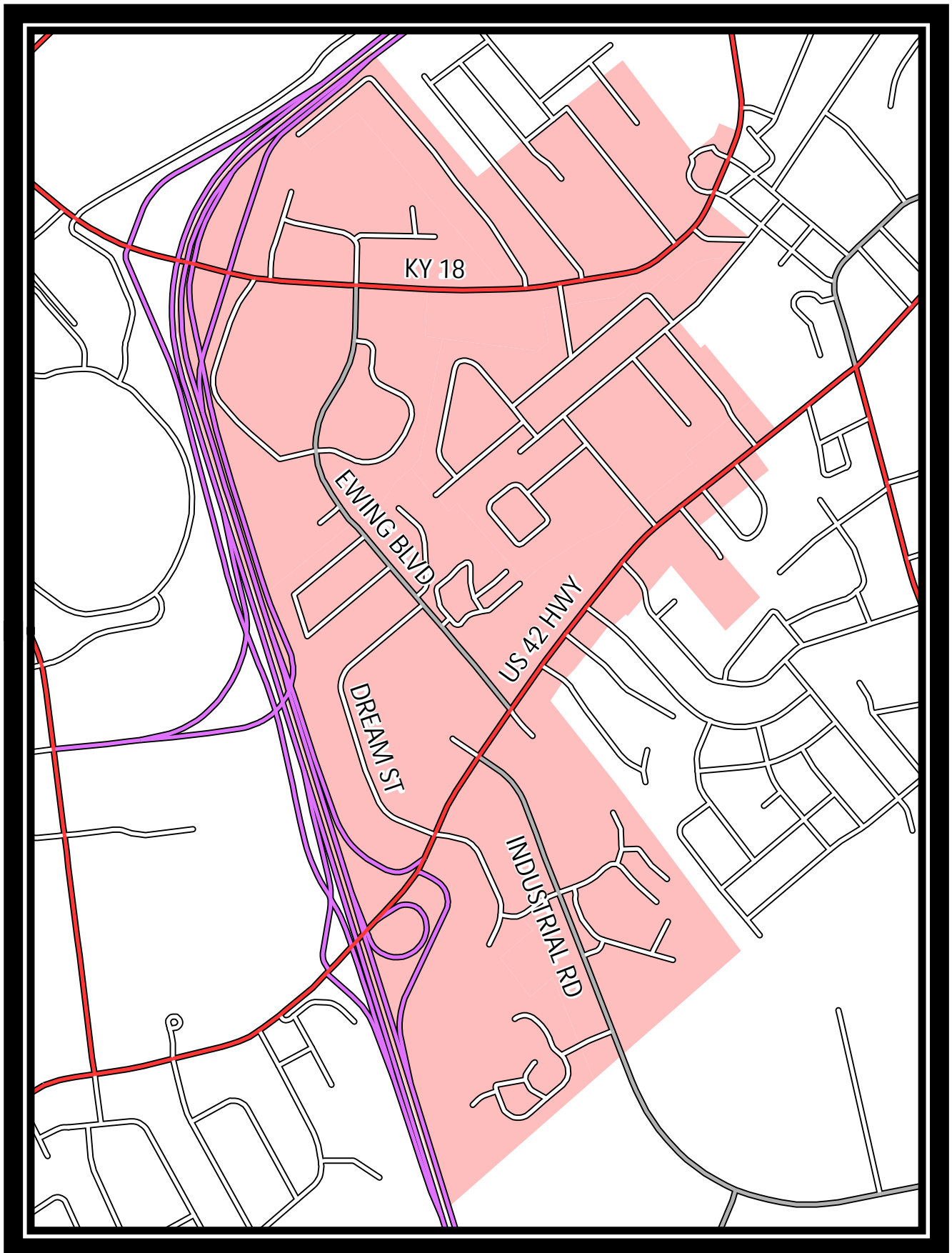


CENTRAL FLORENCE STRATEGIC PLAN, AN UPDATE OF THE PARKWAY CORRIDOR STUDY



BOONE COUNTY PLANNING COMMISSION

CENTRAL FLORENCE STRATEGIC PLAN

An Update of the Parkway Corridor Study

***Prepared By:
Boone County Planning Commission
JUNE 2008***

Adopted By:

Boone County Planning Commission
Text and Map June 18, 2008

City of Florence
Text and Map October 14, 2008

CENTRAL FLORENCE STRATEGIC PLAN

JUNE 2008

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CHAPTER 1

INITIAL OBJECTIVES OF THE PARKWAY CORRIDOR STUDY AND VISION STATEMENT AND OBJECTIVES FOR THE CENTRAL FLORENCE STRATEGIC PLAN UPDATE

On April 18, 1985 the City Coordinator of Florence requested the Boone County Planning Commission Staff to proceed with a corridor land use study for a proposed Parkway which would join U.S. 42, at King Dive, and KY 18, at a point east of Interstate 75 and west of Glenn Street. On May 21, 1985 the City Council of Florence approved the general alignment of the proposed Parkway. The purpose of this planning report was to recommend a planning concept and corresponding land use plan which was appropriate for the development of the district under review.

The plan concept approved by the City of Florence in 1986 was for the 546 acre area surrounding the Parkway to be developed as a business, cultural, and civic center (see Map on Page 1.4). The following is a listing of the general and specific elements and guidelines that were considered in the writing of the *Parkway Corridor Study*:

General Context & Guidelines

- A. Organization of a mix of land uses consistent with the development of a city center.
- B. Establishment of ground level and other similar conditions and land uses favorable to the development of a people oriented and pedestrian environment.
- C. Identification of development consistent with local and regional demographic/socioeconomic trends as well as the enhancement of the city's economic and service capacity.
- D. Coordination of development and transportation planning in order to bring about a more concentrated, desirable urban form and to increase accessibility between development centers and the rest of the city.
- E. Agreement with the goals, objectives, and policies of the Comprehensive Plan.

Specific Constituent Elements

- A. Develop the study area according to a coherent general plan which includes:
 - 1. A suitable arrangement or unified design of buildings, open spaces (including parks and plazas), and walkways related harmoniously to each other and as part of an integrated plan which promotes a safe, convenient, and attractive pedestrian environment.
 - 2. A mix of uses consistent with city center development.
 - 3. Attractive ground level conditions and land uses conducive to the establishment of a people oriented and pedestrian environment and to the realization of bullet items listed above; for example, such ground level conditions and land uses may include retail stores, restaurants, specialty food, eating and drinking, and other similar establishments; personal, professional, business, and government services; and similar people oriented activities and land uses.

- B. To identify development which is consistent with local/regional demographic and socioeconomic trends.
- C. To help unite the urban fabric of the city by connecting the Parkway to the larger street pattern of the city at grade level access points along KY 18 and U.S. 42 and by providing pedestrian routes and walkways to, from, and throughout the study area.
- D. To help facilitate travel between the development area and other development centers in/near the city via the proposed Parkway.
- E. To place the districts of development in the study area under the Planned Development Overlay (PD) zoning regulation.
- F. To make all study area development subject to vehicle and pedestrian access management guidelines as well as urban design and landscape review criteria/regulations under the PD Overlay procedure listed above and other appropriate zoning regulations, for example, sign district regulations.
- G. To develop the study area consistent with the principles and policy objectives of the Comprehensive Plan.

Plan Update

The *Parkway Corridor Study* is more than 21 years old, and the City of Florence has requested that the Boone County Planning Commission update and expand the recommendations of the existing study. The Boone County Planning Commission and City of Florence agreed that the study should be renamed the *Central Florence Strategic Plan* due to the area's proximity to the center of the city. The following paragraphs below summarize the vision statement and objectives of the study.

Vision Statement

The intent of the *Central Florence Strategic Plan* is to further develop the city's central neighborhoods and to link existing and/or planned business, civic, recreational, entertainment, and residential attributes of the study area together to create a vibrant, inter-related city center (see Map on Page 1.5).

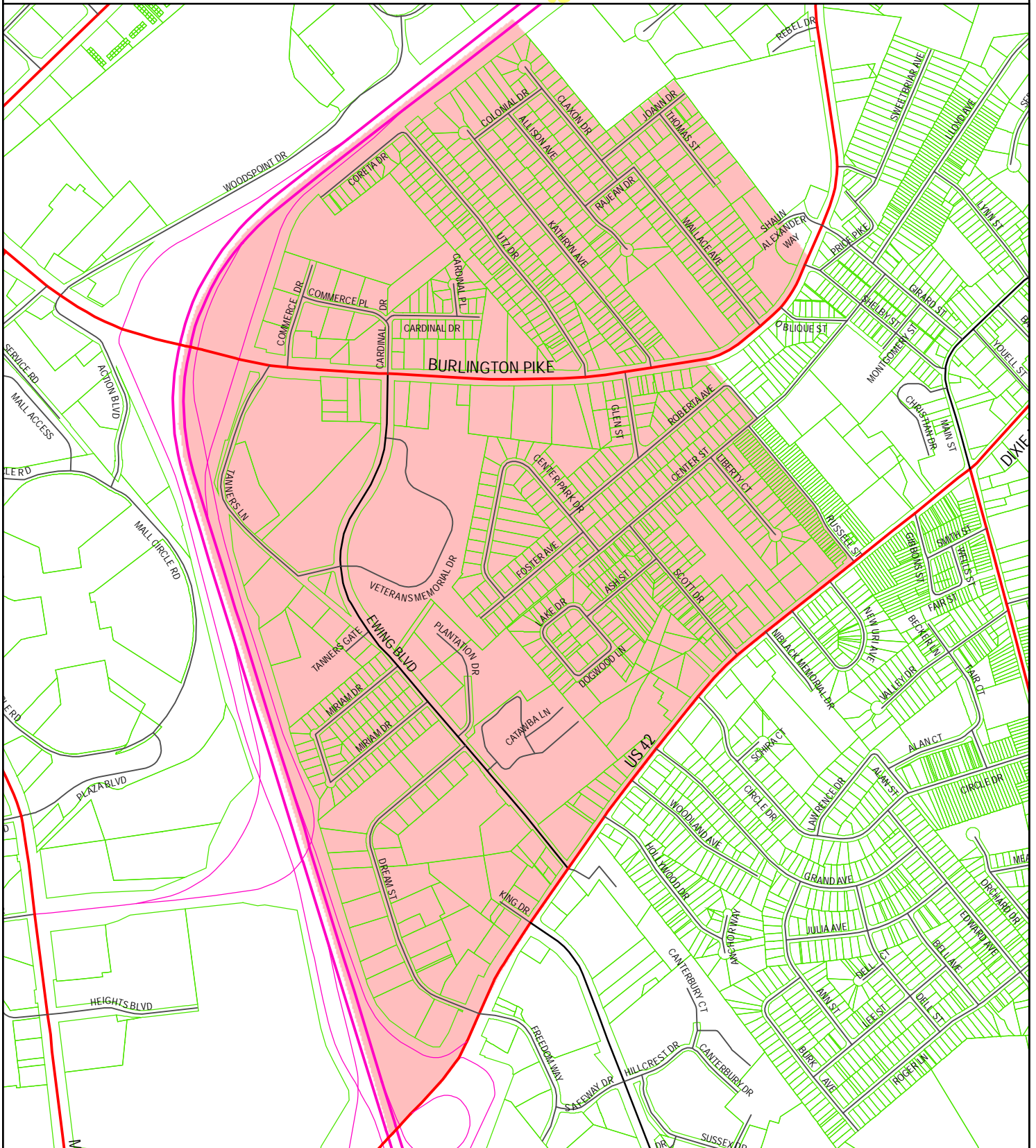
Objectives

- A. Develop each neighborhood's unique assets and amenities, and establish each area as an identifiable neighborhood within the city center.
- B. Provide a detailed strategy for creating the "urban center" envisioned by the *Parkway Corridor Study* and identified in the 2005 *Boone County Comprehensive Plan*.
- C. Create architectural identity unique to the city center.
- D. Enhance quality of life through improvement of the physical environment.
- E. Create employment, recreation, and entertainment opportunities within the study area.
- F. Create a mixed-use service and retail environment which will primarily serve current and future market needs east of I-75 and will not compete with the regional market west of I-75.

- G. Recommend public improvements and actions for strengthening identities of individual neighborhoods such as was done in the *Dream Street Study*.
- H. Subdivide the study area into sections – existing characteristics and recommendations for land use, vehicle and pedestrian access, site design, etc.
- I. Determine how future development proposals will be reviewed, such as Planned Development Overlay(s) (PD) and/or short review/long review/technical design review/or other processes.

Limits of 1986 Parkway Corridor Study (546 Acres)

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0 500 1,000 2,000 3,000 4,000 Feet

1 inch equals 1,000 feet



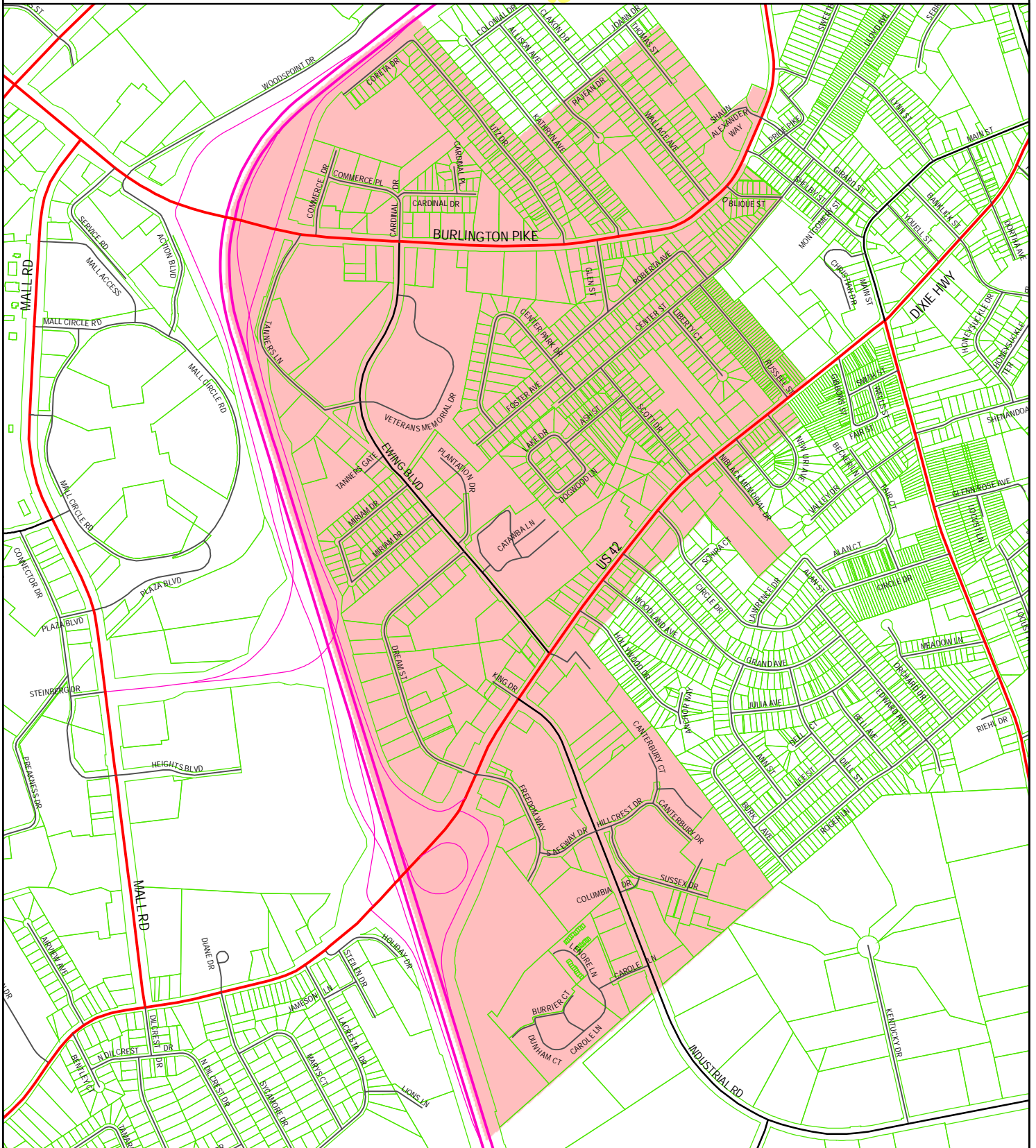
Boone County GIS - Putting Northern Kentucky on the Map

Page: 1.4

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Limits of Central Florence Strategic Plan (732 Acres)

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0 600 1,200 2,400 3,600 4,800 Feet

1 inch equals 1,200 feet



Boone County GIS - Putting Northern Kentucky on the Map

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CHAPTER 2

BUSINESS INVENTORY

Methodology

Properties within the Study area were analyzed over a twenty-year period. This master list included identifying the type of business located on each property in 1987, 1992, 1995, 1998, 2003, and 2007. The list noted the following changes:

- A. Changes in proprietorship
- B. Changes in land use
- C. Building Vacancies

This information provides a numerical value of business stability within the study area over a variety of time periods. Areas with high vacancy rates or frequent changes in proprietorship reveal areas within the study that may be primary targets for implementing elements of this plan in a priority manner.

