Case CU-14-26

Case: CU-14-26: The applicant, Keating, Muething & Klekamp PLL c/o Thomas M. Tepe, Jr. Esq., is requesting a conditional use for a motor freight depot or trucking transfer terminal and truck and heavy equipment service at 4185 & 4205 Lisa Dr., Tipp City, OH, Parcel ID #s A01-087263 & A01-087262.

Applicant:	Keating Muething & Klekamp PLL	
Property Address:	4185 & 4205 Lisa Dr., Tipp City**,** OH	
Location:	Parcels are located on the northwest side of Lisa Drive	
Existing Land Use:	Industrial	
Bethel Land Use Plan:	Commercial	
Surrounding Land Use	North	R-1AAA Residential & A-1 & A-2 Agricultural Districts
	South	I-1 Light Industrial District
	East	I-1 Industrial, R-1AAA Residential & A-2 Agricultural Districts
	West	I-1 Industrial District
Road Frontage:	111.57’ and 121.06’	
Acreage:	0.90 acres & 0.75 acres	
Current Zoning:	I-1 Light Industrial	
Exhibits:	A – Bethel Township Zoning Map B – Auditor’s Map C – Street View D – Application	
Fire Department Info/Review:	None	
Miami County Health District:	None	
County Planning Department:	None	
Bethel Twp Zoning Commission:	N/A	
Prior Zoning Cases:		

