade that faces a public street or main development driveway. However, no more than two such signs shall be permitted. The permitted size of the building mounted signs shall be two square feet for each lineal foot of tenant space width on which the sign is mounted but shall not exceed two hundred and fifty (250) square feet.

Individual tenants spaces that are 40,000 square feet in area or smaller are permitted one building mounted sign. The permitted size of the building mounted sign shall be two square feet per each lineal foot of tenant space width on which the sign is mounted but shall not exceed one hundred (100) square feet in area. Corner tenant spaces can break their permitted square footage up and display it on the front and side facades if the side facade is visible from a public street or main development driveway. In such a case, the permitted signage can be broken into one sign area on the front facade and one sign area on the side facade.

Construction Standards

Building Mounted Signs

Channel letters, sandblasted redwood, individual pin mounted letters, neon copy, neon or L.E.D. accent bands, fabric awnings, and similar signs as determined by the Zoning Administrator shall be permitted. Manually changeable copy, electronically changeable copy, plexi-faced panels, internally illuminated awnings, firmly structured awnings with an "inflated" or plastic appearance, and similar signs shall not be permitted unless specifically approved through a Design Review, Concept Development Plan, or Special Sign District application.

3. FREESTANDING COMMERCIAL LOTS AND OUTLOTS WITHIN COMMERCIAL/RETAIL/SHOPPING CENTERS

One building mounted sign shall be permitted on each facade that faces a public street or main development driveway. However, no more than two such signs shall be permitted. The permitted size of the building mounted signs shall be two square feet per each lineal foot of building or tenant space width on which the sign is mounted but shall not exceed two hundred (200) square feet in area. One monument sign shall also be permitted at maximum of eight (8) feet tall and twenty-four (24) square feet in area.

Construction Standards

Monument Signs

The base and sides of the sign shall use construction materials and design details that match the dominant construction materials of the principal building.
The top of the sign shall have an architectural feature or finish, such as a gable, arch, or pediment.
Single panel plexi-faced cabinets shall not be permitted.

Building Mounted Signs

Channel letters, sandblasted redwood, individual pin mounted letters, neon copy, neon or L.E.D. accent bands, fabric awnings, and similar signs as determined by the Zoning Administrator shall be permitted. Board signs, graphics painted directly on the building, manually changeable copy, electronically changeable copy, plexi-faced panels, internally illuminated awnings, firmly structured awnings with an “inflated” or plastic appearance, and similar signs shall not be permitted unless specifically approved through a Design Review, Concept Development Plan, or Special Sign District application.

(B) OFFICE/INDUSTRIAL DEVELOPMENTS

1. OFFICE AND INDUSTRIAL PARKS

One (1) entrance monument sign that is up to ten (10) feet in height (measured from the grade of the street centerline) and one hundred (100) square feet at each entrance to the park from a public street are permitted. Such monument signs shall only announce the name of the subdivision or park.

Construction Standards

The base and sides of the sign shall be constructed with a masonry product (excluding smooth or textured concrete block).
The top of the sign shall have an architectural feature or finish, such as a gable, arch, or pediment.
Single panel plexi-faced cabinets shall not be permitted.

2. INDIVIDUAL LOTS WITHIN OFFICE OR INDUSTRIAL PARKS OR FREESTANDING LOTS WITHIN EMPLOYMENT ZONES

One (1) monument sign shall be permitted at maximum of eight (8) feet tall and forty-eight (48) square feet in area.

The amount of permitted building mounted signage shall be determined by the area of the building or tenant space.

Over 40,000 square feet: Individual building users or tenant spaces shall be permitted one building mounted sign on each facade that faces a public street or main development driveway. However, no more than two such signs shall be permitted. The permitted size of the building mounted signs shall be two square feet for each lineal foot of building or tenant space width on which the sign is mounted but shall not exceed two hundred and fifty (250) square feet.

40,000 square feet in area or smaller: Individual buildings users or tenants spaces shall be permitted one building mounted sign for each facade that faces a public street or main development driveway. However, no more than two such sign shall be permitted. The permitted size of the building mounted sign shall be two square feet per each lineal foot of building or tenant space width on which the sign is mounted but shall not exceed one hundred fifty (150) square feet in area.