Properties are classified with the following land use designations:

- A. Office (including mixed-use developments; excluding medical offices)
- B. Retail
- C. Service
- D. Medical office and clinics
- E. Industrial
- F. Residential (apartments only)
- G. Public Facilities
- H. Recreational Space
- I. Vacancies

Central Florence Strategic Plan Inventory

The Northern Kentucky Haines Criss Cross of Businesses and R.L. Polk data was used to evaluate business movement . This inventory is part of the Plan. It represents addresses where businesses are located in 6 different years or from 1987 to 2007.

Below is a summary of the trends and analyses:

- a) Of the 996 business entries, about 30% showed some movement in and out of the Study area.
- b) The highest level of movement was the Tanners Gate (52%) area. It also represented the highest rate of building vacancy.
- c) Ewing Boulevard featured the lowest level of business movement.
- d) The greatest percentage of land use is for service uses, at 23%. General office uses totaled about 22%. Vacancies in the Study area amounted to 15%. Retail uses in the Study area were at 14%. Restaurants were at 9%. Medical office and clinics amounted to 5%. Residential/apartments totaled 4%. Recreational uses were at 3%. Industrial uses and public facilities each accounted for 2% of the total current land uses.
- e) Dream Street has experienced a mixture of building vacancy and low utilization. At the same time, it has experienced some major reinvestment with restaurants being rebuilt. Dream Street still has a significant amount of local and interstate business activity on the southern end and office use on the northern end.
- f) Burlington Pike remains a healthy business corridor for small business.
- g) U.S. 42 remains primarily as medical, banking, and insurance corridor with the exception of retail from Ewing Boulevard to Dream Street.

CHAPTER 3

INVENTORY OF EXISTING STUDIES AFFECTING THE PARKWAY CORRIDOR STUDY

Several studies or plans have been prepared and adopted by the City of Florence which affect the currently adopted *Parkway Corridor Study*. The studies or plans include the *Dream Street Streetscape Improvement Study*, the *Florence Government Center Master Plan*, the Champion Window Field Complex, the *Boone County Transportation Plan*, the *Florence Bike/Pedestrian Plan*, the *I-75 Pedestrian Connection Feasibility Study* and the 2005 *Boone County Comprehensive Plan*.

Dream Street Streetscape Improvement Study

The *Dream Street Streetscape Improvement Study* was completed in 2001 for the City of Florence in order to evaluate street conditions and to recommend street, streetscape, signage and sidewalk improvements. Street and traffic conditions were examined closely. This included accident rates, street capacity, traffic controls, traffic counts and access management controls. Further, street design standards were formulated to aid pedestrians and vehicle traffic along with streetscape improvement such as trees, landscaping features, street furniture, retaining walls and street lights. Signage was included as part of the study. Recommendations were made that included developing a cohesive signage design for Dream Street and creating a directory of businesses near U.S. 42 and Ewing Boulevard. Other design standards were created such as limiting the type and number of signs and requiring internal illumination only and landscaping features near the bottom of each sign. Finally, implementation tools recommended in the study include code enforcement, property maintenance and rehabilitation assistance, improvement and overlay districts and public/private financing programs for the improvements. Many of the Study's recommendations that have been implemented in the past 5 years include property maintenance enforcement, reconstruction of Dream Street, sidewalk installation and community signage.

Florence Government Center Master Plan

In February 2002, the City of Florence by resolution adopted the *Florence Government Center Master Plan*. The *Florence Government Center Master Plan* serves as a guide to the future development of all city-owned property in the study area. As envisioned in 1986, the *Florence Government Center Master Plan* is the fulfillment of the city center concept as stated in the adopted *Parkway Corridor Study*. The *Florence Government Center Master Plan* includes the Government Center Building (58,500 square feet), the State Office Building (15,900 square feet), the 20,000 square foot Florence/Boone Skatepark, the newer Florence Aquatic Center and a future recreation center. The Government Center Building can be expanded with a second floor and the current Florence Public Services Building is located across Ewing Boulevard. Parking is provided with the eventual construction of 894 spaces.

Champion Window Field

At the interchange of I-75 and U.S. 42, is the 4,000 seat baseball stadium. Seating at Champion Window Field is 6,500 people, including lawn seating. This \$5 million stadium provides a new sporting and entertainment impact in Florence and the *Central Florence Strategic Plan* area. Other potential uses occur on the site include other recreational opportunities and festivals/concerts. Because of the type of development and its close proximity to the *Central Florence Strategic Plan* area, the businesses along Dream Street should benefit during the season causing local traffic movements on both sides of U.S. 42.

Boone County Transportation Plan

The *Boone County Transportation Plan* was adopted by the Boone County Fiscal Court in 2005. The plan evaluated the current conditions of streets in Florence in terms of capacity and projected population and employment growth. The plan prioritized a list of road and bridge improvements and recommended a series of street design standards. In addition, the plan suggested bicycle and pedestrian corridors along with mass transit route expansion. One of the most significant recommendations of the Plan was the expansion of Industrial Road from 2 to 5 lanes. Industrial Road serves a major employment center, the Northern Kentucky Industrial Park and is located in the southern portion of the *Central Florence Strategic Plan* area. The widening of Industrial Road to five lanes with sidewalks began in 2007 and will be completed to the intersection of U.S. 25 in 2009.

Florence Bike/Pedestrian Plan

The *Florence Bike/Pedestrian Plan* has been updated. The *Florence Bike/ Pedestrian Plan* recommended a series of bicycle/pedestrian networks through the City of Florence. The City Center Study area has developed over time with new bicycle and pedestrian routes as a result of the Florence Government Center complex. A bike path currently exists on the east side of Ewing Boulevard. Dream Street was reconstructed to include new sidewalks. The plan also recommends a new sidewalk along the north side of U.S. 42 to fill a gap in the sidewalk network. A state transportation grant has been given to the City of Florence for installing a sidewalk from Ewing Boulevard to Mall Road along the southside of KY 18.

Interstate 71/75 Pedestrian Connection Feasibility Study

The *Interstate 71/75 Pedestrian Connection Feasibility Study* was completed in 2001 at the request of the City of Florence. The purpose of the study was to examine potential pedestrian connections to both sides of I-75. The study reviewed four potential crossings - KY 18, Mall Road ramp, U.S. 42 and Tanners Gate Drive (fly-over). Costs for each optional crossing were made. The actual construction of a pedestrian crossing will help residents and workers from the City Center Study area visit the businesses on Mall Road. This could be significant if Mall Road is redesigned as part of the *Mall Road Crossroads Study*.

2005 Boone County Comprehensive Plan

The Land Use Element of the 2005 Boone County Comprehensive Plan states that the “area east of I-75, north of U.S. 42 and south of KY 18 shall continue to be developed in a cohesive manner to form a city center for Florence. The Parkway Corridor Study, which was originally developed for this area, has begun to be updated and should give a definitive direction for the area based on the fact that significant office, recreational and governmental development has occurred. A mixture of public, office, retail, commercial, recreation and residential development is the goal.”

The existing land use of the Study area is derived from the 2005 Boone County Comprehensive Plan's Land Use Element and the business inventory included in this document. The existing land use map from the 2005 Comprehensive Plan indicates commercial uses concentrated along KY 18, Commerce Drive, Dream Street and portions of U.S. 42. The Commercial (C) land use designation allows for not only retail uses but also office uses. In addition, there are Suburban Density Residential uses (up to 4 dwelling units per acre) located in well established residential neighborhoods along KY 18 and east of the government centers and along U.S. 42. There is a pocket of this type of land use located between I-75 and Ewing Boulevard and north of Dream Street. The Public/Institutional land use represents the existing Florence government complex, which includes satellite offices and recreational activities. Additional Commercial (C) land use designations exist in the south side of U.S. 42 and along Industrial Road. Urban Density Residential (UD) land uses are concentrated along Ewing Boulevard and off Industrial Road. The existing Recreation (R) land use represents the minor league baseball field located off Freedom Way. The future land use of the Study area is derived from the 2005 Boone County Comprehensive Plan's Land Use Element. The Future Land Use Map from the 2005 Comprehensive Plan recommends similar types of land uses described above on the existing land uses.

Analysis of Existing Studies

In 1986, the *Parkway Corridor Study* recommended that the City of Florence consider relocating its municipal building and create a campus of government buildings and uses. The *Florence Government Center Master Plan* set the direction for the construction of office and service buildings and recreational uses on the government campus. The *Dream Street Streetscape Improvement Study* outlined a series of construction improvements, that provide for better traffic movement in an area that is heavily traveled by interstate traffic. These improvements will provide a foundation for future development and redevelopment opportunities in this retail and office area. Some of the recommendations from this study will impact the visual character of the *Central Florence Strategic Plan* by including street trees, landscaping features, street furniture, lights and retaining walls into the overall street design. Further, an updated set of special sign requirements was recommended.

The *Florence Bike/Pedestrian Plan* encourages pedestrian and bicycle use in the *Central Florence Strategic Plan*. This is evidenced by the creation of a bike path along Ewing Boulevard and on the Florence Government Center campus. The bike path connects to existing sidewalks on KY 18 and U.S. 42. This will allow people to visit the government campus by walking or by bike. New sidewalks were built along Dream Street for pedestrian traffic from the office and hotel uses. The *Boone County Transportation Plan* identified the widening of Industrial Road as a critical project for the future of the Northern Kentucky Industrial Park. With this project, better traffic improvements will occur and will make U.S. 42 and Dream Street a more viable business center. The *Interstate 71/75 Pedestrian Connection Feasibility Study* recommended that proper pedestrian/bicycle access from both sides of I-75 be made. This will help the residents and businesses located in the new *Central Florence Strategic Plan* travel to and from the Mall Road area. The City of Florence recently received a grant to install sidewalks on the south side of KY 18 from Mall Road to Ewing Boulevard.

The Champion Window Field project and associated recreation and community uses and events will provide additional business opportunities to the commercial uses along U.S. 42 and Dream Street. The benefits from this project are driven by the seasonal business use.

CHAPTER 4

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

Strengths, weaknesses, opportunities, and threats of the Study Area were identified in an effort to make proactive use of positive and negative aspects inherent in the overall site. These traits are qualitative and nominal observations and conclusions which were used to reinforce or elaborate on the existing conditions, and other observations and findings, when the initial plan concepts were formulated. The traits identified include:

Strengths

- a) Substantial amount of freeway frontage.
- b) Two freeway interchanges; U.S. 42 interchange area has both local and interstate draw.
- c) Two major arterial roadways.
- d) Existing residential areas appear to be stable.
- e) Business climate for established markets appears to be stable; low turn over for local type businesses.
- f) Ewing Boulevard as an interconnection and the Government Center campus as an anchor.
- g) Many of the sub-areas can already be defined as distinct, physical neighborhoods.
- h) Recreational venues (Aquatic Center, Skatepark, Fundome, Baseball Stadium, Parks).

Weaknesses

- a) Portions of freeway frontages are underutilized or mis-utilized.
- b) There are access problems associated with the interchanges, particularly on KY 18 to the Ewing intersection; limits potential for interstate draw, but visibility may allow for regional draw.
- c) Several sites are "hidden" (Commerce Drive area, Tanners Lane/Tanners Gate, Sussex Drive).
- d) Poor design/lack of design exhibited in generally the older developments.
- e) Lack of an overall pedestrian system, although this situation is being improved over time.
- f) The two arterial roadways act as barriers within the overall area.
- g) Two single family detached residential areas immediately abut I-75.
- h) Few regional destinations.

Opportunities

- a) The Central Florence Strategic Plan Area has a unique set of qualities to provide services and attractions that are not in the immediate area – opportunity to create new markets versus saturate existing ones.
- b) Area is generally under-developed; development and redevelopment opportunities are apparent and continue to occur on a steady basis.
- c) “Hidden” sites still have good proximity to major street network and attributes necessary for uses that don’t need visibility.
- d) Potential for expansion of recreational venues (pocket parks, entertainment district built around Stadium District).

Threats

- a) General trend of business/commercial uses locating/migrating to the Houston/Turfway area.
- b) General trend of preference for newer housing in newer subdivisions outside of a central area.
- c) Population stability in immediate area.

CHAPTER 5

INVENTORY OF THE 8 STUDY AREAS

Area 1

Area 1 in the *Central Florence Strategic Plan* is approximately 69 acres. This area is bound by Tom Gill Chevrolet to the north, the rear property lines of residential lots which front on Utz Drive to the northeast, Interstate 71/75 to the northwest, and KY 18 to the south. Area 1 has two defined subdistricts.

The first subdistrict is a residential area in the northeastern portion of Area 1. This residential area contains a twenty-six lot subdivision, which is platted as “Earlwood” Subdivision. This subdivision generally contains smaller, post-war era detached, single family residences. Both streets in the subdivision, Cardinal Drive and Cardinal Place, do not contain any sidewalks.

The second subdistrict is the commercial area which fronts on KY 18 and backs up to the KY 18/Interstate 71/75 on-ramp. This commercial area contains a mixture of businesses which serve interstate travelers and local needs. The highway commercial uses in this area include two gasoline stations, two motels, a sit-down restaurant and an independent fast food restaurant (Fillmore's Dairy). The area also contains three car dealerships, roller skating rink, animal hospital, car wash facility (currently closed), car rental agency, and a laundromat which serve local needs. The architecture and character of the commercial area varies considerably between franchise prototypes (America's Best Value Inn, Best Western), to local service type buildings (small strip centers), and residential structures which have been converted into businesses (Five Star Motors). High-rise pylon signs are prevalent in the portion of area 1 that is in close proximity to Interstate 71/75. There are approximately six non-conforming signs or sign structures that are within close proximity to each other. With the exception of two separate, non-adjoining lots, the KY 18 frontage area of Area 1 has sidewalks. There is one vacant commercial lot in area 1. The parcel is 2.2 acres in area and is situated where Cardinal Drive and Commerce Place intersect.

Area 2

Area 2 in the *Central Florence Strategic Plan* is approximately 98 acres. This area contains road frontage on both sides of KY 18. This frontage area spans between Shaun Alexander Way in the northeast quadrant to Mi Salon & Spa in the southwest quadrant. The limits of Area 2 also extend into residential neighborhoods which front on Utz Drive, Coreta Drive, Kathryn Avenue, Allison Avenue, Rajean Drive, and Wallace Avenue.

The northern frontage area of KY 18 located in Area 2 is comprised of single-family residential uses, two medical service establishments in converted single-family residences, an auto parts store, and Stringtown Park located at the intersection of KY 18 and Kathryn Avenue. Sidewalks exist along the entire northern side of KY 18.

A variety of uses exist along the southern frontage area of KY 18. “Public” uses include the hair and beauty school and Health Department office building. Commercial and office uses include a small strip center which contains a convenience store, a daycare center, automobile sales, small beauty salons, and medical and legal offices which occupy converted single-family residential dwellings. Residential uses include one single-family dwelling and one duplex. Sidewalks exist along the entire southern side of KY 18.

The majority of Area 2 is comprised of single-family residential dwellings which front on Coreta Drive, Utz Drive, Kathryn Avenue, Allison Avenue, Rajean Drive, and Wallace Avenue. These dwellings are generally smaller, post-war era detached, single family residences. No sidewalks exist on either side of these residential streets.

Area 3

Area 3 in the *Central Florence Strategic Plan* consists of approximately 96 acres. This area is bound by KY 18 to the north, I-75 to the west, Miriam Drive to the south and Center Park Drive to the east. Area 3 has several public uses including the Florence Government Center, the new Florence Aquatic Center and Skatepark, the Florence Public Services Maintenance Facility, and the former Social Security office (currently occupied by Family Nurturing Center). In addition, Area 3 consists of a large truck stop and mini-warehouses in the northern part. On the west side, which is highly visible from I-75, are two warehouse-type buildings with retail uses (Goodwill Industries, TJ Sports Bar, etc.). The southern end of Area 3 consists of a single-story office-flex warehouse (Florence Business-Plex), a multi-story office building, a former health club building that has been converted to a church, a single-story office building, and a residence. The existing office uses in Area 3 do not have direct access or visibility to Ewing Boulevard, but are visible from I-75. On the south side of KY 18 is a vacant lot (a former Shell station) and a Waffle House restaurant that was recently rebuilt. Overall, the prominent land use and impact in Area 3 besides the Florence Government Center is the TA Truck Stop capable of serving over 130 trucks at a time.

There are no sidewalks on either side of Tanners Lane except for a short walk that exists on the north side between the entrance of the Florence Public Services Maintenance Facility to Ewing Boulevard. There is a concrete walk along the west side of Ewing Boulevard between Tanners Lane and the northern Miriam Drive intersection, in addition to the asphalt trail that runs along the east side of the street. Building architecture in Area 3 has a consistent theme for the Florence Government Center and recreational facilities. Every other building in Area 3 has its own design, ranging from block-only construction to glass office buildings. Signage in Area 3 is limited due to the limited number of retail uses. The TA Truck Stop has two free-standing, non-conforming signs along with the former Moore's Fitness, Waffle House and the old Shell station. Further, there are two telecommunication towers located in Area 3, one off Tanners Lane across from the Public Storage mini-warehouses and one located near the Florence Public Services Maintenance Facility.