Exhibit A - Bethel Township Zoning Map

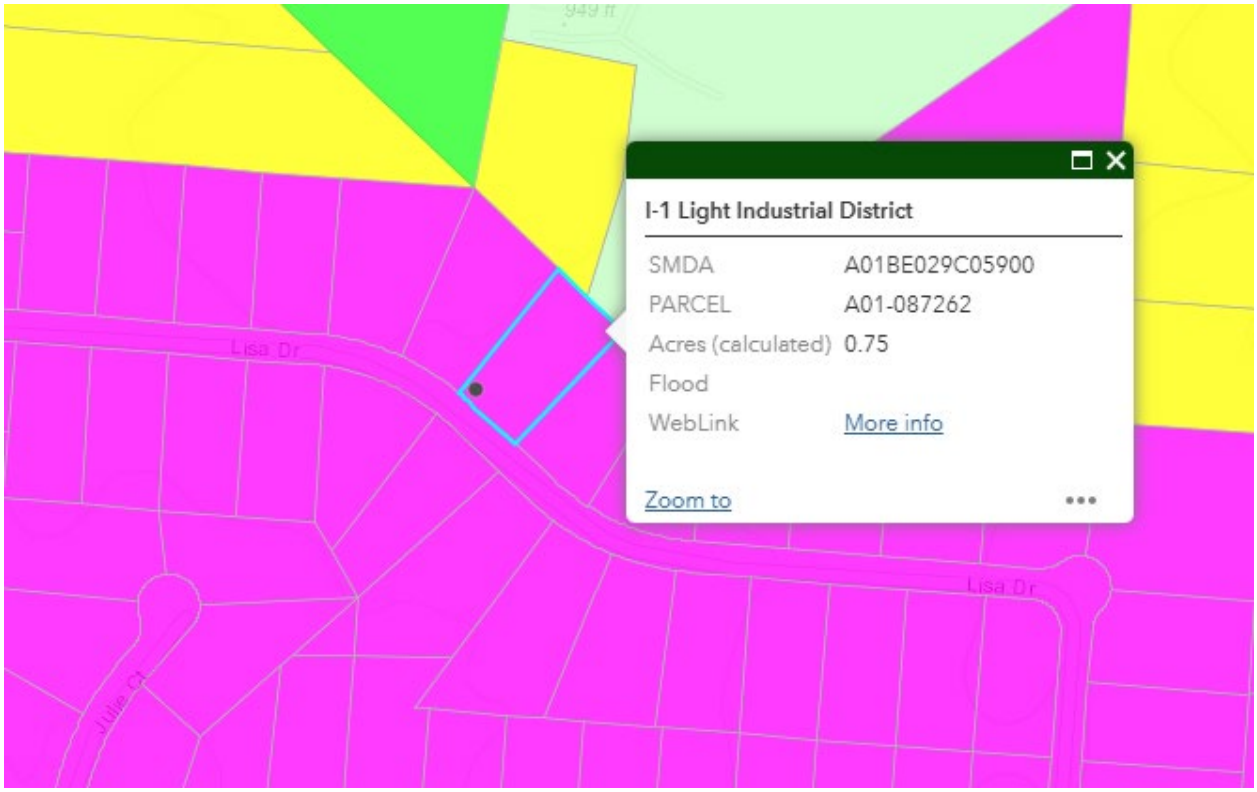


Exhibit B – Auditor's Map

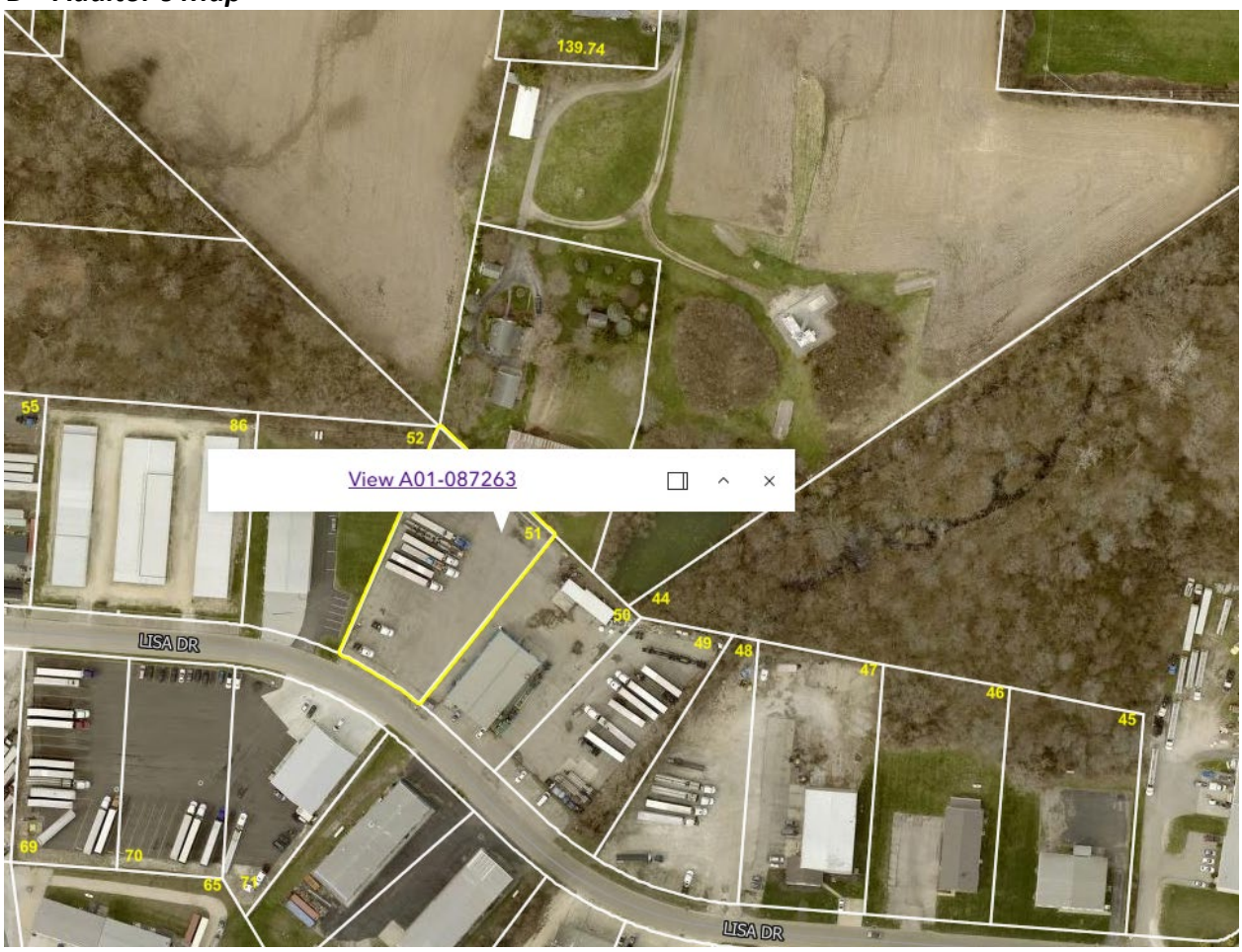


Exhibit C – Street View







BETHEL TOWNSHIP TRUSTEES
BETHEL TOWNSHIP ZONING DEPARTMENT
8735 SOUTH SECOND STREET – BRANDT, TIPP CITY, OHIO 45371
PHONE: 937.845.8472 FAX: 937.845.7316