Construction Standards

Monument Signs

The base and sides of the sign shall be constructed with a masonry product (excluding smooth or textured concrete block).

The top of the sign shall have an architectural feature or finish, such as a gable, arch, or pediment. Single panel plexi-faced cabinets shall not be permitted.

Building Mounted Signs

Board signs, graphics painted directly on the building, manually changeable copy, electronically changeable copy, plexi-faced panels, internally illuminated awnings, firmly structured awnings with an “inflated” or plastic appearance, and similar signs shall not be permitted unless specifically approved through a Design Review, Concept Development Plan, or Special Sign District application.

(C) RESIDENTIAL USES

Refer to Sections 3410 and 3411 of the Boone County Zoning Regulations.

ADMINISTRATION

As stated previously, all proposals that meet the Special Sign Regulations can proceed directly to the Sign Permit Review Process listed in Section 3405 of the Boone County Zoning Regulations. Proposals that do not meet the Special Sign Regulations shall be reviewed in one of the following manners as determined by the Zoning Administrator:

1. Design Review Application - Applicant seeking minor changes to the sign code. Any proposal for infrequently changing electronic signs, such as gas prices and hotel room rates, shall be reviewed under this application. Boone County Planning Commission takes final action on Design Review applications.
2. Variance Application - Applicant seeking relief from dimensional requirements of the sign code. Variances cannot be sought for design requirements. The appropriate Board of Adjustment would take final action on a Variance application.
3. Concept Development Plan - An applicant can ask for modifications to the sign code as part of a Concept Development Plan or Change in Approved Concept Development application. Such applications are reviewed by the Planning Commission and a recommendation is made to the appropriate legislative body.
4. Special Sign District - An applicant is seeking major changes to the sign code. Any proposal for a frequently changing electronic message center will be viewed as a major change. Such applications are reviewed by the Planning Commission and a recommendation is made to the appropriate legislative body.

Previous Design Review, Variance, Concept Development Plan, or Special Sign District approvals that meet or do not meet the current requirements are still valid and in effect. A property owner can continue to utilize their prior approval(s) or bring their site in compliance with the current requirements.

Zoning Process

The Houston – Donaldson Study is very closely tied to the analysis and recommendations of the 2010 Boone County Comprehensive Plan and is referenced there as the official detailed guide for the area comprised by the Houston – Donaldson Study Area. In addition, the Study Area is contained in the Boone County Zoning Regulations as a separate article, known as the Houston – Donaldson Study Corridor Overlay District. Because of the connection with these two documents, the Houston – Donaldson Study should be treated as an amendment to both the Comprehensive Plan and the Zoning Regulations.

The Houston – Donaldson Study recommends a specific land use plan for its Study Area. This section connects the Houston – Donaldson Study to the Boone County Zoning Regulations and provides a mechanism that encourages conformance with this plan and permits developers and land owners to pursue alternate development plans through the normal review processes as described in the Boone County Zoning Regulations. It is the intention of the Houston – Donaldson Study to allow the uses in the underlying zone for each site, although the density and design of such use is to be determined through the appropriate review process.

The Houston – Donaldson Study recommends that the Study Area is covered by a Planned Development overlay zoning district as described in Article 15 of the Boone County Zoning Regulations. This overlay zone is recommended for important properties where development as normally permitted by the underlying zoning could create potential adverse impacts on the public infrastructure or development trends of an area and enables these potential impacts to be evaluated through the public review process. The Planned Development overlay zone is also intended to ensure a compatible mixed land use pattern for the Study Area.

The normal process for evaluating proposed uses is through a Zoning Map Amendment or Concept Development Plan process. Both processes are similar and both require a public hearing to be held by the Planning Commission and action by the appropriate legislative body to take effect.