Area 4

Area 4 in the *Central Florence Strategic Plan* is approximately 117 acres. It is bound by Glenn Street to the north, Center Park Drive and Lake Drive to the west, Scott Street to the south, and Florence Cemetery to the east. Area 4 is primarily a residential area with housing built in the 1950s and 1960s. Most of the housing is single-family detached with variations of ranch style structures. There are a few apartment buildings located on Roberta Avenue. There is one church located in Area 4 and the existing water lines were recently relined. Sidewalks in Area 4 either do not exist or partially exist on Lake Drive, Ash Street, Scott Drive, Liberty Court, Russell Street, Roberta Avenue and Center Street despite Area 4's close location to the recently expanded Florence Elementary School and Heritage Academy School, and the fact that sidewalks exist on KY 18, U.S. 42, Main Street and Shelby Street. This area is ripe for a Safe Routes to School sidewalk grant.

Area 5

Area 5 in the *Central Florence Strategic Plan* is approximately 80 acres. This area is bound by I-75 to the west, the Tanners Gate development in Area 3 to the north, Ewing Boulevard to the east, and U.S. 42 to the south. Area 5 consists of two basic existing subdistricts.

The first subdistrict is a “self contained” residential area in the northern portion of Area 5 which is a sixty six lot subdivision platted as “Town and Country” Subdivision. This subdivision generally contains smaller, post-war era detached, single family residences. The subdivision contains only one street, Miriam Drive, which loops to and from Ewing Boulevard in a “horseshoe” fashion. There are no sidewalks on Miriam Drive.

The second major subdistrict is the commercial area located south of Town and Country Subdivision. The central part of this subdistrict is the Dream Street corridor. The southern section of Dream Street consists mostly of franchise/chain style restaurants which cater to interstate traveling customers, although there is an older retail strip center located on the west side of the street on the second lot north from U.S. 42. The developed portions of the central and northern sections of Dream Street also include hotels and businesses which cater to local clientele including a carpet store and day care center. A vacant site at the approximate midpoint of Dream Street formerly housed a car wash. Several low-rise office buildings are located near the intersection with Ewing Boulevard. The architecture along Dream Street consists largely of standardized, franchise/chain prototypes, with the notable exception of the office buildings near the Ewing intersection; most of these are brick structures which do not follow franchise type motifs. High-rise pylon signs are prevalent along Dream Street, and some businesses have both a high-rise sign for interstate visibility and a low-rise freestanding sign for identification on Dream Street itself. With the road widening project, Dream Street now has sidewalks.

The U.S. 42 frontage of Area 5 is reflective of the type and character of much of the development along Dream Street, consisting of a mixture of freestanding franchise/chain style restaurants and local service type businesses including a small strip center, a liquor store, and a tobacco store. Sidewalks exist along this section U.S. 42 between King Drive and Ewing Boulevard; King Drive is the fourth leg of the U.S. 42/Industrial Road intersection and extends northward to a dead end for the depth of the adjoining frontage lots. Between the corner lots at U.S. 42 and Dream Street, the Ewing Boulevard frontage is undeveloped with the exception of a larger, low-rise building which contains a technical school. This undeveloped area extends westward to the east side of Dream Street, north of the Super 8 hotel.

Area 6

Area 6 in the *Central Florence Strategic Plan* consists of approximately 94 acres. This area includes two apartment developments along the east side of Ewing Boulevard and the frontage properties along U.S. 42, generally from Ewing Boulevard eastward through the Russell Street intersection.

The northern-most section of Area 6 is the Plantation Apartments which consists of eight uniform buildings. This development is accessed by Plantation Drive, which is a public street until the approximate mid-point; a sidewalk runs along the west side of the public portion of the street and a lake is located on the east side. The Vineyard Apartments to the immediate south is a newer development which contains nine three story, vinyl clad apartment structures. The vehicular ways in the Vineyard development are private driveways. Each of these two developments has only one access point. A new office building has been constructed in Area 6 next to the Florence Aquatic Center.

A variety of uses exist along the northern U.S. 42 frontage portion of Area 6. A multi-tenant commercial development consisting of several clustered buildings is located at the U.S. 42/Ewing Boulevard intersection. A restaurant building to the immediate east of this multi-tenant development was the only example of a franchise/chain style development on this section of U.S. 42; this building now houses a local, non-chain restaurant. The north side of U.S. 42 includes a combination of mostly small-scaled office buildings and detached, single family residences, although this area also includes a funeral home and a small multi-family residential development. The detached, single family residences in the western section of this strip, adjoining the former Long John Silver's restaurant, are ranch style post-war structures that have narrow front yard setbacks, small frontages, and relatively steep topography in the rear yards, making changes in land use or redevelopment difficult without the assembly of multiple lots. The remainder of the detached, single family residences on the north side of U.S. 42 are largely pre World War II structures which could physically accommodate business use. The majority of the commercial structures along the north side of US 42 are brick

structures with landscaping along their respective street frontages and lot perimeters, although there is one office building, located near Russell Street, which is constructed of stark concrete block and is on a lot with basically no landscaping at all.

The southern frontage of U.S. 42 in Area 6 also contains a variety of uses. Several older detached, single family residences are located in both the eastern section, near Hollywood Drive and Woodland Avenue, and the western section, near New Uri Avenue. There are several low-rise office buildings on the southern frontage, which are generally brick structures, in addition to the Florence Branch of the Boone County Library. This structure is a brick building which has a “contemporary” 1970’s/early 1980’s office/institutional design. A landscape nursery is located across from Scott Drive; this property extends approximately 1,000 feet south of U.S. 42 and adjoins several residential properties along Schira Court and Lawrence Drive. The former Florence City Hall property adjoins the nursery property at the end of Niblack Memorial Drive. The property is currently vacant and also extends approximately 1,000 feet southward from U.S. 42. There are plans to place a future city park and seniors citizens center on the property. Sidewalks exist in Area 6 along both sides of US 42, and are intermittent along the side, intersecting streets.

Area 7

Areas 7 and 8 serve as an entry way to the Northern Kentucky Industrial Park. Area 7 is approximately 84 acres. It is bound by U.S. 42 to the north, I-75 to the west, Carole Lane to the south and Industrial Road to the east. The predominant land use in this section of the *Central Florence Strategic Plan* is Champion Window Field, a baseball stadium for a minor league team. Other potential community or recreational uses are contemplated for the site that could be compatible with the baseball field. The major point of entry into Area 7 is Freedom Way, which aligns with Dream Street.

Other existing uses in Area 7 include a convenience store with gas sales, a Dunkin Donuts store, a hotel, and a branch bank along U.S. 42. In the middle of Area 7 is some undeveloped land along with another convenience store with gas sales, mini-warehouses, and a moving company and storage company. The southern end of Area 7 consists of many automotive repair related businesses and two residential apartment developments which adjoin Champion Window Field. The apartment developments were built in the 1970s and 1980s. Currently, there are no sidewalks on Safeway Drive and Industrial Road. However, the reconstruction of Industrial Road with sidewalks is beginning.

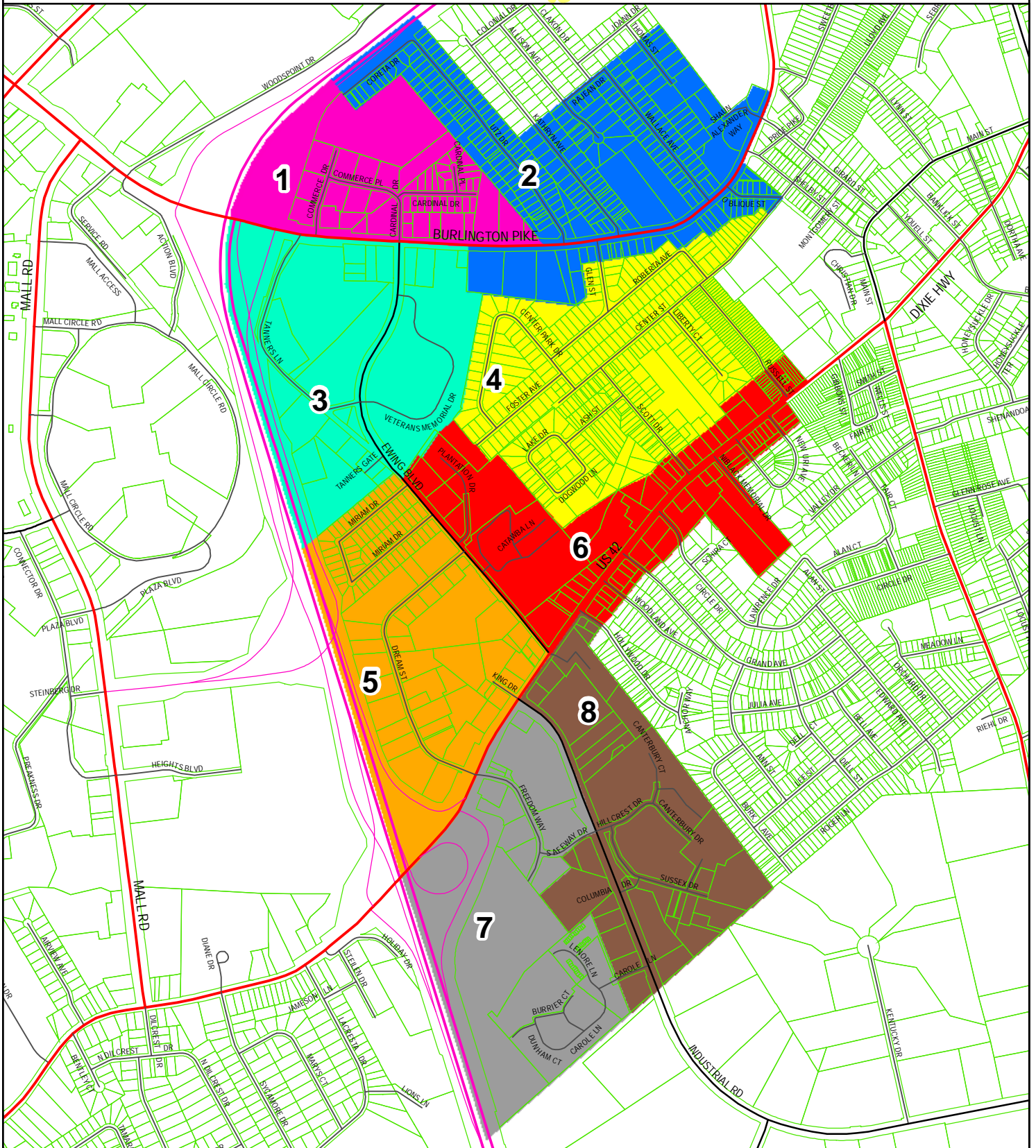
Area 8

Area 8 is approximately 92 acres in area. It is bound by U.S. 42 to the north, Industrial Road to the west, the Northern Kentucky Industrial Park to the south and Hollywood Drive to the east. Commercial or retail uses exist along U.S. 42 with a Rally’s restaurant, a Speedway service station, the Wildwood Inn complex, and a small office/retail building at the corner of Hollywood Drive and U.S. 42. The Wildwood Inn is the predominant land use and structure along this section of U.S. 42. The use was renovated in the mid 1980s, expanded in the 1990s, and partially rebuilt after a fire in 2004. Automotive/motor vehicle related uses exist along Industrial Road with a car dealer, car wash, and a power sports vehicle dealer. Other uses include an apartment community along Hillcrest Drive and Sussex Drive, a bowling alley (Florence Bowl) and a series of office buildings located along Sussex Drive (Florence Business Center, Chuck’s Heating & Cooling and Classic Sports Marketing). A residential condominium project (Lofts at Eagle Creek) is being developed off of Sussex Drive between the end of Hillcrest Drive and the Florence Bowl site. A retail center between Industrial Road and Sussex Drive was proposed by a developer in 2002 but not constructed. Building architecture in Area 8 consists of standard franchise designs along U.S. 42 and a mixture of commercial block and brick structures. This area is greatly impacted by the widening of Industrial Road.

Central Florence Strategic Plan

8 Study Areas

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0 600 1,200 2,400 3,600 4,800 Feet

1 inch equals 1,200 feet



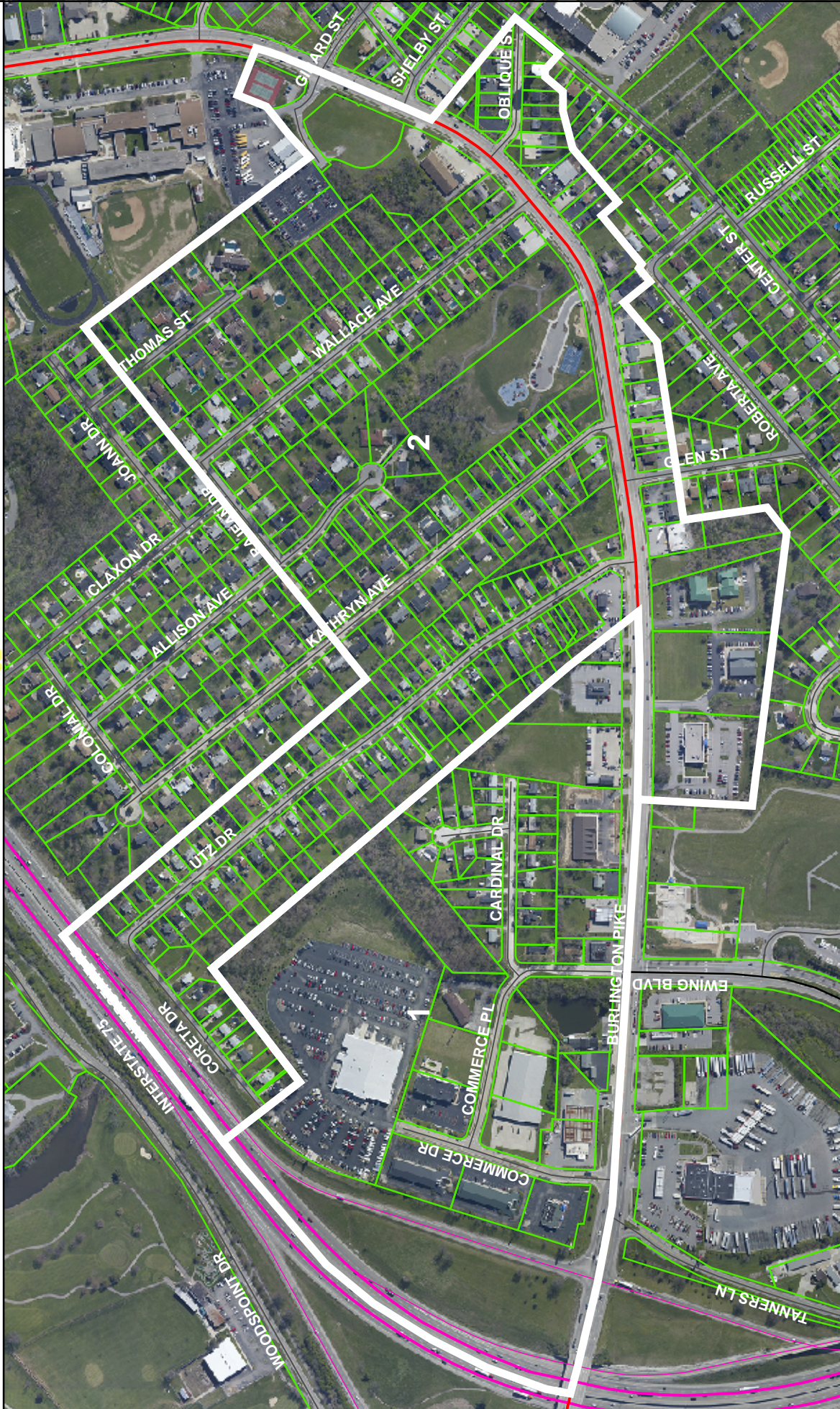
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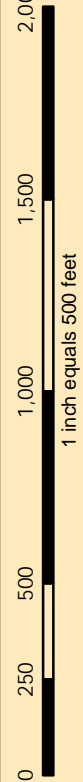
Central Florence Strategic Plan Study Areas 1 & 2