APPLICATION FOR A CONDITIONAL USE

App. No.: CU- 14-26

SECTION I: PROPERTY INFORMATION

Property Address: Lisa Drive, 4185 Lisa Drive, & 4205 Lisa Drive			Acreage: 2.46
Section: 25	Town: 2	Range: 9	Parcel: A01-087261, -62, -63
Subdivision Name and Lot No.: Wiley Industrial Park, Lots 49, 50, & 51			Zoning District: I-1

SECTION II: APPLICANT INFORMATION

Applicant Name: Keating Muething & Klekamp PLL; c/o Thomas M. Tepe		Phone: (513) 579-6400
Address: 1 East Fourth Street, Suite 1400	City, State: Cincinnati, Ohio	Zip Code: 45202
Property Owner: Bayram Karimov		Phone: (937) 546-4717
Address: 4205 Lisa Drive	City, State: Tipp City, Ohio	Zip Code: 45371
Contractor Name:		Phone:
Address:	City, State:	Zip Code:

SECTION III: PROJECT INFORMATION

REQUESTED USE FOR PROPERTY: See attached Statement in Support

EXISTING USE OF PROPERTY: See attached Statement in Support

EXPLAIN REQUESTED USE IN DETAIL:

Please Note: Please provide a narrative statement explaining the economic, noise, glare, and odor effects on adjoining properties and the general compatibility with adjacent and other properties in the area.

See attached Statement in Support

09/08/2026
Contractor/Applicant Date

Signed by:
AD2AD8764D27403...
Owner

September 3, 2026
Date

SECTION IV: SKETCH OF PROPERTY/PROJECT

ATTACH SKETCH OF PROPERTY AND/OR PROJECT:

Attach a plan for the proposed uses showing the location of building, parking and loading areas, traffic access and circulation drives, open space, landscaping, utilities, signs, yards, and refuse and service areas.