Because it includes detailed land use and traffic analysis, the Houston – Donaldson Study already includes some of the public evaluation of appropriate development on specific sites. Because the analysis and evaluation has been performed at greater detail than the Boone County Comprehensive Plan, it may not be necessary that planned developments which meet the recommendations of the Houston – Donaldson Study be required to undergo the normal public hearing process. As described below, this Section of the Study enables such developments that meet the recommendations of the Study to undergo a shorter process that would not require a public hearing or approval by a legislative body. Other proposed developments that are found not to meet the recommendations of the Study will be allowed to follow the normal public hearing process of approval of a Concept Development Plan or Zoning Map Amendment. Existing Concept Development Plans within the Houston – Donaldson Study Area are considered to remain in effect for each respective property. Any subsequent proposed major changes to such a previously approved Concept Development Plan that do not meet this Study shall be reviewed through the normal public hearing Change in Concept Development Plan procedure.

Procedure

Two basic review tracks are possible within the Houston – Donaldson Overlay District. Portions of the Study Area that are outside of the Houston-Donaldson Overlay District shall follow the standard review procedures outlined in the Boone County Zoning Regulations and Boone County Subdivision Regulations.

For the areas within the Houston-Donaldson Overlay District, an expedited “short” review process is available to encourage new development, new uses, physical alterations to a building and/or site, and redevelopment to comply with the Study’s recommendations. A “long” review process is available for proposals that do not comply with the Study’s recommendations. These two review tracks are as follows:

1. Short Review Process: Administrative site plan review per Article 30 of the Boone County Zoning Regulations, subdivision review as applicable per the Boone County Subdivision Regulations, and the Design Review process described in this document upon the Long Range Planning Committee determining that the Short Review Process Criteria outlined below have been fulfilled. Certain use changes that are subject to the Tenant Finish procedure and projects which are developed in accordance with a previously approved Concept Development Plan may follow the Short Review Process as described further below.
2. Long Review Process: Prior to the administrative Site Plan, Subdivision Review, and Design Review processes, the development proposal must be approved through the Concept Development Plan or Zoning Map Amendment process per Article 3 “Amendment” and/or Article 15 “Planned Development District” of the Boone County Zoning Regulations. Both processes involve a Public Hearing before the Planning Commission, a recommendation by the Planning Commission to the Florence City Council or the Boone County Fiscal Court, and a final decision by the Florence City Council or Boone County Fiscal Court, depending on the jurisdiction of the request.

Review Processes Overview

Step One - Pre-application Meeting: Applicant meets with staff for a pre-application conference. Applicant presents proposed uses or project to staff and is informed of The Houston – Donaldson Study requirements.

Step Two - Long Range Planning/Comp Plan Committee Determination: The Long Range Planning Committee determines, at an announced Committee meeting, whether the proposal follows the Short Review Process per Step Three or Long Review Process per Step Four, based upon the submittal information. This determination is given in written form and is based upon the Criteria for Determining Review Process outlined below. Action by the full Boone County Planning Commission is not necessary for Step Two.

Step Three - Short Review Process: If the determined process is the Short Review Process, then the applicant applies for Major Site Plan or Minor Site Plan review based on Article 30 of the Boone County Zoning Regulations, and/or subdivision review, and the Design Review process as described in this document.

Step Four - Long Review Process: If it is determined that the applicant is to follow the Long Review Process, the applicant submits an application through either the Concept Development Plan or Zoning Map Amendment procedure. This includes public notification, a public hearing before the Planning Commission, committee review and action, full Planning Commission action, and final action by the either the City of Florence City Council or Boone County Fiscal Court depending on the jurisdiction of the request. This review process requires action within 180 days from the date of application to final action by the City of Florence City Council or Boone County Fiscal Court. The Planning Commission shall act

within 90 days and the City Council or Fiscal Court shall also act within an additional 90 days. When the Long Review Process is required, the administrative site plan review subdivision review and design review outlined in Step Three occur after approval of the Concept Development Plan or Zoning Map Amendment application.

Criteria for Determining Review Process

1. **Tenant Finishes**: Proposals that only involve a change to a use that is in compliance with the approved Concept Development Plan, and which will occupy space in an existing building with no physical alterations or additions to the building or site (excluding signage) are subject to the administrative Tenant Finish procedure.
2. **Previously Approved Concept Development Plans**: In the event that a developed site or a previously approved Concept Development Plan is proposed to change from its initial use to a new use and/or the purpose changes to the site or building, the proposed use or improvements shall be evaluated by the Zoning Administrator. The Zoning Administrator shall evaluate any previously approved Concept Development Plan, conditions of approval, minutes, letters, and all other evidence. The Zoning Administrator shall determine whether the proposed use requires application for a Concept Development Plan or Change in Concept Development Plan.