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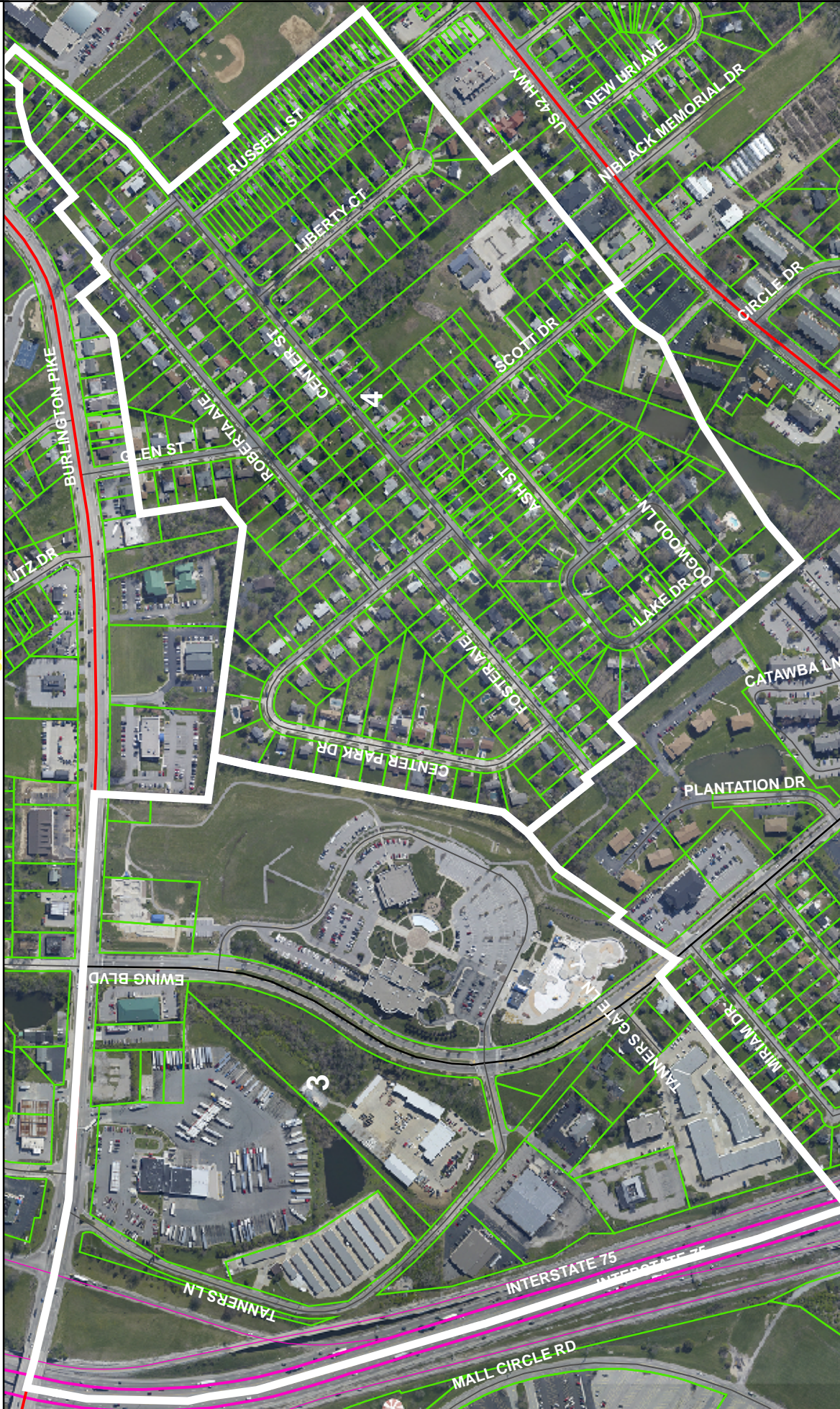
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Central Florence Strategic Plan Study Areas 3 & 4

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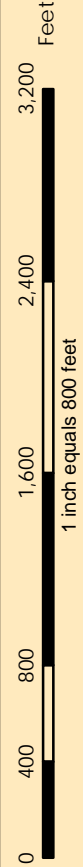
Central Florence Strategic Plan Study Areas 5 & 6

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Central Florence Strategic Plan Study Areas 7 & 8

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CHAPTER 6

PLAN CONCEPTS

This section outlines the initial planning concepts and recommendations for the Study Area as a whole as well as for various sub-areas. These concepts are based upon the existing conditions documentation and analysis, evaluation of socio-economic data, relevant data and findings from other timely studies, input from public officials, and other observations. These are also the basic concepts presented at the two initial public workshops. These initial concepts are further "operationalized" and refined by the later sections of this Study which detail specific methods and procedures for implementation.

Overall

- a) Create integrated signage system where individual neighborhoods/districts are given identity with place names; various signs should use the same basic design elements but not the same design at each location – these can include follies and sculpture.
- b) Provide stylized design improvements at major intersections (traffic signal hardware, crosswalk surfacing, light standards, etc.) – Dream/U.S. 42, Industrial/U.S. 42, Ewing/U.S. 42, Ewing/KY 18, and perhaps Ewing/Dream Street; use such improvements at Dream/U.S. 42 intersection to bridge the barrier created by U.S. 42 between Dream Street and the stadium district to the south and to create a gateway into the city from the interchange (some of these improvements have already been initiated).
- c) Provide a streetscape plan along the I-75 right-of-way to enhance/frame business frontages (not screen), but provide screening by the Miriam Drive/Coreta Drive neighborhoods.
- d) From a zoning perspective, allow projects which implement the plan recommendations and standards by right, but require Concept Development Plan approval otherwise.

Commerce Drive (Area 1)

- a) Encourage low to moderate turnover commercial uses, or those whose peak hours don't coincide with the street network; except where adjoining residences, a strictly controlled use list is not necessary.
- b) Building designs should use "natural" materials and colors; following the normal street frontage landscaping requirements is appropriate for this area.
- c) Provide a master sign district for this area along KY 18 (coordinate with major intersection facelift); could provide at the KY 18/Commerce intersection to display business names with very brief instructions for access at Cardinal Drive.
- d) Promote idea that Cardinal Drive should become the main entrance due to the traffic light.

KY 18 (North Side – East of Cardinal; South Side – East of Glen) (Areas 1 & 2)

- a) Encourage local consumer services and retail with interconnected parking lots; discourage car sales lots and other uses with large open lots and outdoor display.
- b) Promote idea that redevelopment in this area should include the consolidation of parcels.

Tanners Lane Area (Area 3)

- a) Open up” the Tanners Gate site into a higher profile site; currently has poor visibility and clandestine access – needs a pronounced access point on Ewing w/ lighting, monuments, landscaping, fountains, et al, and some sort of identity element on I-75.
- b) Goodwill/TJs sites could benefit from a façade improvement program (for facades that face both Tanners and I-75; KY 18 sites could benefit from such a program as well) or it could be a good site for redevelopment for office use.
- c) Provide street frontage landscape and sidewalks on Tanners if current development remains.
- d) Advocate the redevelopment of the TA site into an office headquarters due to truck traffic congestion with access onto Ewing Blvd. – this would be a unique, signature building designed by a renowned architect/firm; this site could be expanded to include the mini-warehouse, Goodwill and TJ’s sites and could involve the vacation of Tanner’s Lane; this redevelopment could also include the Waffle House and former Social Security sites (currently occupied by Family Nurturing Center), although these lots do not appear critical for such a project.
- e) Encourage the removal of the industrial looking buildings and promote new office development to go with the existing office uses. Perhaps open the area up for office (destination) uses.

Dream Street (Area 5)

- a) Maintain interchange business orientation of the southern section of Dream Street, and further create/emphasize low turnover commercial and local services in the northern section of Dream Street. Encourage the redevelopment of sites, particularly the uses or existing buildings that have located on Dream Street for over 25 years.
- b) Create design standards which define basic building envelopes (roof styles, materials, and colors); allow fairly liberal use of corporate identity in signage and trim/accent colors in the southern section, and a more reserved approach in the northern section (use same basic building design guidelines in both sections, just different detailed requirements).
- c) Monohan property to the east of Dream Street is developed using just Ewing for access versus a through street (through street is preferred), a “pedestrian boulevard” with a 10 foot wide surface and street tree-like plantings should be provided to link Dream Street and the Monohan development.
- d) Redevelopment of tobacco shop with interchange type business.
- e) Follow Dream Street Study signage recommendations and provide other mechanisms/incentives for removal of pylon signs.

Miriam Drive (Area 5)

- a) Develop the Miriam Drive area into a more secluded residential enclave; provide entry monuments along Ewing, sidewalks along at least one side of the street, and improve the landscape buffer around the perimeter.

US 42 East (Area 6)

- a) Further develop the intermixed office and multi-family theme existing in the area; encourage multi-story buildings with smaller setbacks from U.S. 42, full brick structures with masonry detailing and complete, simple pitched roofs (gabled or hipped), with parking provided at the sides and rear.

- b) Provide street frontage landscaping via “naturally” arranged hardwood and evergreen trees versus a formal street tree scheme.
- c) Allow National Register listed residences to be converted to office uses without demolition.

Other Residential Areas (Areas 2, 4, and 6)

- a) Plantation Apartments/Vineyard/Scott-Center Area/Kathryn Utz Area – Maintain viability through property and infrastructure maintenance and codes enforcement; finish sidewalk system within the single family area, use integral curbswalks where necessary due to grades and/or where there are narrow building setbacks; “bull nose” style parking lanes may be added where parking problems are identified to prevent/remedy where citizens have graveled/paved right-of-way for private parking; Promote Higher intensity; Upgrade amenities; Add a scenario for office redevelopment in area 6.

Stadium District (Area 7)

- a) Emphasize the stadium district as a year round entertainment district – a fun place; include a live music venue and at least one good quality restaurant; probably need at least three or four establishments to create a critical mass.
- b) Arrange development in stadium district as a tight-knit neighborhood allowing for easy pedestrian travel between establishments (avoid suburban style segregated projects on individual lots surrounded by parking); permit at least some shared parking with stadium.
- c) Promote little to no setback requirements, maximize building intensity, other public and private recreational uses.
- d) Create special signage and landscaping regulations for the entire district.
- e) Master Sign District to help advertise and direct traffic to recreational venues.

Sussex Drive (Area 8)

- a) Advocate the assembly of parcels and redevelopment of the area as a “back office”/service area (call centers, billing and claims offices, etc. – employment type centers that don’t need visibility or routine access for the public and customers); the Florence Bowl property is not critical to redevelopment – if it remains, reasonable access needs to be maintained.
- b) Redevelopment would create a campus of multi-story buildings; architectural controls appear only to be important for the first building or tier of buildings immediately visible from the Industrial Road for the Sussex Drive portion of this area.
- c) Provide a master sign for this area along Industrial Road, irrespective of whether a redevelopment occurs.
- d) Because of the close proximity to Northern Kentucky Industrial Park, some of this area could also be rezoned to industrial without large scale redevelopment. Widened roads will serve the industrial uses.
- e) Realign Columbia Drive so that there is direct access between Industrial Road and Sussex Drive.
- f) Promote Master Sign District to help advertise and locate “hidden” businesses.

CHAPTER 7

ZONING PROCESS

Current Zoning/Review Process

The current zoning of the *Parkway Corridor Study* primarily involves the Planned Development process with the exception of the designated single-family areas where uses have existed for a long period of time. The current zoning (March, 2008) is identified on the maps on pages 7.7 - 7.10. Existing commercial zoning is concentrated along Commerce Drive, the north side of KY 18, the south part of Dream Street, Freedom Way, and along I-75. Office zoning exists along the south side of KY 18, Tanners Lane, the north part of Dream Street, and along U.S. 42 to the east of Ewing Boulevard. Public Facilities/ Planned Development (PF/PD) zoning is concentrated on city-owned property on Ewing Boulevard and residential zoning exists towards the eastern portion of the study area. The current review process involves the requirement of a Public Hearing if a site is undeveloped and is zoned Planned Development. With existing buildings, uses are reviewed on a case-by-case basis to determine if the proposed use is appropriate based on the underlying zoning (principally permitted), level of proposed improvements, and the text of the *Parkway Corridor Study*.

Recommended Zoning Approach

The overlay district name "Parkway Corridor Study Overlay District" (PO) is proposed to be retained. The recommended uses and zoning for the individual study areas are outlined below in the "Zoning for Sub-Areas" section. The recommended zoning for the study area as a whole involves the continuation of the Planned Development approach with a few exceptions:

1. The Parkway Corridor Study Overlay District (PO) is proposed to be expanded to include the expansion areas studied as part of the *Central Florence Strategic Plan*, except for existing single family residential districts, the existing multi-family residential area along Hillcrest Drive, Canterbury Drive, and Canterbury Court, and the C-3 zoned area that is on the west side of Industrial Road and south of Safeway Drive. This basically includes the areas that are proposed to be within the Planned Development District (PD) as described in detail below. The *Parkway Corridor Study* Overlay District (PO) and Planned Development District (PD) are not recommended to be added to the zoning for the existing single family residential districts, the existing multi-family residential area along Hillcrest Drive, Canterbury Drive, and Canterbury Court, and the C-3 zoned area that is on the west side of Industrial Road and south of Safeway Drive.
2. Update zoning map to reflect all approved zone changes and concept development plans that have occurred since 1986.

Zoning for Plan Sub-Areas

Area 1 - Commerce Drive/Cardinal Drive

Low to moderate turnover commercial uses are recommended for the commercial portions of this area, and interstate related services such as hotels and restaurants that are not high volume/high turnover (examples of which include restaurants with drive-through order windows and combination gas/convenience stores) are expected to continue or redevelop along Commerce Drive. For the sites within Area 1 that are not subject to previously approved Concept Development Plans, uses that are Principally Permitted in the respective underlying zone are appropriate provided they do not include outside activities such as storage or display (including auto dealer vehicle display), and all business functions occur indoors.

The lots which front on KY 18 that are not subject to a Concept Development Plan are recommended to be consolidated and redeveloped into larger sites or centers for local consumer services and goods with interconnecting parking lots and drives with combined access points on KY 18. Due to the limited depth of these lots, compact and intensive buffer improvements need to be provided where they adjoin residential properties versus wider buffer yards. The redevelopment of sites that face KY 18 which do not accomplish the development objectives stated in this section are recommended for the Long Review Process.

The existing C-2/PD and C-3/PD zones for the commercial portions of this are recommended to be retained. The existing SR-2 zone is recommended to be retained for the Cardinal Drive/Cardinal Place portion of Area 1.

Area 2 - KY 18/Wallace Avenue/Kathryn Avenue

Office, medical, and institutional type uses are recommended to continue in the existing O-2/PF/PD portion of this area along the south side of KY 18 that adjoins the skate park. Aside from Stringtown Park that is located on the north side of KY 18 between Wallace Avenue and Kathryn Avenue, the lots which front on KY 18 are recommended to be consolidated and redeveloped into larger sites or centers for local consumer services and goods with interconnecting parking lots and drives with combined access points on KY 18. Due to the limited depth of these lots, compact and intensive buffer improvements need to be provided where they adjoin residential properties versus wider buffer yards. The reuse of these individual structures for business purposes is not recommended. Except that, the conversion of existing historically sensitive residences to office or other complimentary uses is permitted and should undergo the short review process. The redevelopment of sites that face KY 18 which do not accomplish the development objectives stated in this section are recommended for the Long Review Process.

The existing O-2/PF/PD and C-2/PD zones are recommended to be retained along KY 18 to the west of Glen Street, and the PD overlay zone is recommended to be added to the O-1A and C-2 zones that are located to the east of Glen Street. The current C-2 zoned area along Shaun Alexander Way that is owned by Boone County Schools is recommended to be changed to PF. The current R1F and SR-2 zones are recommended to be retained for the existing residential portions of Area 2 that are located to the north of KY 18.

Area 3 - Tanners Lane

Office uses are advocated in the O-2/PD, C-2/PD, and C-3/PD portions of this area. The redevelopment of the TA truck stop into a high quality office headquarters per the objectives stated in the "Plan Concepts" section is highly recommended. The office headquarters site could be expanded to include the mini-warehouse property and the industrial style buildings along the west side of Tanners Lane, or these other properties could be redeveloped as separate, but complimentary office projects with visibility from I-75 and improved access from KY 18 and Ewing Boulevard. Redevelopment for office purposes in this part of Area 3 should undergo the Short Review Process provided the stated objectives and requirements of this Study are met; otherwise, the Long Review Process should be followed. Additionally, a historically sensitive conversion of the existing historic residence (E.A. Tucker House Circa 1870's) on the west side of Ewing Boulevard to office or other complimentary uses should undergo the Short Review Process.

The City owned properties that are zoned PF/PD are expected to further develop over time for public facility uses. The existing O-2/PD, C-2/PD, C-3/PD, and PF/PD zones in this area are recommended to be retained.

Area 4 - Center Street

The rear of the Florence Executive Centre property is being rezoned from O-1 to O-1/UR-2/PD to match the recommendations of area 6. The existing SR-1 and SR-2 zones in this area are recommended to be retained.

Area 5 - Dream Street

Businesses which cater towards interstate travelers such as restaurants and hotels, and consumer retail uses, are recommended to continue along the southern section of Dream Street which is zoned C-2 and C-3/PD. Neighborhood oriented retail, offices, services, and restaurants are recommended for the US 42 frontage of this area. Office, hotel, and small-scaled local consumer retail or service uses are recommended along the northern section of Dream Street which is zoned O-2 and O-2/PD. These small-scaled consumer retail or

service uses should be low-turnover, lower traffic generating uses as compared to the predominately restaurant uses along the southern section of Dream Street. Complete visual and noise screening needs to be provided along the southern boundary of the adjoining residential area along Miriam Drive. An office park environment is recommended along the west side of Ewing Boulevard and for the vacant area located between Ewing Boulevard and Dream Street.

Development or redevelopment which proposes the use types outlined above, and where all business activities are conducted indoors (aside from drive-through facilities in the C-2 and C-3/PD zoned properties), are recommended for the Short Review Process provided the Plan Concepts section and all applicable development standards are met.

The PD overlay is recommended to be added to the current C-2 and O-2 zoned areas along Dream Street. The current SR-2 zone is recommended to be retained for the existing residential area along Miriam Drive.