See attached Site Plan

SECTION V: MISCELLANEOUS INFORMATION FOR COMMERICAL/INDUSTRIAL DEVELOPMENT

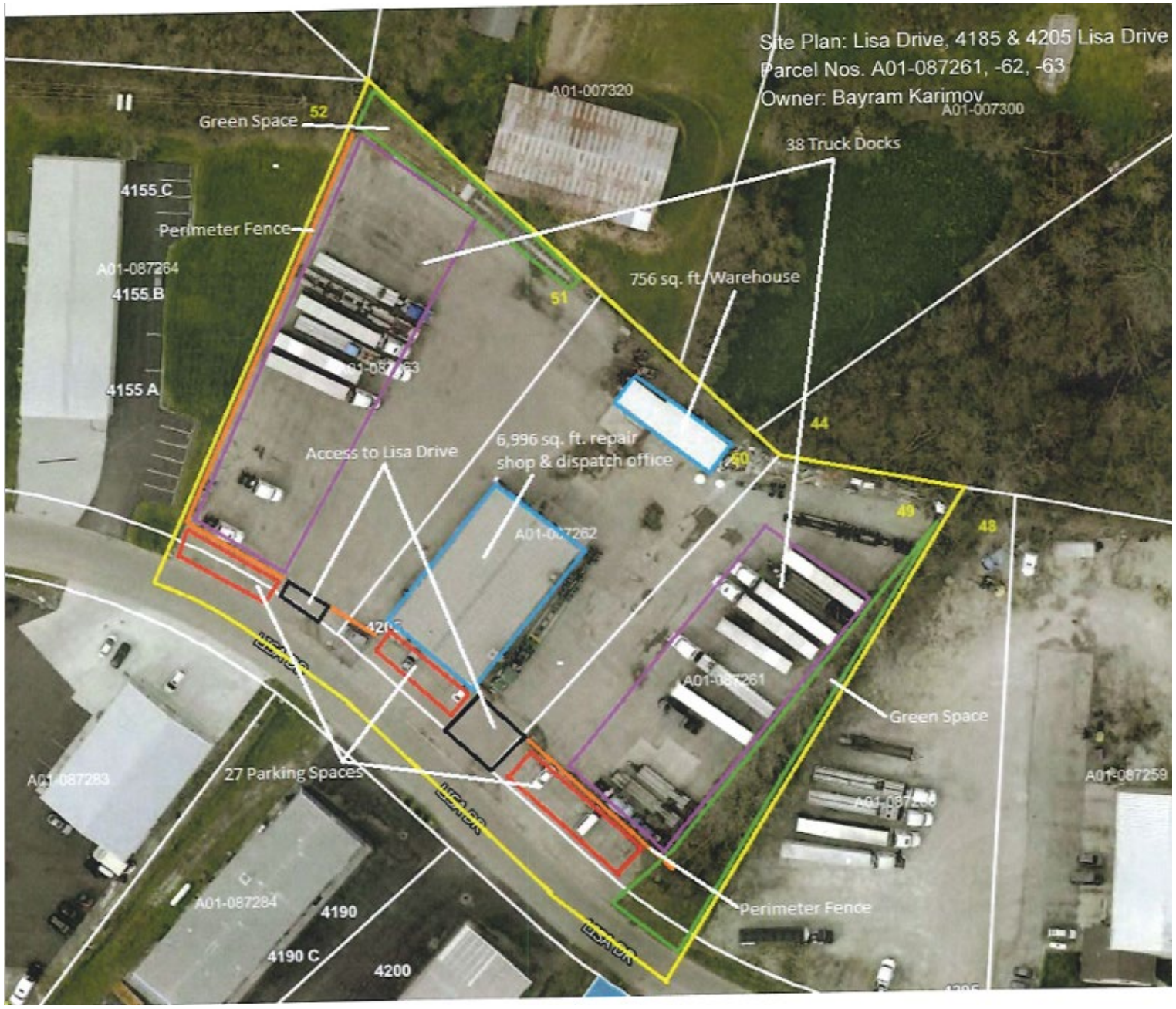
BLDG. STORIES:	1	PARKING SPACES:	27	BLDG. SQ. FT.:
BLDG. HEIGHT:	16	TRUCK DOCKS:	38	7,752 (total)

SECTION VI: PROJECT DIMENSIONS (FOR OFFICIAL USE ONLY)

PRIMARY ROAD FRONTAGE:	SECONDARY ROAD FRONTAGE:	LOT SIZE:
FRONT YARD:	REAR YARD:	SIDE YARD:
BUILDING HEIGHT:	BUILDING WIDTH:	
FIRST FLOOR AREA:	SECOND FLOOR AREA:	
TOTAL FLOOR AREA:	FINISHED BASEMENT? YES OR NO	
LOT WIDTH:	LOT DEPTH:	
ESTIMATED COST OF CONSTRUCTION:		

SECTION VII: ADMINISTRATIVE ACTION

REVIEWED BY: AJA	FEE: 500
DECISION DATE:	APPROVED:
REASON FOR APPROVAL OR DENIAL:	


Site Plan: Lisa Drive, 4185 & 4205 Lisa Drive
Parcel Nos. A01-087261, -62, -63
Owner: Bayram Karimov
A01-007320
A01-007300
Green Space
52
38 Truck Docks
4155 C
Perimeter Fence
A01-087264
4155 B
756 sq. ft. Warehouse
51
4155 A
44
Access to Lisa Drive
6,996 sq. ft. repair shop & dispatch office
50
49
48
A01-087262
A01-087261
Green Space
A01-087283
27 Parking Spaces
A01-087259
A01-087284
4190
4190 C
4200
Perimeter Fence