Concept Development Plan approvals that were granted prior to the adoption of The Houston – Donaldson Study are valid as originally approved, including any supplemental conditions of approval. Projects proposed to be developed pursuant to a previously approved Concept Development Plan may follow the Short Review Process.

3. **New Development, Site Redevelopment, Changes or Additions to Building or Site**: The Short Review Process may be followed provided the Long Range Planning Committee determines that:
 - A. The proposal follows the recommendations in the Land Use Recommendations chapter in this chapter as they relate to the specific site and surrounding vicinity. Proposed uses that are not listed in the underlying zone text may still qualify for the Short Review Process if they follow the recommendations in this document. Proposed uses that are listed in the underlying zone text (Principally Permitted Uses or Conditional Uses) may not necessarily qualify for the Short Review Process if they do not follow the Land Use Recommendations chapter. The Goals and Objectives of both the Houston – Donaldson Study and the current Boone County Comprehensive Plan may also be consulted in this determination.
 - B. The proposal follows all applicable standards and requirements in the Site Design and Implementation chapter. The proposal also follows any applicable provisions in the Special Sign Regulations Chapter.
 - C. The proposal does not present unknown or undue impacts on infrastructure or public services based on the recommendations in the Houston – Donaldson Study, such as water, sanitary and storm sewer, traffic impacts, public schools, and emergency services.

If the Long Range Planning/Comp Plan Committee determines that any of the above criteria are not met, then the proposal must follow the Long Review Process. The property owner and the Long Range Planning/Comp Plan Committee can agree to conditions in writing to make the proposal consistent with the Houston – Donaldson Study.

Chapter Six – Current Zoning and Recommended Changes

Much of the zoning in the Houston – Donaldson Study Area has been influenced throughout the years by Planning Developments Districts and Concept Development Plans.

The Zoning Regulations defines a Planned Development District (PD) as a, “special overlay zoning district, which allows various types of land uses and densities in return for appropriate, flexible, creative and high quality designs consistent with the standards and criteria of this article, including the adopted Comprehensive Plan.” The PD is an overlay zone, meaning that there is always an underlying zone that serves as a reference for the uses that are allowed. Additional uses that are not listed in the underlying zone are also allowed if they are approved and found to be compatible and of benefit to the community.

As a condition of approval for rezonings within PD or overlay zones, the Planning Commission requires a Concept Development Plan (CD). In addition, an applicant may submit a CD for review and approval by the Planning Commission. In either case, the CD is considered to be a condition of the zoning. The “CD” designation on the Zoning Map means that one is approved for a specific site.

In some cases, a parcel of land in the Houston – Donaldson Study Area is under both a PD and a CD. In addition, the original Houston – Donaldson Study Area from the 1992 Study is under the Houston – Donaldson Study Corridor Overlay District (HDO).

The HDO is an overlay zoning district and applies to all properties in the original Houston – Donaldson Study Area. As a result of the HDO, the CD, and the PD designations, it is difficult to tell what land uses are allowed on a case by case basis simply by looking at the underlying zoning.

The remainder of this chapter will examine the zoning for each Subarea in the Houston – Donaldson Study Area. The zoning for each Subarea will be shown and named. However, no attempt will be made to describe any allowed uses as these must be researched for each individual property within the Houston – Donaldson Study Area.

Subarea One

The Zoning for Subarea One is comprised of Office (O-1/PD/CD, O-2/PD/CD) and Commercial (C-2/PD, C-2/PD/CD, C-3/PD) districts (Figure 6.1). A close investigation of the existing zoning for Subarea One shows that the Subarea is appropriately zoned. Because of the limited nature of potential new development and because the existing zoning suits the existing development, thus there are no recommendations for rezonings in Subarea One.