Area 6 - U.S. 42

An intermixed combination of office and multi-family residential uses as described in the Plan Concepts is recommended for this area. Development or redevelopment of the existing sites along Plantation Drive to office, new multi-family residential, or a combination of both is recommended to follow the Short Review Process. The Vineyard Apartments site on Ewing Boulevard and the multi-tenant office/commercial development on the northeast corner of the Ewing Boulevard/U.S. 42 intersection are not anticipated to further develop or redevelop. If they do, these same types of uses are recommended with an emphasis on offices, local consumer services, and incidental retail for the northeast corner of the Ewing Boulevard/U.S. 42 intersection.

The individual single family residential lots on the north side of U.S. 42, across from Woodland Avenue and Hollywood Drive, are recommended to be consolidated and redeveloped into larger sites for office and/or multi-family residential development with interconnecting parking lots and drives with combined access points on U.S. 42. The reuse of these individual residences for business purposes is not recommended. Similarly, the office/multi-family residential use combination is recommended for the remaining portions of this area along U.S. 42. Historically sensitive conversion of existing historic residences, particularly those listed on the National Register of Historic Places, to office or other complimentary uses should undergo the Short Review Process. Due to the limited depth of some of the U.S. 42 frontage lots, compact and intensive buffer improvements need to be provided where they adjoin single family residential properties versus wider buffer yards.

The zoning for the area along Plantation Drive is recommended to be changed from UR-2 to O-2/UR-2/PD. The zoning for the UR-2 and O-1 areas along U.S. 42, and the rear portion of the Florence Nursery property that is zoned R1F, is recommended to be changed to O-1/UR-2/PD.

Area 7 - Stadium District

Entertainment uses as described in the Plan Concepts are highly recommended, and should follow the Short Review Process. These include destination oriented restaurants, cafes with outdoor seating, night clubs, performance theaters, coffee bars, and similar signature uses. Complimentary uses which are incidental to the overall district such as hotels, indoor or outdoor recreation uses, and related retail may also follow the Short Review Process provided the type and style of improvements described in the Plan Concepts are provided and all applicable development standards are met.

Neighborhood oriented retail, offices, services, and other restaurants may be appropriate for the U.S. 42 frontage portion of this area and can be considered for the Short Review Process. As Area 7 is intended to be a unique, destination-oriented entertainment and recreation district which is tight knit, urban-like and interrelated with Champion Window Field, the Long Review Process should be followed for uses not outlined in this document or if the style and type of recommended improvements are not proposed for an individual development.

The zoning for all City owned properties in this area is recommended to be changed to Recreation (R). The remaining portion of this area is recommended to be changed from C-3 to C-3/PD. The current UR-2 zone is recommended to be retained for the existing residential area at the south end of this area along Carole Lane.

Area 8 - Columbia Drive/Sussex Drive/Industrial Road

Employment facilities consisting of office, light industrial, industrial sales, and comparable uses are recommended for the existing O-2 zone along Sussex Drive and the C-3 zoned area along the east side of Industrial Road and south of Columbia Drive. Commercial and office services which support the adjoining Northern Kentucky Industrial Park, as well as uses permitted in the C-3 zone, are also appropriate for this C-3 area and for the C-3 zoned portion of Area 8 along the west side of Industrial Road. A new roadway system could improve accessibility and visibility for the Sussex Drive area, and could provide the impetus for the assembly of parcels and redevelopment. Such redevelopment is recommended for the Short Review Process.

Uses which are Principally Permitted in the underlying zone are appropriate for the existing C-2 and C-3 zones in the northern portion of Area 8, and for the C-3 zoned area along the west side of Industrial Road, provided the development standards outlined in this Study are met.

The recommended zoning for the existing O-2 zone along Sussex Drive, and the C-3 zoned area along the east side of Industrial Road and south of Columbia Drive, is O-2/I-1/PD. The existing C-3 zoning for the area that is along the west side of Industrial Road and south of Safeway Drive is proposed to be retained without the addition of the PD Overlay zone. The C-2 zone on the southwest corner of the U.S. 42 and Hollywood Drive intersection and the remaining C-3 zoned portions of Area 8 are recommended to be changed to C-2/PD and C-3/PD respectively. The current UR-2 zone is recommended to be retained for the existing multi-family residential area along Hillcrest Drive, Canterbury Drive, and Canterbury Court.

Development Review Process

Two basic review tracks are possible within the *Central Florence Strategic Plan* area for all areas except for those which are outside of the Planned Development (PD) overlay district. Areas outside of the Planned Development (PD) overlay district follow the standard review procedures outlined in the *Boone County Zoning Regulations* and *Boone County Subdivision Regulations*. For the areas within the Planned Development (PD) 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:

Short Review Process: Administrative site plan review and subdivision review as applicable per Article 30 of the *Boone County Zoning Regulations* and Article 2 of the *Boone County Subdivision Regulations* upon the Zoning Administrator determining that the Short Review Process Criteria outlined below have been fulfilled. Certain use changes 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.

Long Review Process: Prior to the administrative site plan and subdivision review processes, the development proposal must be approved through the Concept Development Plan or Zoning Map Amendment process per Article 3 “Amendment” and 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, and a final decision by the City Council.

Zoning Administrator Criteria for Determining Review Process:

1. Tenant Finishes for Principally Permitted Uses: Proposals that only involve a change to a use that is Principally Permitted in the underlying zone, 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: Concept Development Plan approvals that were granted prior to the adoption of the *Central Florence Strategic Plan* 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, Other Use Changes: The Short Review Process may be followed provided the Zoning Administrator determines that:
 - A. The proposal follows the recommendations in the *Central Florence Strategic Plan* “Plan Concepts” and “Zoning for Plan Sub-Areas” sections, and plan maps, as they relate to the specific site and surrounding vicinity. Proposed uses that are not listed in the underlying zone text may qualify for the Short Review Process if they follow the “Plan Concepts” and “Zoning for Plan Sub-Areas” recommendations, and plan maps. 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 “Plan Concepts” and “Zoning for Plan Sub-Areas” recommendations, and plan maps. The current Boone County Comprehensive Plan may also be consulted in this determination.
 - B. The proposal follows all applicable development standards outlined in the “Office, Commercial, and Industrial Project Design Requirements” and “Master Sign Districts” sections of this document. The proposal also follows any applicable provisions in the “Transportation Improvements” section.
 - C. The proposal does not present unknown or undue impacts on infrastructure or public services based on the recommendations in the *Central Florence Strategic Plan*, such as water, sanitary and storm sewer, traffic impacts, public schools, and emergency services.

If the Zoning Administrator determines that any of the above criteria is not met, then the proposal must follow the Long Review Process.

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 *Central Florence Strategic Plan* requirements.

Step Two - Zoning Administrator Determination

Zoning Administrator determines 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 “Zoning Administrator Criteria for Determining Review Process” outlined above.

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. Both of these reviews are conducted by staff. The Short Review Process represents action taken by the Planning Commission staff within 30 days

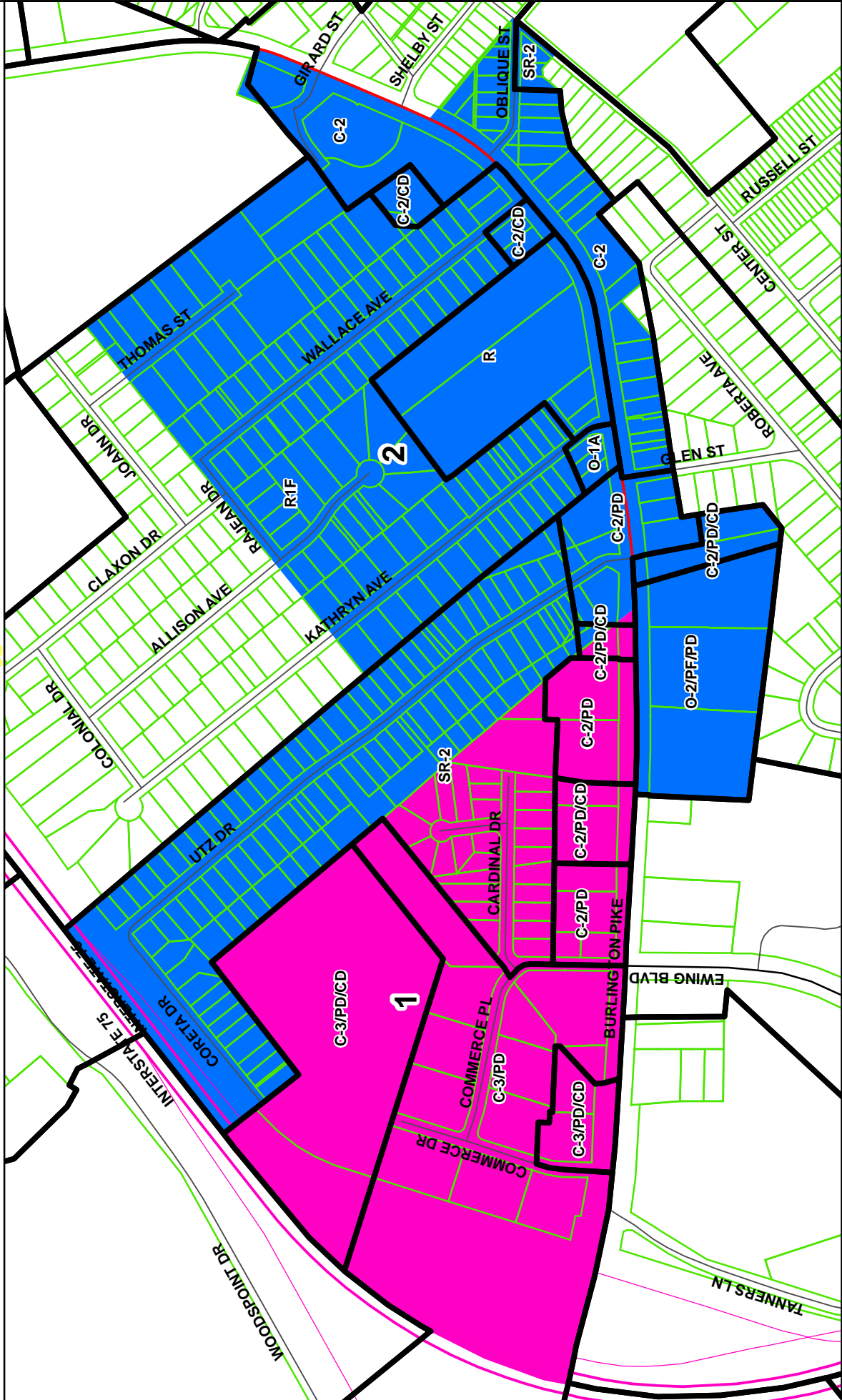
Step Four - Long Review Process

If it is determined that the applicant follow the Long Review Process, then the applicant submits an application through the either 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 City of Florence. This review process requires action within 180 days from the date of application to final action by the City of Florence. The Planning Commission shall act within 90 days and the City of Florence shall also act within 90 days. When the Long Review Process is required, the administrative site plan and subdivision reviews outlined in Step Three occur after approval of the Concept Development Plan or Zoning Map Amendment application.

Central Florence Strategic Plan

Study Areas 1 & 2 - March 2008 Zoning

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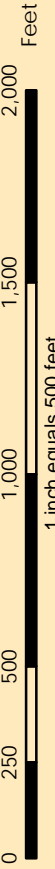
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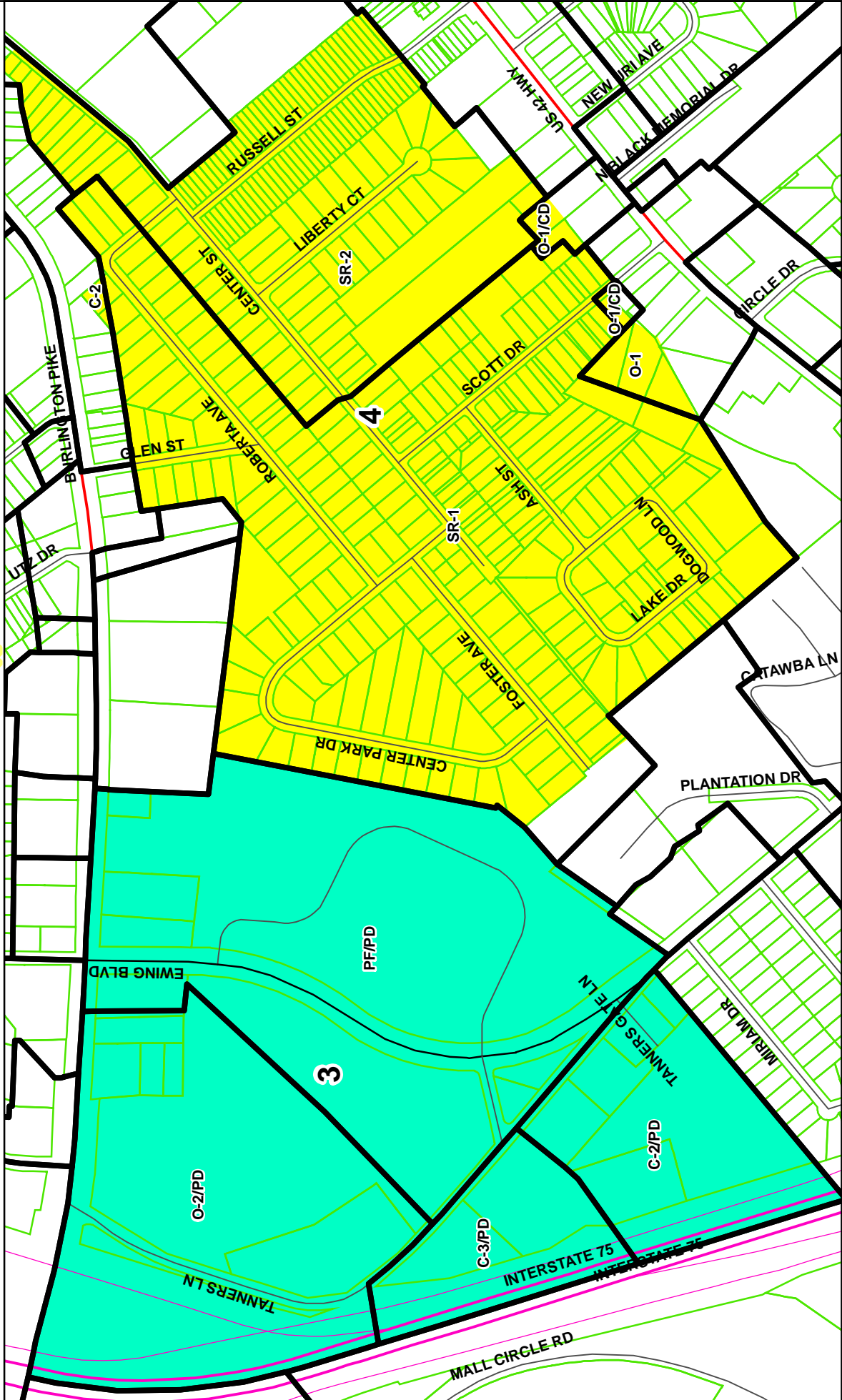
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Central Florence Strategic Plan

Study Areas 3 & 4 - March 2008 Zoning

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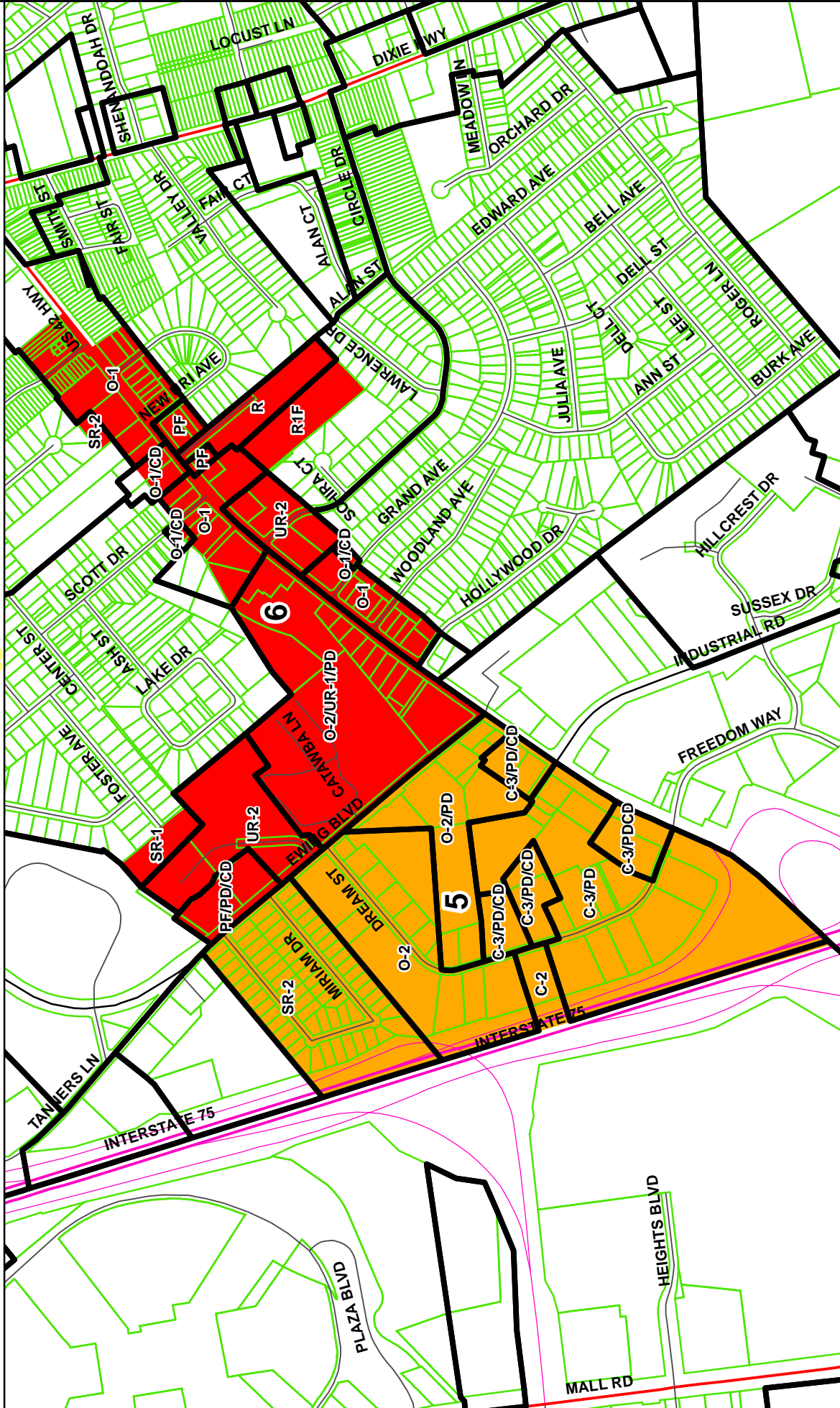
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Central Florence Strategic Plan Study Areas 5 & 6 - March 2008 Zoning