KMK | Law

Thomas M. Tepe Jr.
Partner
D: 513.639.3947
ttepe@kmklaw.com

September 8, 2026

Bethel Township Board of Zoning Appeals
Donna Hughes, Member
Rachael Kiplinger, Member
Jim Leskowich, Member
Nikki O'Quinn, Member
Zach Staudter, Member
Pete Mannheim, Alternate
Michael Statesman, Alternate
c/o Mr. Arthur Franklin
8735 South Second Street
Tipp City, Ohio 45371

Re: Statement in Support of Application for Conditional Use Approval for 4185, 4205, and 4215 Lisa Drive, Tipp City, Ohio 45371

Dear Board of Zoning Appeals Members:

This law firm represents Bayram Karimov ("Mr. Karimov") with respect to his use of the property located at 4185, 4205, and 4215 Lisa Drive, Tipp City, Ohio 45371 (the "Property").[1] Mr. Karimov respectfully requests that the Bethel Township Board of Zoning Appeals (the "Board") codify his use of the Property as a motor freight depot with accessory semi-truck servicing, self-storage, and dispatching.

I. STATEMENT OF FACTS

The Property is a 2.46-acre tract zoned for Light Industrial (I-1) uses that is located along the northeastern boundary of Wiley Industrial Park. The parcels to the Property's north are zoned for residential, agricultural, and light industrial uses, and are used as a single-family residence, farm land, and motor freight depot, respectively. The remaining adjacent parcels are each zoned for Light Industrial (I-1) uses and variously used as motor freight depots, a warehouse, an operations center for a roofing contractor, and a materials testing center.

The Property contains an existing 6,996-square-foot principal structure and a 980-square-foot accessory structure, both of which were constructed in 1979. For at least the last thirty years,

[1] Miami County Auditor Parcel Nos. A01-087261, A01-087262, and A01-087263.

the Property has been applied to its current use as a motor freight depot.[2] In support of this use, the Property contains thirty-eight docking spaces for semi-trucks.

In 2017, Mr. Karimov acquired the Property with the intent of continuing the Property's use as a motor freight depot, utilizing the principal structure as a repair shop for only his own semi-trucks and as a dispatching office, and utilizing the accessory structure for warehousing freight being transloaded and equipment used in connection with Mr. Karimov's business. In anticipation of this acquisition, Mr. Karimov met with the Township's then-current Zoning Director, who informed him that no further action was necessary to permit his use of the Property.

II. THE PROPOSED USE FALLS WITHIN THE RESOLUTION'S INDUSTRIAL USE FRAMEWORK

That advice, however, proved to be ill-taken as Mr. Karimov recently learned that the necessary zoning approvals were never obtained for the Property's uses. He now seeks to bring the Property into compliance with the Bethel Township Zoning Resolution (the "Resolution" or the "BTZR") by requesting approval to use the Property as a motor freight depot, together with accessory semi-truck and trailer parking, servicing, and dispatching (the "Proposed Use").[3] The Proposed Use falls within the industrial-use framework described below and, based on the surrounding land uses and the information presently available, can be operated without unreasonable impacts on neighboring properties. Mr. Karimov therefore respectfully requests approval of the Proposed Use, without conditions, or subject to only narrowly tailored conditions supported by the record.

The primary consideration for the Board in determining whether to issue a conditional use certificate is the use's harmony with the Resolution. BTZR § 2.06(A)(4). The more specific standards in BTZR § 2.06(D)(3) direct the Board to consider nine factors addressing the Proposed Use's consistency with the Resolution and the Bethel Township Comprehensive Land Use Plan (the "Comprehensive Plan"); its compatibility with surrounding uses and potential impacts on the surrounding areas; and access to critical infrastructure and services. The Property is located within an industrial park and almost entirely enclosed by industrial uses that are either identical or of a similar intensity on all sides. Those circumstances support approval without conditions or only narrowly tailored conditions if the record shows they are necessary.

a. EACH ASPECT OF THE PROPOSED USE IS PERMITTED

First, the components of the Proposed Use correspond to uses identified for I-1 districts. *See* BTZR § 2.06(D)(3)(a). BTZR § 12.04 lists a "Motor Freight Depot or Trucking Transfer Terminal" and "Truck and Heavy Equipment Service" among the uses conditionally permitted in an I-1 district.

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[2] The development was expanded to include Miami County Auditor Parcel No. A01-087263 in 2017.