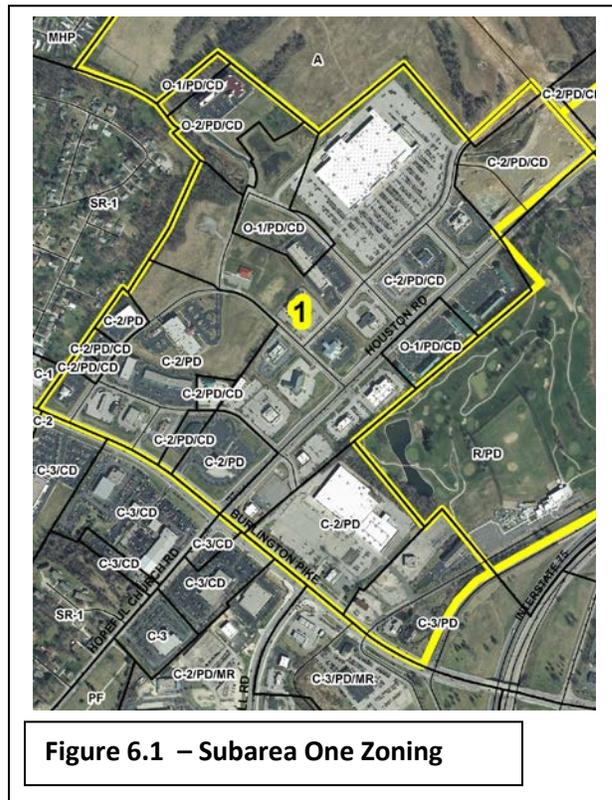


Figure 6.1 – Subarea One Zoning



Figure 6.2 – Subarea Two Zoning

Subarea Two

The Zoning for Subarea Two is entirely Recreation (R/PD) and is home to the World of Golf recreation center (Figure 6.2). The current R/PD zone implements the Study’s recommendations. Therefore, no changes to the zoning map are recommended for Subarea Two.

Subarea Three

The Zoning for Subarea Three is made up almost exclusively of Airport (A) zoning with a few extremely small pieces of Industrial (I-1/PD/CD) and Commercial (C-2/PD/CD) (Figure 6.3). The Airport zoning allows typical airport uses such as terminals, but it also allows airport related commercial, office, and industrial uses, hotels, and uses as allowed in the I-1 district.

The Planning Commission is aware of the Airport’s wishes and therefore has a clear idea about how the Airport wants to develop Subarea Three. Based on those conversations and knowing the Airport’s vision, the Planning Commission does not recommend any changes in the zoning for Subarea Three.

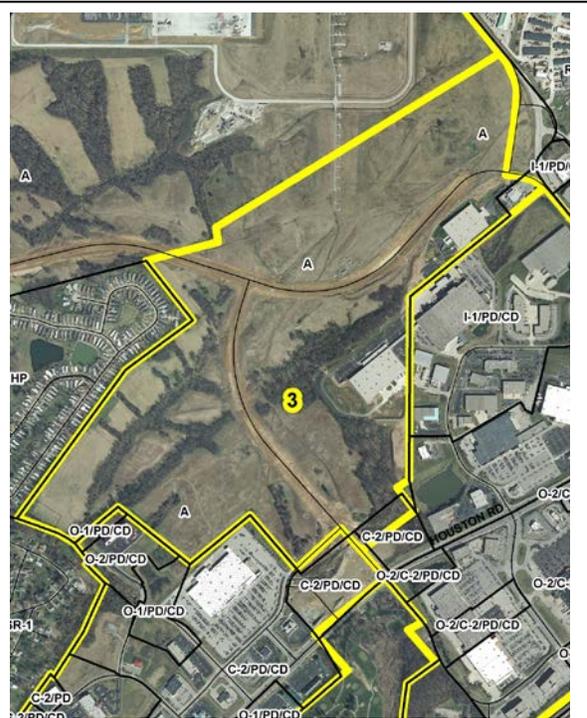


Figure 6.3 – Subarea Three Zoning

Subarea Four

The zoning for Subarea Four is very diverse (Figure 6.4). All of the Subarea on the southern side of Houston Road contains some sort of underlying Office zoning (O-2/PD/CD, O-2/C-2/PD/CD, O-1/PD, and O-2/PD). The zoning on the northern side of Houston Road turns to a Commercial (C-2) underlying zoning (C-2/PD/CD). Finally, the northern third of the Subarea is zoned Industrial (I-1/PD/CD).