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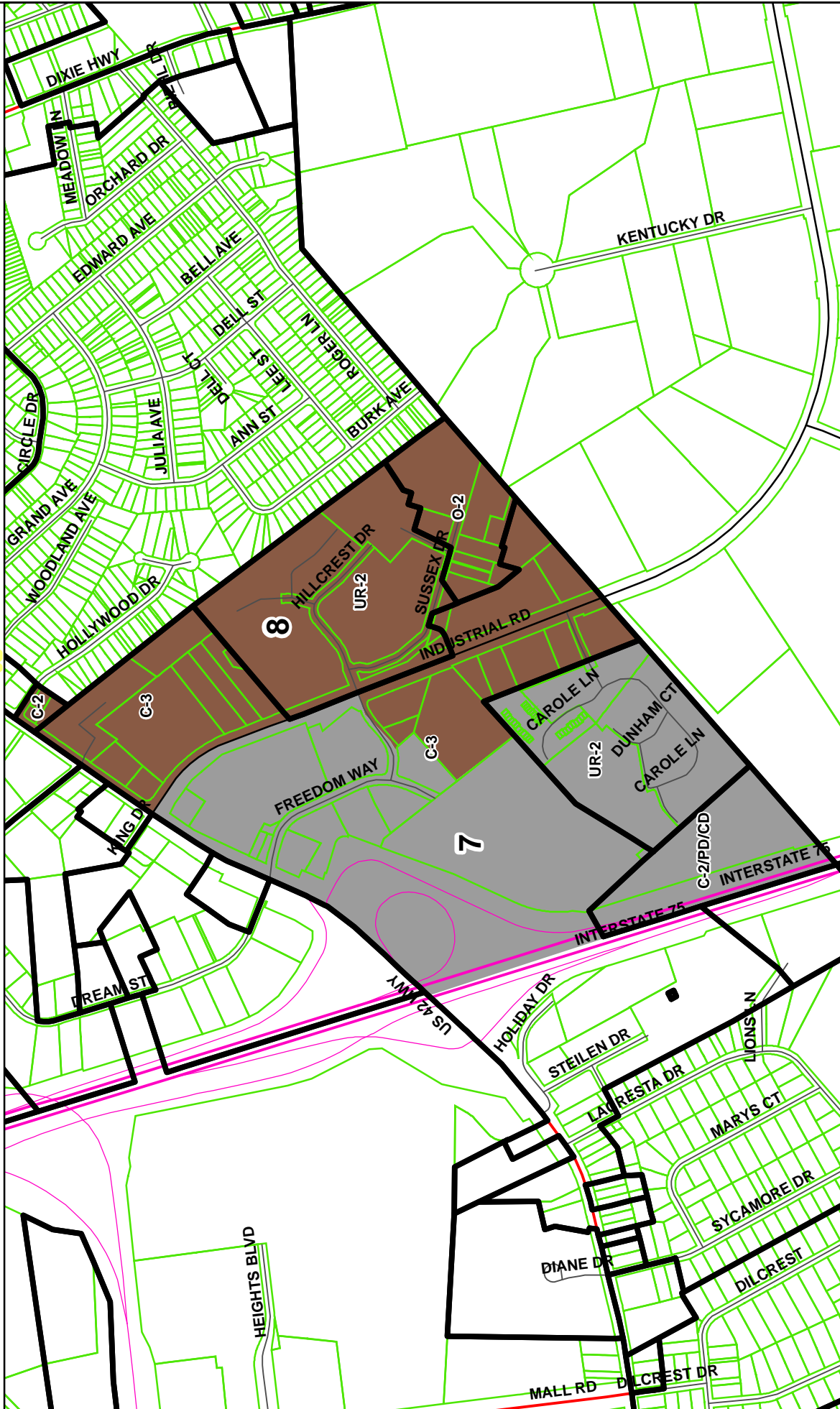
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Central Florence Strategic Plan

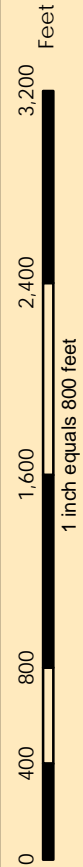
Study Areas 7 & 8 - March 2008 Zoning

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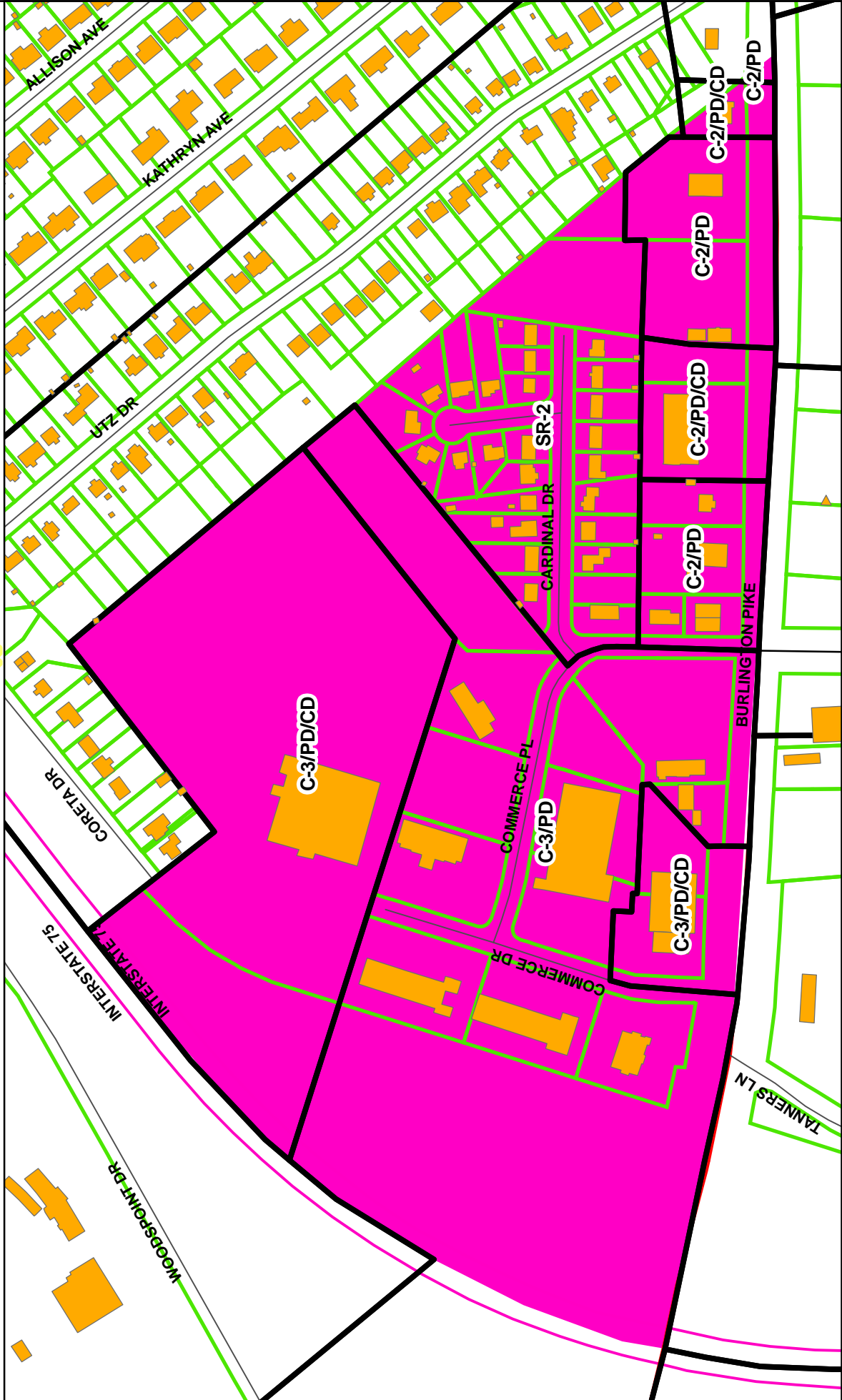
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Central Florence Strategic Plan

Study Area 1 - Proposed Zoning (No Changes)

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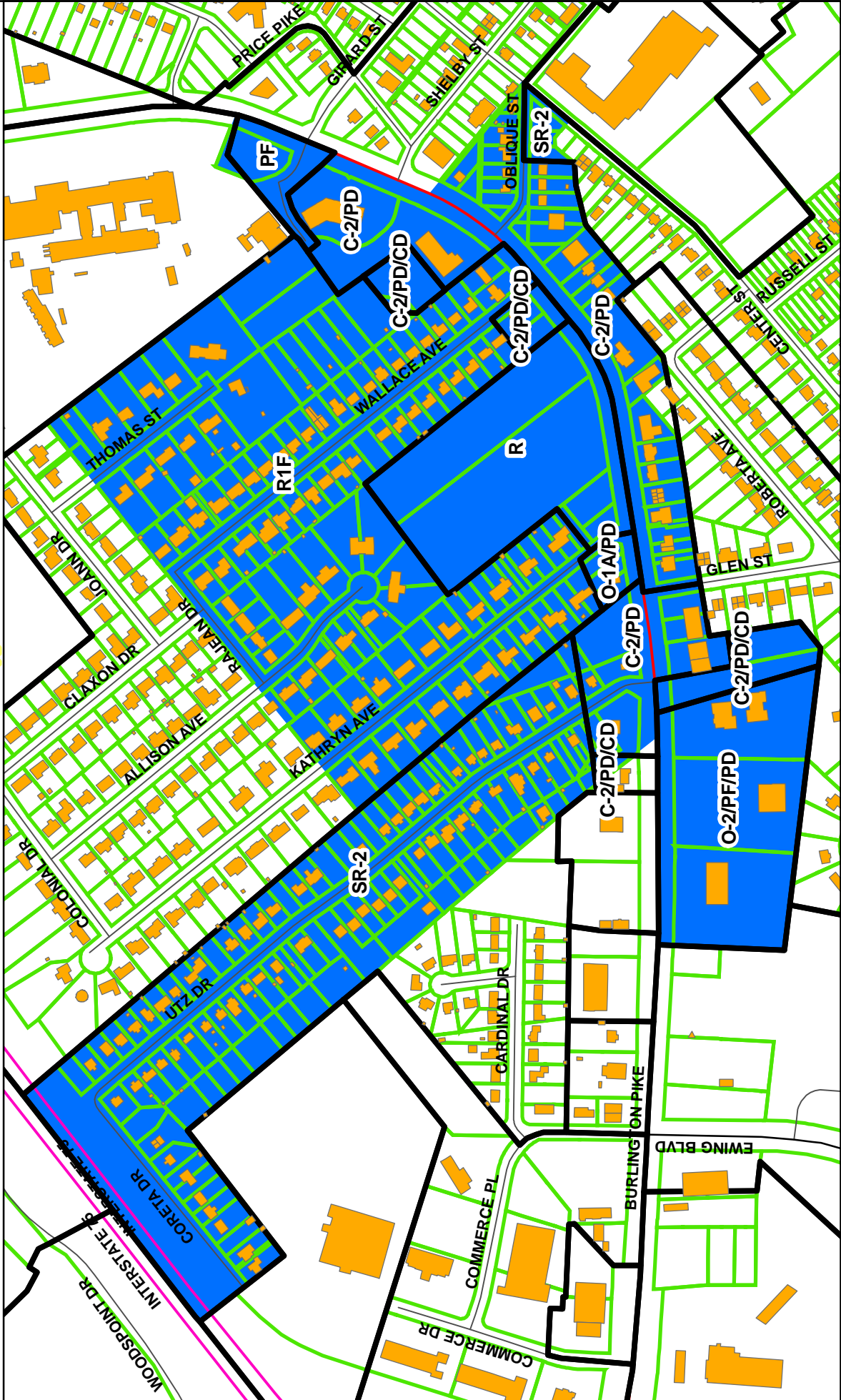


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Central Florence Strategic Plan Study Area 2 - Proposed Zoning

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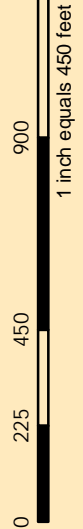


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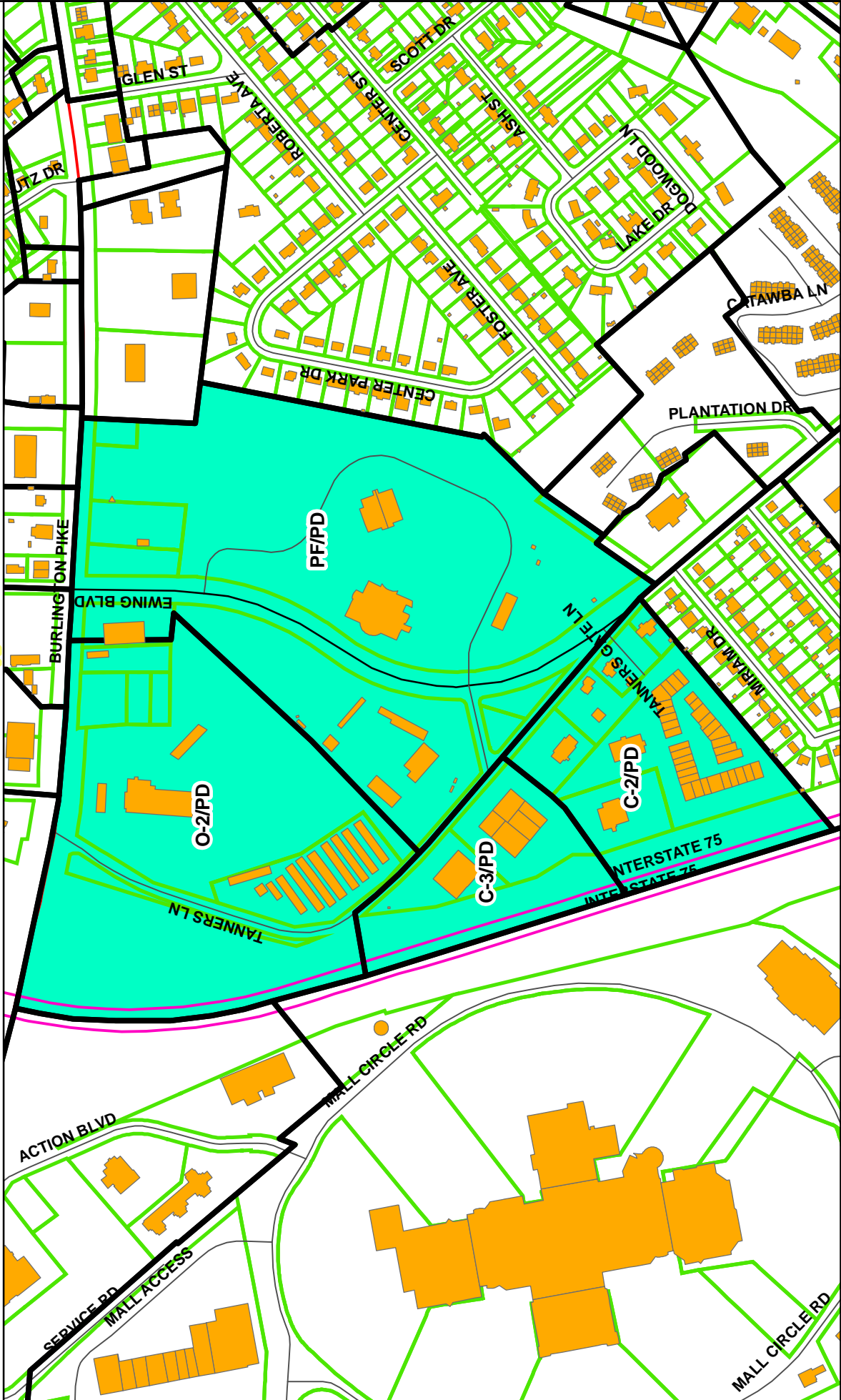
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Central Florence Strategic Plan