[3] Mr. Karimov is submitting an application for a zoning certificate to permit semi-truck and trailer repairs, based on the Resolution's identification of "Automobile, Truck, and Recreational Vehicle Repair" as a use permitted as of right. In submitting this application, Mr. Karimov does not concede that conditional use approval is a prerequisite to carrying on that use on the Property.

The principal operation cleanly fits within the Resolution's motor-freight category. BTZR § 3.02 describes a "Truck Transfer Terminal" and "Motor Freight Depot" as land "used as a relay station for the transfer of a load from one truck or truck trailer to another, or from one party to another, which can accommodate the simultaneous loading or unloading of four (4) or more trucks." Mr. Karimov uses, and seeks approval to continue using, the Property for short-term parking of not more than thirty-two semi-tractors and trailers between hauls and for transferring freight and trailers between rigs before delivery to their ultimate destinations. In other words, Mr. Karimov uses the Property as a "relay station" for transferring loads "from one truck or trailer to another" and temporarily holding trucks. The requested principal use therefore falls within the motor-freight category identified in the Resolution and is eligible for conditional-use consideration.

The accessory repair facilities likewise qualify as a conditionally permitted use on properties subject to I-1 zoning and fit the bill of being customarily carried on in connection with the principal use. *See* BTZR § 12.03. BTZR § 12.04 lists "Truck and Heavy Equipment Service" as a conditionally permitted I-1 use. Although the Resolution does not define that phrase, its ordinary meaning encompasses maintenance and repair of trucks and other heavy equipment. Just like any other vehicle or trailer, semi-trucks and trailers require periodic maintenance and repairs, and on-site service for vehicles between runs and in transit supports their safe and efficient operation. Mr. Karimov intends to perform service and repair work in the freestanding structure on the Property for his own equipment and on a commercial basis. Whether the repair component is treated as a use permitted as of right or as part of the conditional-use request, the requested service activity is consistent with the Resolution's treatment of I-1 uses and necessary and incidental to the proper operation of a motor freight depot.

An office for dispatching is the one component of the Proposed Use not identified in the cited list of permitted or conditionally permitted I-1 uses. The proposed dispatching office, however, would be limited to coordinating the receipt, transfer, parking, and dispatch of trucks and freight at the Property; it would not operate as a separate retail or general office business. Just as semi-trucks will not repair themselves, a motor freight depot will not operate itself. A limited administrative function of that kind is customarily incidental to, and necessary to the orderly operation of, a motor freight depot. The Board may therefore treat dispatching as an accessory function under BTZR § 12.03, or approve it as a necessary incident of the Proposed Use.

Accordingly, the principal use is identified in the Resolution as a conditionally permitted I-1 use. Semi-truck and trailer servicing, short-term parking, and storage are directly related to that use and are reasonably viewed as necessary incidents to that principal use. Dispatching is an administrative function that supports on-site freight transfer and vehicle coordination. The requested operations should therefore be evaluated together as a coherent light industrial use and approved subject only to conditions necessary to mitigate excessive external effects.

b. THE PROPOSED USE ACCORDS WITH THE RESOLUTION AND COMPREHENSIVE PLAN

The Proposed Use must also be consistent with the general objectives set forth in the Resolution and Comprehensive Plan. *See* BTZR § 2.06(D)(3)(b). The information described above supports that finding. One of the Resolution's key purposes is to define the "peculiar suitability"

of each district for particular uses based on the district's character. BTZR § 1.02. The I-1 district's inclusion of motor freight depots and truck service conclusively indicates, under the Resolution's plain language, that the Bethel Township Trustees have determined such activities are compatible with the district's industrial character. The district in question is therefore "peculiar[ly] suit[ed]" to the Proposed Use.

A limited dispatching office is also consistent with the Resolution's stated goal of lessening "congestion on public streets[.]" BTZR § 1.02. Coordinating the receipt, transfer, parking, and dispatch of freight on the Property is necessary to mitigate and avoid traffic-impeding queues, idling, and circulation on public roads. Mr. Karimov does not suggest that a dispatch office will eliminate traffic; rather, it provides a practical means of organizing on-site activity and keeping trucks, to the extent feasible, within the Property while they await service or transfer. For that reason, the dispatching function supports the Resolution's purpose of reducing congestion.