The current zoning implements the Study's recommendations. Therefore, no changes to the zoning map are recommended for Subarea Four.

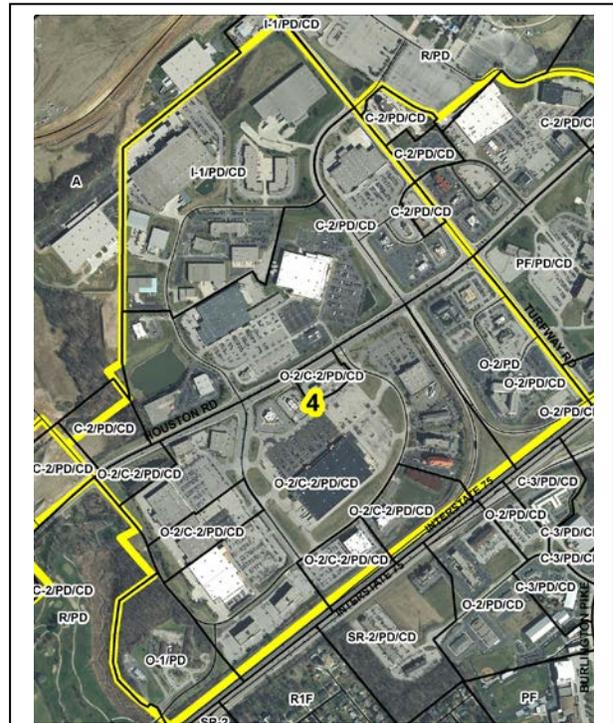


Figure 6.4 – Subarea Four Zoning

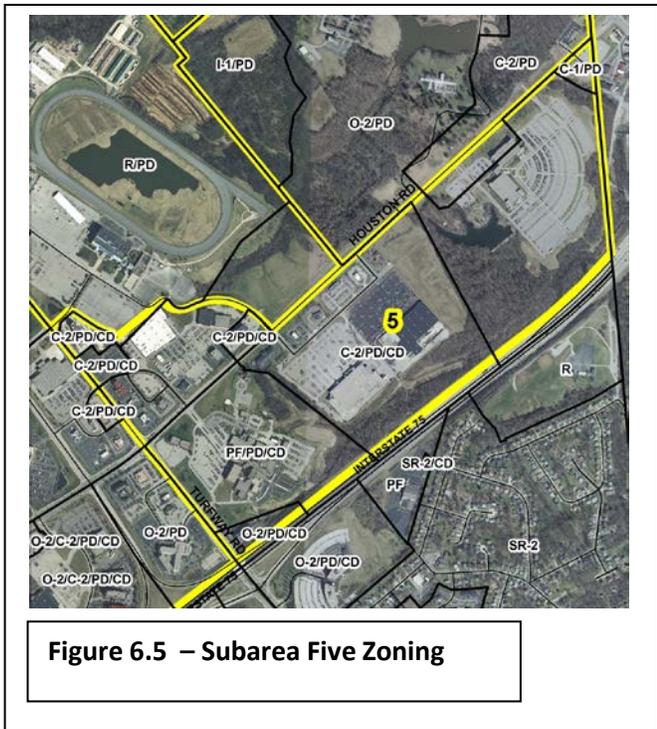


Figure 6.5 – Subarea Five Zoning

Subarea Five

There is a range of zoning in Subarea Five (Figure 6.5). The St. Elizabeth hospital campus is zoned with a Public Facility underlay (PF/PD/CD). A small parcel of land adjacent to the south of St. Elizabeth is zoned O-2/PD/CD. The remainder of the Subarea is zoned C-2/PD/CD except for one parcel to the north that is zoned C-1/PD. A close investigation of the existing zoning for Subarea Five reveals that the land in the Subarea is appropriately zoned. Because of the limited nature of potential new development and because the existing zoning suits the existing development, the Planning Commission makes no recommendations for rezonings in Subarea Five.