Study Area 3 - Proposed Zoning (No Changes)

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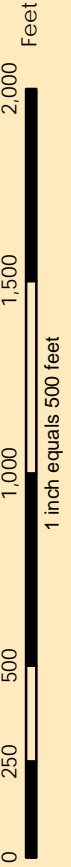


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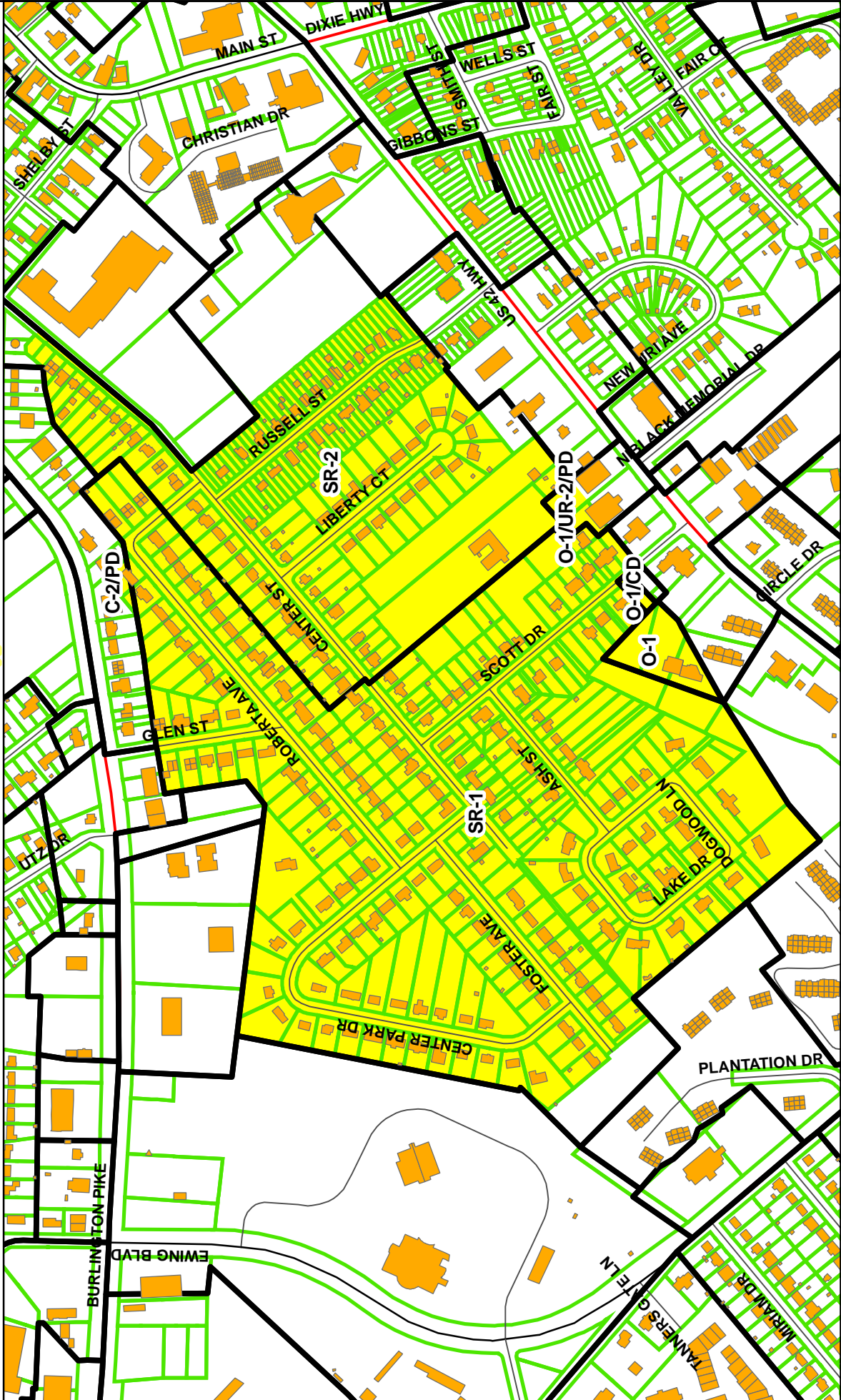


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Central Florence Strategic Plan Study Area 4 - Proposed Zoning

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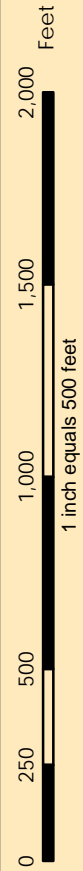


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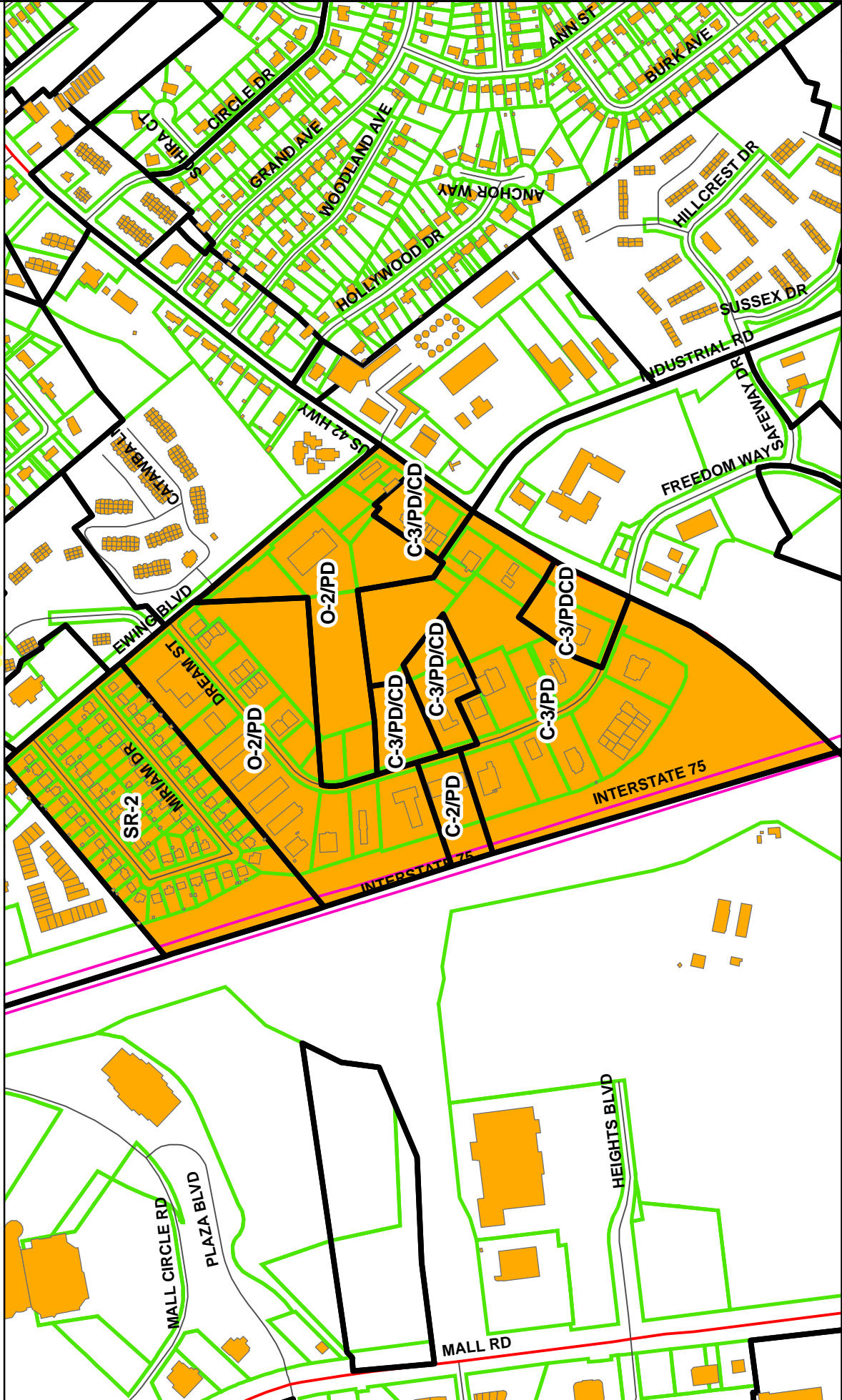


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Central Florence Strategic Plan Study Area 5 - Proposed Zoning

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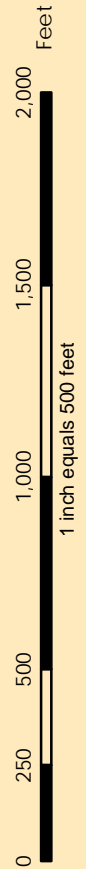
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Central Florence Strategic Plan Study Area 7 - Proposed Zoning

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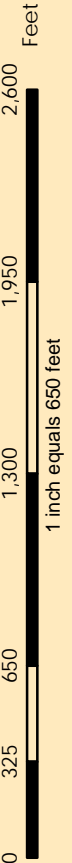


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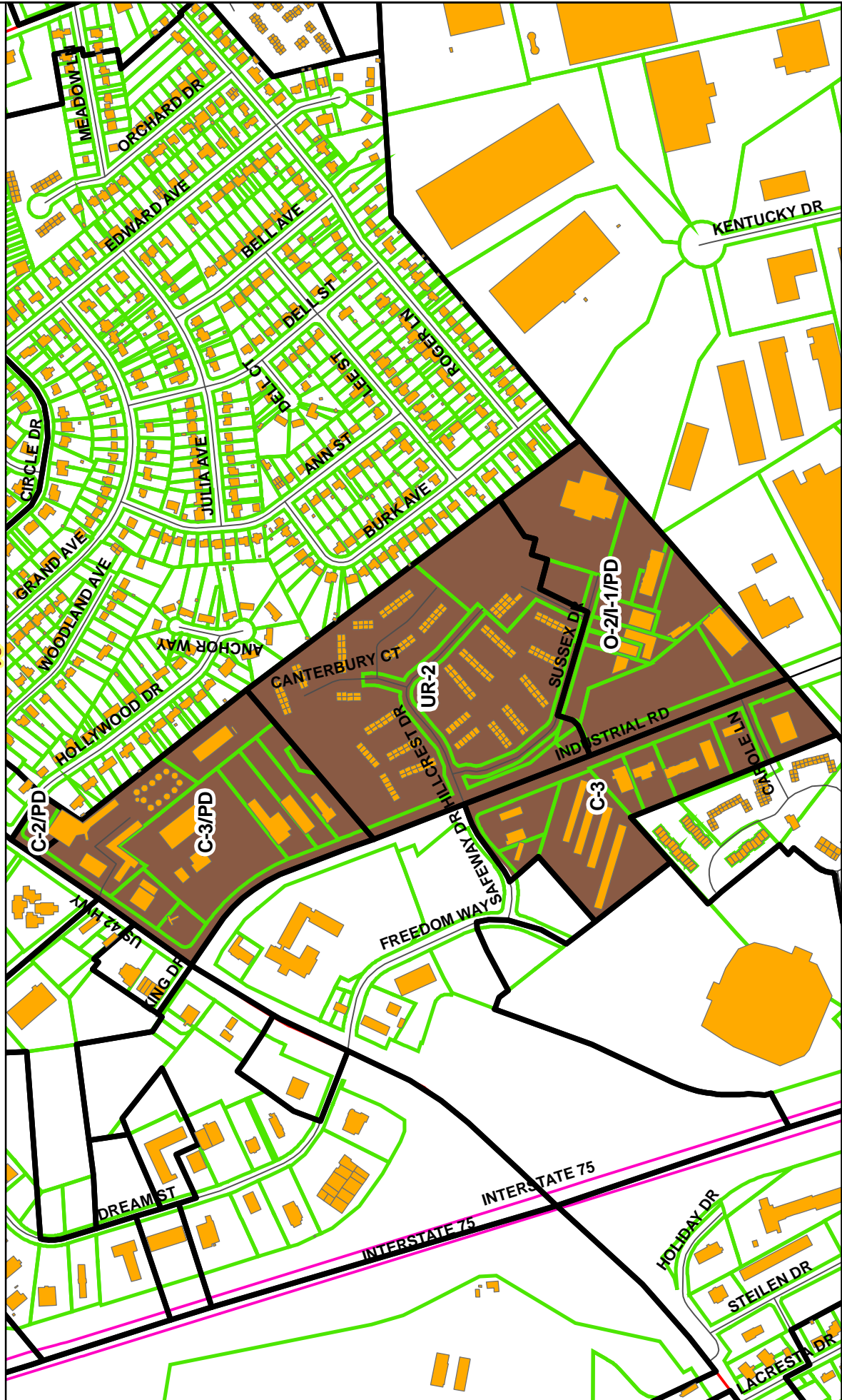


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Central Florence Strategic Plan Study Area 8 - Proposed Zoning

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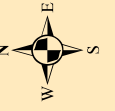
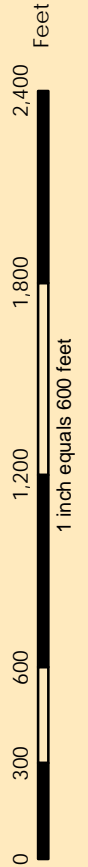


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CHAPTER 8

OFFICE, COMMERCIAL, AND INDUSTRIAL PROJECT DESIGN REQUIREMENTS

The design requirements outlined below apply to the districts specified in this section, in addition to the provisions outlined elsewhere in the *Central Florence Strategic Plan* - these requirements supercede the normal requirements of the *Boone County Zoning Regulations*. When specific development standards or requirements are not outlined in this Plan, the normal requirements of the *Boone County Zoning Regulations* shall apply. Specific, individual requirements in this section may be modified by the Zoning Administrator provided the proposal will create an equivalent or superior solution to the requirement in question, and the proposal does not diminish the design character which would otherwise be created by the normal requirement.

For additions or exterior modifications to existing buildings, these design 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.

Compliance with the *Central Florence Strategic Plan* design requirements shall be determined through the applicable Site Plan process as required by Article 30 of the Zoning Regulations. Architectural elevations and sufficient design details which demonstrate compliance with these requirements shall be submitted as part of the Site Plan application in addition to the materials listed in Article 30.

General Requirements (All Areas)

Utilities: All utilities shall be provided underground.

Mechanical Equipment Screening: All mechanical equipment within the districts outlined in this section 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 are not permitted. For roof mounted equipment on pitched roofed buildings, the equipment shall be wholly contained within roof structure.

Building Materials: 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 siding, or hard board type materials are not permitted (unless they are permitted in the architectural design guidelines of a particular study area). 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.

Building Intensity: Building intensity or density shall follow the requirements for the underlying zone stated in the *Boone County Zoning Regulations*. For sites that are within the Planned Development (PD) overlay zone, additional intensity may be requested per the requirements of Article 15 "Planned Development District" through the formal Concept Development Plan procedure.

Area 1 – Commerce Drive

Intent: To reinforce a cohesive commercial district which has varying, unrelated land uses.

Streetscape/Street Frontage Landscaping: A minimum of one large canopy street tree per every 40 feet of street frontage shall be provided within the Commerce Drive and Commerce Place rights-of-way. 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.

Architectural Design:

- a) Materials/Colors: Exterior walls shall be constructed of “natural” appearing materials such as stucco/EIFS, architectural grade CMU, or brick which are red or red/brown or have light natural tones such as those in the beige/tan/warm grey range; siding type materials shall not be used. Other materials and colors may be used for trim and detailing. Materials for any pitched roof shall be architectural grade, three dimensional shingles or tiles, or standing seam metal.
- b) Roof Shape: Parapet designs which have a defined cornice line and pitched roofs are permitted. Mansard or other “stage set” type designs are not permitted.

Area 3 – Tanners Lane

Intent: To create a high profile, interrelated office and employment district with signature architecture that corresponds to the adjoining districts, with a unique, signature office building on the TA site should it redevelop, surrounded by a high quality office campus.

Streetscape/Street Frontage Landscaping: 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. Additionally, a minimum of one large canopy street tree per every 40 feet of street frontage shall be provided along the south side of KY 18 and along any street or common/shared driveway within the interior of the Tanners Lane area; these trees shall have a formal, regularly spaced arrangement. If the TA site along KY 18 is redeveloped, a large architectural fountain or sculpture shall be provided in the front yard area within an axial alignment with the front building entrance.

Building and Parking Location: For sites along KY 18 and I-71/75, no more than twenty five percent (25%) of all on site parking may be located between the buildings and these respective right-of-way lines.

Architectural Design:

- a) Materials/Colors: Only high grade materials indicative of a class A office development and which have a “solid” appearance are permitted, such as clay brick, precast concrete, steel, or steel and glass. EIFS and other masonry products may be used for wainscots, knee walls, trim, and detailing. Exterior walls shall have rich, natural tones.
- b) Facade Treatment: Highly articulated or embellished three dimensional detailing shall be provided on all facades. All buildings should be multi-story.
- c) Roof Shape: Parapet designs which have a defined cornice line and full pitched roofs are permitted. Mansard or other “stage set” type designs are not permitted.