The Proposed Use is also consistent with the Comprehensive Plan. The Comprehensive Plan designates the Property as part of an area selected for industrial planning and specifically calls for industrial uses of the Property. While "manufacturing and related retail uses" are identified as preferred uses, the Comprehensive Plan recognizes that "preferred land uses are just that, preferred"—not exclusive. The Proposed Use supports the preferred industrial activity by providing transfer, staging, and service capacity for manufacturers in the Miami Valley. Further, the information presently available does not show that the Proposed Use would displace a preferred use or conflict with the industrial planning designation. Accordingly, the fact that trucking and logistics are not identified as preferred uses does not make the Proposed Use inconsistent with the Comprehensive Plan, especially given the use's necessity to carrying on a preferred use.

c. WILEY INDUSTRIAL PARK IS A HAVEN FOR THE TRUCKING INDUSTRY

The Board must also consider whether the Proposed Use is harmonious with the character of the area in question or whether it would alter its essential characteristics. *See* BTZR § 2.06(D)(3)(c). The surrounding uses support compatibility. The Property lies within Wiley Industrial Park. Based on the available information, of the forty-two distinct developments within that area, a full third use their properties to functionally the same uses, including the owners immediately adjacent to the north, east, and south. A number of other owners principally use their properties for an accessory aspect of the Proposed Use, especially semi-truck repair. Approving the Proposed Use would therefore be consistent with the park's existing pattern and would reinforce, rather than materially change, its essential character.

While the Property shares a small portion of its northern boundary with properties applied to residential and agricultural uses, that consideration does not overwhelm the Proposed Use's harmony with the area. Wiley Industrial Park is a discrete development whose character has defined the area in question for half a century. The mere fact that neighboring properties are applied to different uses does not inherently mean that the Proposed Use will alter the character of this area, especially given the fact that the Property has been applied to its current use for at least three decades.

d. THE PROPOSED USE CAN OCCUR WITHOUT UNREASONABLE HAZARDS OR DISRUPTIONS

Neither will the Proposed Use create unreasonable hazards for or disruptions to neighboring land users, another factor the Board must consider. *See* BTZR § 2.06(D)(3)(d). The Proposed Use does not involve manufacturing or the production, handling, or storage of caustic, flammable, or explosive compounds. It does not require continuous operation of manufacturing machinery or a steady flow of retail customers. The proposed activities—freight receipt and transfer, truck and trailer service, short-term parking, storage, and dispatch—are industrial in character. They do not present extraordinary traffic, noise, or safety considerations, and nothing in the information presently available indicates an unusual or unmanageable hazard.

Nor should the Proposed Use be disruptive if operated as described. It will be carried on within an industrial park dominated by those involved in the same industry. Potential impacts can be limited through ordinary site-management measures, including conducting repairs indoors where feasible, prohibiting unnecessary idling, and coordinating truck movements so that vehicles do not queue on public roads. If the Board identifies a specific concern, it can address that concern through a reasonable, narrowly tailored condition rather than by denying the application outright.

e. EXTERNAL EFFECTS CAN BE MITIGATED

The Board must also consider whether the Proposed Use would adversely affect particular persons or property or the general welfare, through the "excessive production of traffic, noise, smoke, fumes, glare, or odors." BTZR § 3.06(D)(3)(g). Mr. Karimov acknowledges that semi-trucks generate some traffic, noise, and exhaust and that truck service can generate additional noise. But the relevant question is whether those impacts would be excessive in this setting. The Property can accommodate no more than thirty-two trucks at a time, is located in an industrial park, and is almost entirely surrounded by industrial users. Those circumstances support a finding that the impacts will be limited and manageable.