Subarea Six

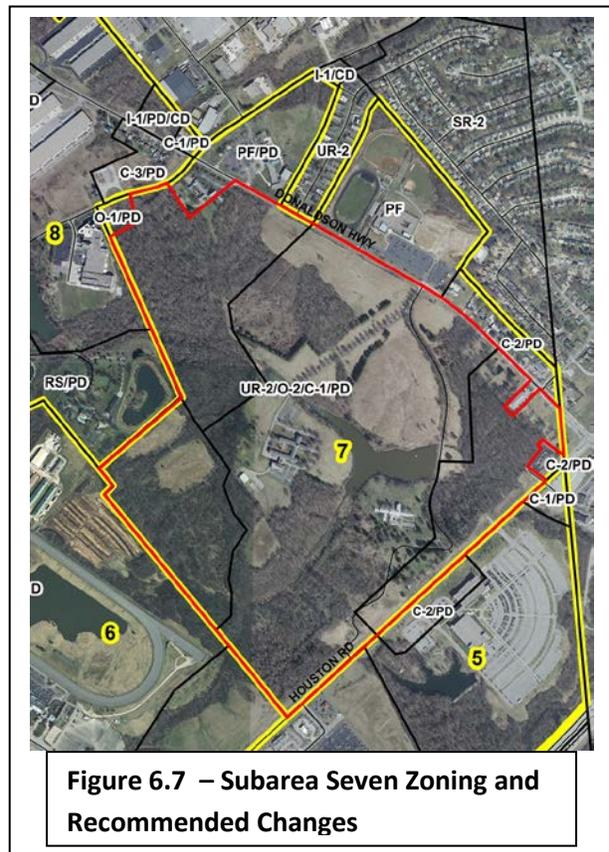
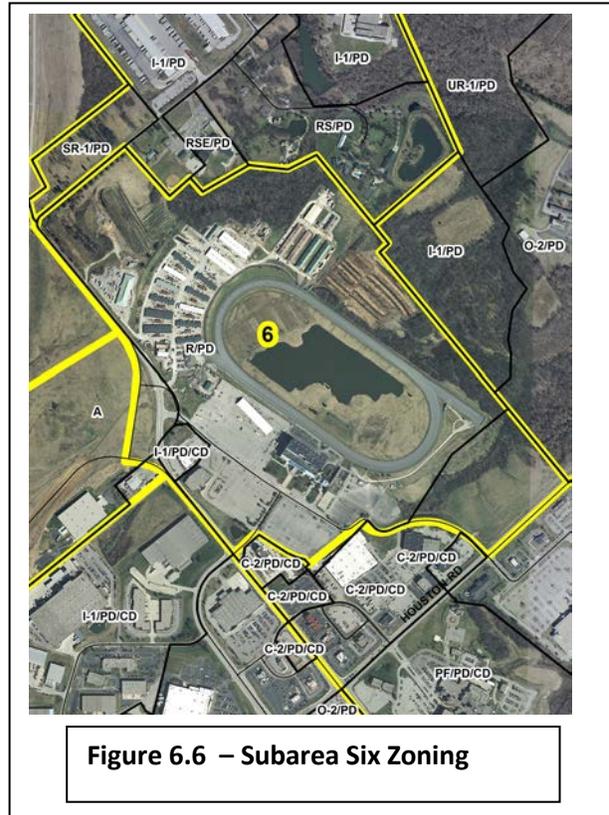
Almost all of the Zoning for Subarea Six consists of Recreation (R/PD), which is appropriate since Subarea Six is home to Turfway Park (Figure 6.6). As long as the existing use remains or if the racino should develop in the future, the Planning Commission finds that the existing zoning is appropriate and does not recommend changing it. However, if neither of these scenarios are in place in the future and recreational uses abandoned, the Planning Commission recommends that the entire Subarea be rezoned. The nature of this rezoning should be of a mixed type overlay at a ratio that is similar to that recommended for Subarea Seven. This “non-recreational” development scenario should not be homogeneous in nature and should incorporate several land uses, including residential, commercial, office, and open space. The land uses for such a scenarios should generally be at the following ratio:

1. Residential = 25-35%
2. Office = 25-35%
3. Green Space = 20-25%
4. Small Scale Commercial = 20-25%

Subarea Seven

There is a mix of zoning for Subarea Seven (Figure 6.7). Much of the property fronting on Houston Road is zoned C-2/PD. From the southern part of the Subarea to Donaldson Highway is a large section of land that is zoned O-2/PD. The southwest corner of the Subarea is zoned I-1/PD. Most of the remainder of the Subarea south of Donaldson Highway is zoned UR-1/PD, although there is a small parcel that is zoned O-1/PD. The part of the Subarea north of Donaldson Highway is zoned Public Facilities (PF), which allows for the Mary Queen of Heaven church and St. Henry High School.

The Planning Commission recommends the Marydale property be rezoned with a single mixed use district called UR-2/O-2/C-1/PD, as shown in Figure 3.9 and 6.7. The overlay should be flexible and allow for a creative, mixed use design that utilizes the entire Marydale site. The Planning Commission recommends that the land uses be

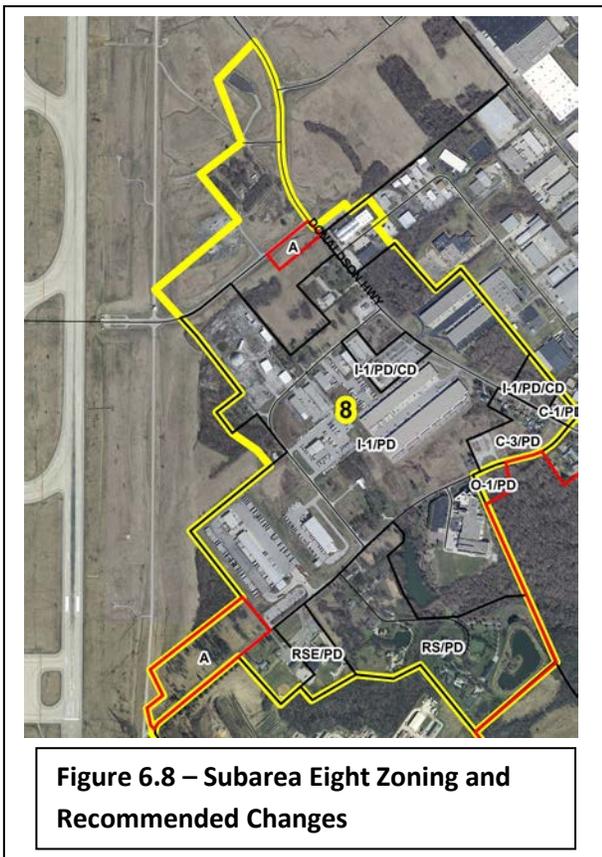


applied at the following ratio:

1. Residential = 25-35%
2. Office = 25-35%
3. Green Space = 20-25%
4. Small Scale Commercial = 20-25%

The exact mix of land uses should be flexible within this general framework and creative designs are encouraged. However, the Planning Commission recommends that either Green Space or Residential be placed adjacent to the nearby Gallenstein single-family residential property.

The zoning of the properties north of Donaldson Highway are appropriate and the Planning Commission makes no recommendations for rezoning for this part of the Subarea.



Subarea Eight

Most of the zoning for Subarea Eight consists of I-1/PD (Figure 6.8). This zoning is flanked by RS/PD zoning to the east/southeast and Airport (A) zoning to the west/northwest. The RS/PD zoning accounts for the Gallenstein property while the Airport zoning is accounts for the Airport viewing area and other properties that are owned by the Airport. The southern end of Subarea Eight also has two small Residential designations SR-1/PD and RSE/PD.

The two SR-1 zoned properties are owned by the Airport. The Planning Commission recommends rezoning these properties to the Airport (A) classification category. However, if the use of the Gallenstein property should ever cease to be Residential in nature, the Planning Commission recommends either a continuation of the adjacent underlying Industrial zoning or a transitional Office zoning for the property.