If the Board identifies a specific impact, it can address it with a narrowly tailored condition rather than deny approval outright. If, based on the evidence presented, the Board has concern with the Proposed Use's effects, appropriate conditions could include limiting idling by parked trucks, requiring that repairs occur inside the structure on the Property, and limiting truck arrivals and departures outside peak traffic hours. Again, the Proposed Use's impacts can hardly be classified as "excessive" under the circumstances, but the solution to preventing these impacts is not to withhold conditional approval. The remedy is to impose conditions tied to a demonstrated concern and framed to mitigate the concern without unnecessarily restricting a use the Resolution contemplates in the I-1 district.

f. THE PROPERTY HAS ADEQUATE ACCESS TO INFRASTRUCTURE AND SERVICES

Section 2.06(D)(3)(e) of the Resolution also directs the Board to consider whether the Property has adequate access to critical infrastructure and services needed to carry on the Proposed Use safely. The circumstances presented for review support such a finding. The Property is located on Lisa Drive, which has direct access to U.S. Highway 40 via Wildcat Road and State Route 202 by way of Gibson Drive. This access point provides a route for ordinary and emergency vehicles.

The Property also has two egress points on Lisa Drive that are connected. Accordingly, emergency response vehicles may readily navigate the Property without the need for large turnarounds. The Proposed Use is also nonresidential and therefore will not create additional demand for school capacity.

g. THE PROPERTY HAS SUFFICIENT INGRESS AND EGRESS TO AVOID MATERIAL INTERFERENCE WITH TRAFFIC

The Board must also consider whether the Property has adequate vehicular approaches to avoid interfering with traffic on surrounding public roads. *See* BTZR § 2.06(D)(3)(h). The Property is accessed from Lisa Drive, a side street whose traffic is largely limited to those doing business within Wiley Industrial Park, through two twenty-eight foot access drives. The minimal traffic on Lisa Drive and the distance between the Property and any major roadways supports the conclusion that the Property is sufficiently accessible to avoid material impacts on traffic.

h. THE PROPOSED USE IS CONSISTENT WITH THE TOWNSHIP'S FISCAL AND ECONOMIC INTERESTS

The Board must also consider whether the Proposed Use would impose an excessive burden on the public fisc and the extent to which it would contribute to the Township's economic well-being. *See* BTZR § 2.06(D)(3)(f). Any impacts that the Proposed Use will have on the treasury are nugatory. It will not necessitate infrastructure improvements on Lisa Drive. Its draw on utilities is minimal, especially for a Light Industrial use. It does not add additional burdens on Bethel Township schools as it is not a residential development. On this record, the Proposed Use is not expected to impose a material burden on public resources.

Instead, the Proposed Use will contribute to the Township's economic health by supporting industrial and logistics activity in an area designated for such uses. It would provide logistics services for manufacturers in the Miami Valley. Its location within an established industrial park, well away from residential developments, largely eliminates its impacts on residential property values. Thus, the Proposed Use will contribute to the Township's economic wellbeing without draining public resources.

i. THE PROPERTY LACKS NATURAL, SCENIC, OR HISTORIC FEATURES

Finally, the Board must consider whether approval would result in the destruction or loss of "natural, scenic, or historic features of major importance." BTZR § 2.06(D)(3)(i). The Proposed Use will have none of these effects. The Property sits within an industrial park, which are not renowned for natural or scenic beauty, and Wiley Industrial Park is no different. The Property has no historical significance, and has not been designated as a historic landmark. Regardless, the Proposed Use is just that—a use. It will not involve any new developments that have not already been permitted and will not result in the loss of a protected feature, even of minor importance.

III. THE BOARD SHOULD GRANT CONDITIONAL-USE APPROVAL

In sum, the Proposed Use is consistent with the Resolution, the Comprehensive Plan, and the character of Wiley Industrial Park. It will have minimal impacts on neighboring properties, traffic, and public resources, none of which are incapable of being managed through the ordinary course of operations. Mr. Karimov seeks approval to bring the Property's existing and intended operations into compliance and to continue applying the Property to the same uses that have been carried on there for decades: a motor freight depot with the related parking, servicing, repair, and dispatching functions described above. On behalf of Mr. Karimov, we therefore respectfully request that the Board approve the Proposed Use without conditions, or otherwise subject only to conditions supported by the record and tailored to address a specific concern.

Respectfully submitted,

KEATING MUETHING & KLEKAMP PLL

By: _____
Thomas M. Tepe Jr.
Partner

cc: Mr. Bayram Karimov
Mr. Binali Karimov
Alexander C. Johnson, Esq., Associate Attorney, Keating Muething & Klekamp PLL

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