Areas 2, 5, and North Part of 8 – KY 18 Area, Dream Street Area (including Monohan Subdivision site along Ewing Boulevard and adjoining U.S. 42 area), and Contiguous C-2 and C-3 Area on Southeast Corner of U.S. 42/Industrial Road Intersection

Intent: To reinforce cohesive commercial districts which serve both interstate and local needs and act as geographic bridges between adjoining districts to serve local pedestrians and motorists.

Streetscape/Street Frontage Landscaping: 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.

For sites along KY 18, a minimum of one large canopy street tree per every 40 feet of street frontage shall be provided in/along the KY 18 right-of-way; these trees shall have a formal, regularly spaced arrangement.

Architectural Design:

- a) Materials/Colors: Exterior walls shall be constructed of “natural” appearing materials such as stucco/EIFS, architectural grade CMU, or brick which have subdued natural tones such as those in the beige/tan/warm grey, brown, red-brown, or red ranges; siding type materials shall not be used. White or exceptionally dark colors are not permitted. Other materials and colors may be used for trim and detailing. Materials for any pitched roof shall be architectural grade, three dimensional shingles or tiles, or standing seam metal.
- b) Facade Treatment: Architectural detailing such as defined window sills or lintels, transoms, masonry bands or alternate masonry courses, medallions, three dimensional cornice lines, etc., shall be provided on all facades. Signage or other exterior graphics shall not be integrally constructed as part of the exterior walls.
- c) Roof Shape: Parapet designs which have a defined cornice line and pitched roofs are permitted. Mansard or other “stage set” type designs are not permitted.

Area 6 – U.S. 42 and Ewing Boulevard

Intent: To reinforce and further define a higher density, suburban strip style campus character with naturalistically arranged landscaping.

Building and Parking Location: Buildings shall be located close to the U.S. 42 right-of-way with parking generally located at the side and rear of buildings. The maximum depth for parking areas between buildings and the U.S. 42 right-of-way shall be the width of one standard driveway, which runs parallel to the right-of-way, which is double loaded with parking stalls. No more than fifty percent (50%) of all on site parking may be located in the front yard area.

Streetscape/Street Frontage Landscaping: Clusters of a variety of large hardwood trees (such as red oak, pin oak, red maple, and lindens) and evergreen trees (such as blue spruce, hemlock, and austrian pine) shall be provided along all street frontages. The clusters shall be informal groupings spread throughout the street frontage area; formal axial or rectilinear planting arrangements are not permitted. Although the street frontage landscaping requirements in Article 36 must still be fulfilled, the clusters of trees required herein shall be credited towards the street frontage landscaping requirements

Architectural Design:

- a) Materials/Colors: Exterior walls shall be constructed of brick (clay only, although architectural grade CMU or stone may be used for knee walls) which have natural tones such as those in the beige/tan/warm grey, brown, red-brown, or red ranges. White or exceptionally dark colors are not

permitted. Trim and detailing may be any masonry or pre-cast product. Window framing and doors may use other colors. All colors must be warm tones.

- b) Facade Treatment: Defined masonry detailing shall be provided, minimally to include defined window sills or lintels; masonry detailing, such as quoins, soldier courses, herringbone detailing, or medallions can be substituted for the defined sills or lintels. Windows and doors shall be recessed within their openings ("punched" openings) to create shadow lines and three-dimensional relief. Facade treatments which emphasize or over-scale the main public entrance shall be provided.
- c) Roof Shape: Gabled and hipped roof designs which have a minimum 4/12 pitch shall be used. The pitched roof shall cover the entire structure. Multiple pitched forms and secondary roof elements, such as dormers, are permitted. Roofing materials shall be architectural grade, three dimensional asphalt shingles, clay tile, or slate. Standing seam metal roofing with darker, neutral tones, such as browns or grays, are also permitted.

Area 7 – Stadium District

Intent: To create a tight knit, multi-story, walkable urban-like entertainment district.

Building Location:

Lots Fronting on Freedom Way and Safeway Drive

Front Yard – 10 foot maximum

Rear Yard – No setback required

Side Yards – Zero lot line required for interior side lines. This standard may be increased up to a 20 foot maximum side yard setback on one side of the property in cases where a driveway connects the street to the side and/or rear yard of the property.

Lots Fronting on Industrial Road

Front Yard – 20 foot minimum/50 foot maximum

Rear Yard – No setback required

Side Yard – 10 foot minimum yard setback for interior side lines.

Additional Access: A pedestrian/service vehicle street is recommended to run north-south, approximately parallel to Freedom Way and Industrial Road. If constructed, all adjoining properties shall provide improved, public pedestrian access to this pedestrian/service vehicle street.

Parking: No on site parking may be provided on any individual site within the Stadium District except for handicapped parking and spaces for service/delivery vehicles. Any on-site parking shall be shared between multiple buildings and/or sites.

Streetscape/Street Frontage Landscaping: A minimum of one large canopy street tree per every 40 feet of street frontage, preferably within sidewalk wells, shall be provided along Freedom Way and Safeway Drive.

Architectural Design:

- a) Materials/Colors: Exterior walls shall be constructed of brick (clay or pigmented concrete but not CMU except for knee walls) which are in the brown, red-brown, or red range. Trim and detailing may be any masonry or pre-cast product and may also be in the beige/tan/warm grey color range; tile detailing may

also be used. Window and storefront framing, doors, and tile detailing may use other colors. All colors must be warm tones. CMU, EIFS, or metal siding in deep natural colors may be used for facades on recreational buildings on the stadium property that are not visible from public roadways.

- b) Facade Treatment: Defined masonry detailing shall be provided, minimally to include defined window sills and lintels, and three dimensional cornice lines; masonry detailing, such as quoins, soldier courses, herringbone detailing, or medallions can be substituted for the defined sills, lintels, or three dimensional cornice. Windows and storefront units shall be recessed within their openings ("punched" openings) to create shadow lines and three-dimensional relief. Windows other than storefront type units shall have a vertical height to width orientation. Italianate style arched windows, transoms, and main/public entrances which are recessed behind the exterior facade are preferred. Facade projections, such as fabric awnings and roof awnings/canopies at street level, and shingle style projecting signs are encouraged.
- c) Roof Shape: Parapet designs which have no apparent pitch from ground level shall be utilized for buildings along Freedom Way and Safeway Drive. Gabled and hipped roof designs may, in addition to parapet designs, be used for buildings along Industrial Road provided the pitched roof covers the entire structure and has at least a 4/12 pitch. Materials for pitched roofs shall be architectural grade, three dimensional asphalt shingles, clay tile, slate, or standing seam metal.

Area 8 – Sussex Drive and Columbia Drive (Area Recommended for O-2/I-1/PD Zone)

No supplemental design requirements other than those described in the General section.

CHAPTER 9

MASTER SIGN DISTRICTS

The *Central Florence Strategic Plan* contains four (4) Master Sign Districts. The intent of the Master Sign Districts is to advertise local businesses or recreational uses that have low visibility from arterial and collector roadways and to guide vehicle and pedestrian traffic to these hidden uses. Each of the Master Signs will be located in one of the following locations: (1) within the public right-of-way of an arterial or collector road or; (2) in a sign easement which is acquired by the City of Florence; or (3) on property which is owned by the City of Florence.

Master Sign Districts (see maps)

1. Commerce/Cardinal
2. Tanners Lane
3. Stadium District
4. Columbia/Sussex

Master Sign Design Requirements

- Type: 12 foot tall monument signs only
- Base: 2 foot minimum masonry base
- Design: Overall design, materials, and colors must comply with the architectural standards of the district in question, if applicable.

Eligibility & Guidelines

1. Only businesses and recreational facilities which are wholly located within the Master Sign District Areas can advertise on the Master Signs.
2. Businesses or recreational uses which have frontage on an arterial or collector road will be prohibited from advertising on the Master Signs (doesn't apply to the Stadium District).
3. Businesses or recreational uses which have off-premise signs within the boundaries of the *Central Florence Strategic Plan* will be prohibited from advertising on the Master Signs.

4. The Zoning Administrator will determine if businesses are eligible to advertise on a Master Sign when they have non-conforming signage. The Zoning Administrator will analyze if on site non-conforming signage is being reduced or eliminated and if it can be considered an equal trade-off for advertising on the Master Sign.
5. The advertising spaces on the sign will be divided into equal areas. The number of advertising spaces shall be based on the Master Sign District Maps. One space will be reserved for each numbered parcel.
6. Master signs will be reviewed through the Sign Permit Review process. A sign permit will be issued if the proposal meet the eligibility guidelines and design requirements listed above and Sections 3218, 3404, and 3440 of the Boone County Zoning Regulations.

STEPS REQUIRED TO CONSTRUCT A MASTER SIGN

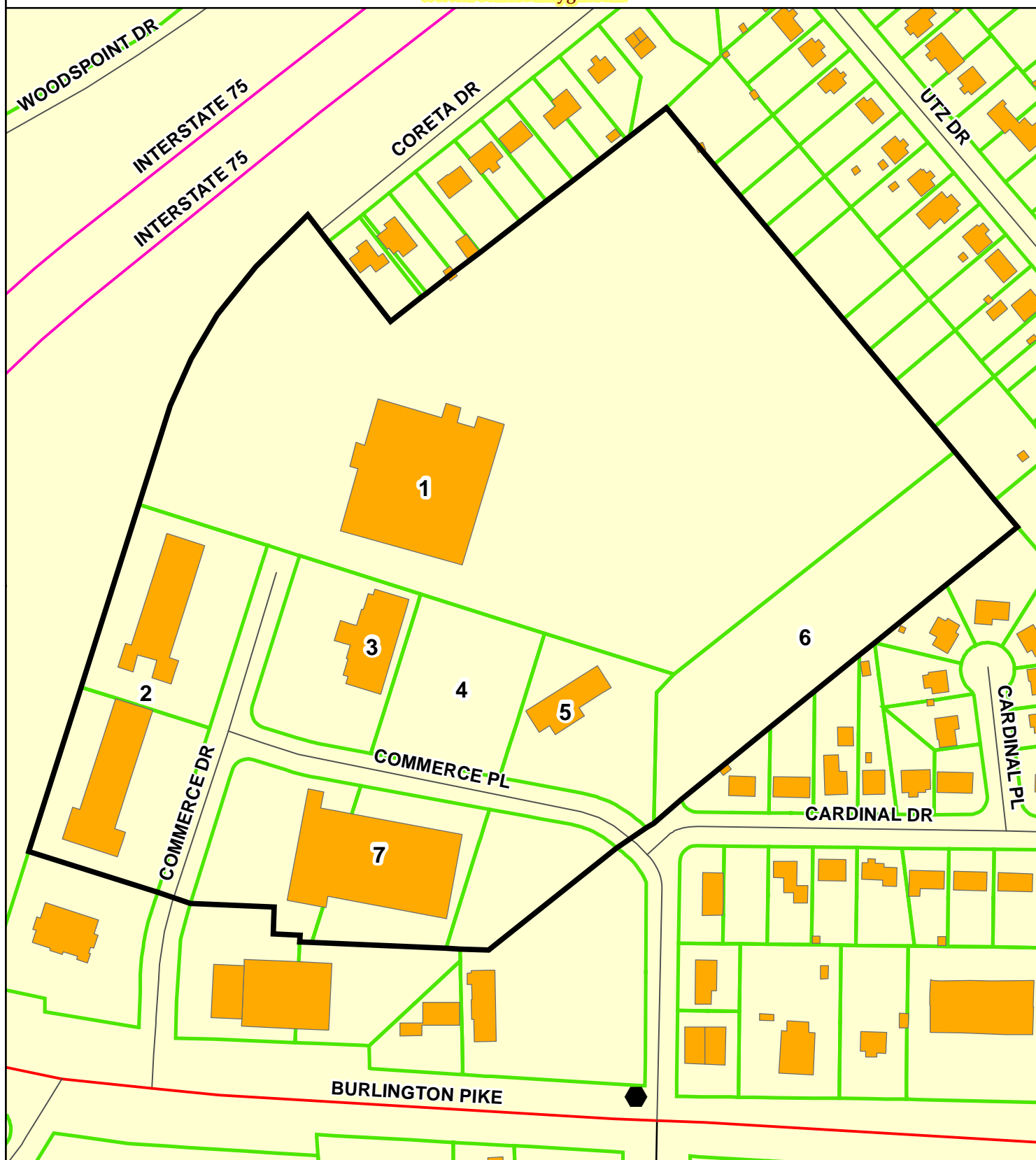
1. The City of Florence may acquire property or designate easements for the Master Signs. This will not be necessary if the sign is proposed within a state right-of-way.
2. Property owner(s) wishing to construct a Master Sign shall submit a Sign Permit application. The sign permit application must show the sign location, height and square footage of the proposed sign, and the construction materials. The submitted drawings will be used to determine if the proposed sign is in accord with the eligibility guidelines and design requirements and Article 34 of the Zoning Regulations. The Sign Permit application must contain the original signature of the property owner or easement holder.
3. Submit a Commercial Building Permit application to the Boone County Building Department.

Note: The eligible property owners within the Master Sign District will be responsible for paying for the sign, maintenance, and the costs of any needed permits. It is anticipated that each eligible property owner will advertise on the sign and that the costs for the initial construction will be split evenly among the eligible property owners. The Boone County Planning Commission and/or the City of Florence will not be involved in financial negotiations or financial disputes between the eligible property owners.

Note: Sign Permits are required for all face changes.

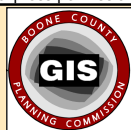
Commerce / Cardinal Master Sign District

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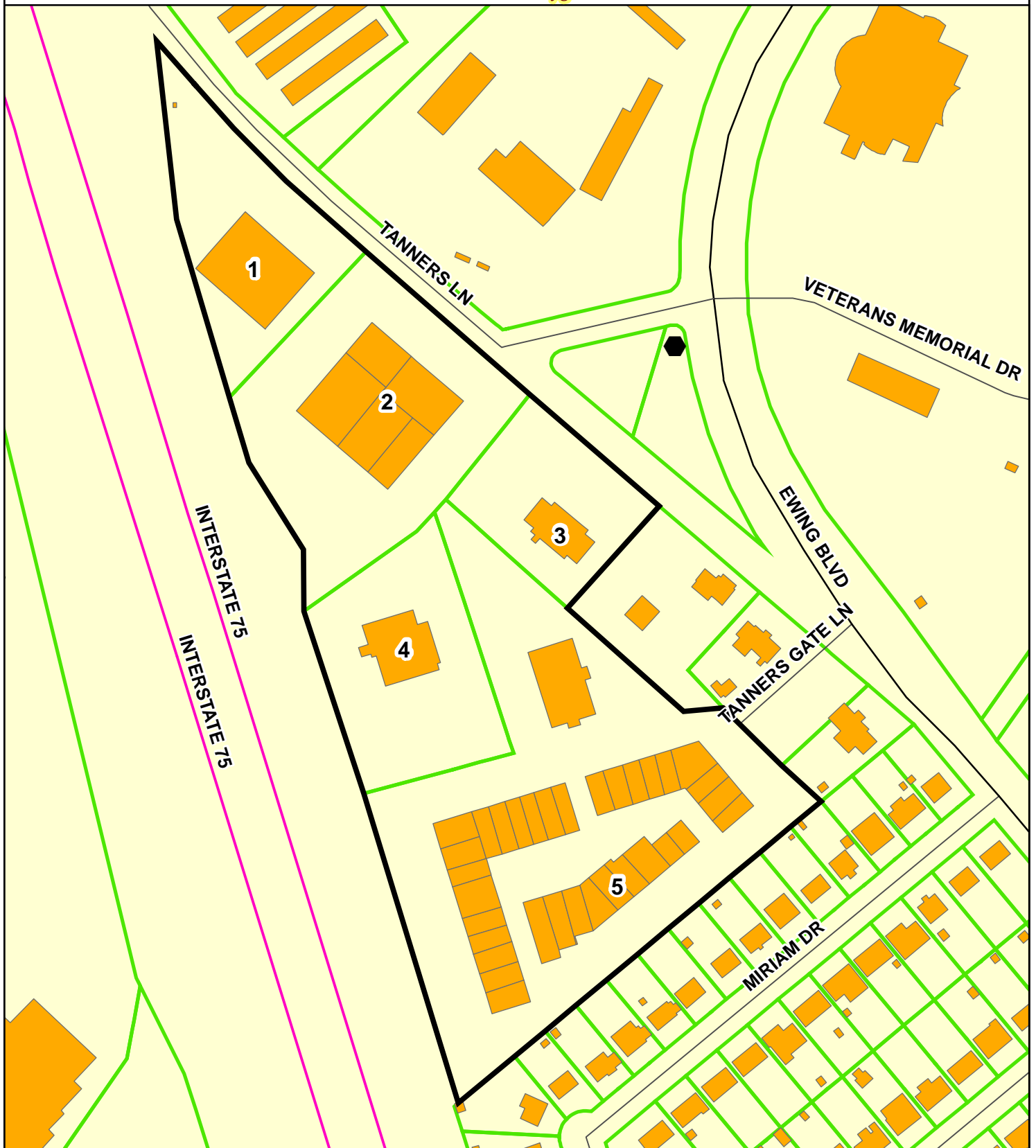
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Tanners Ln Master Sign District

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1 inch equals 200 feet



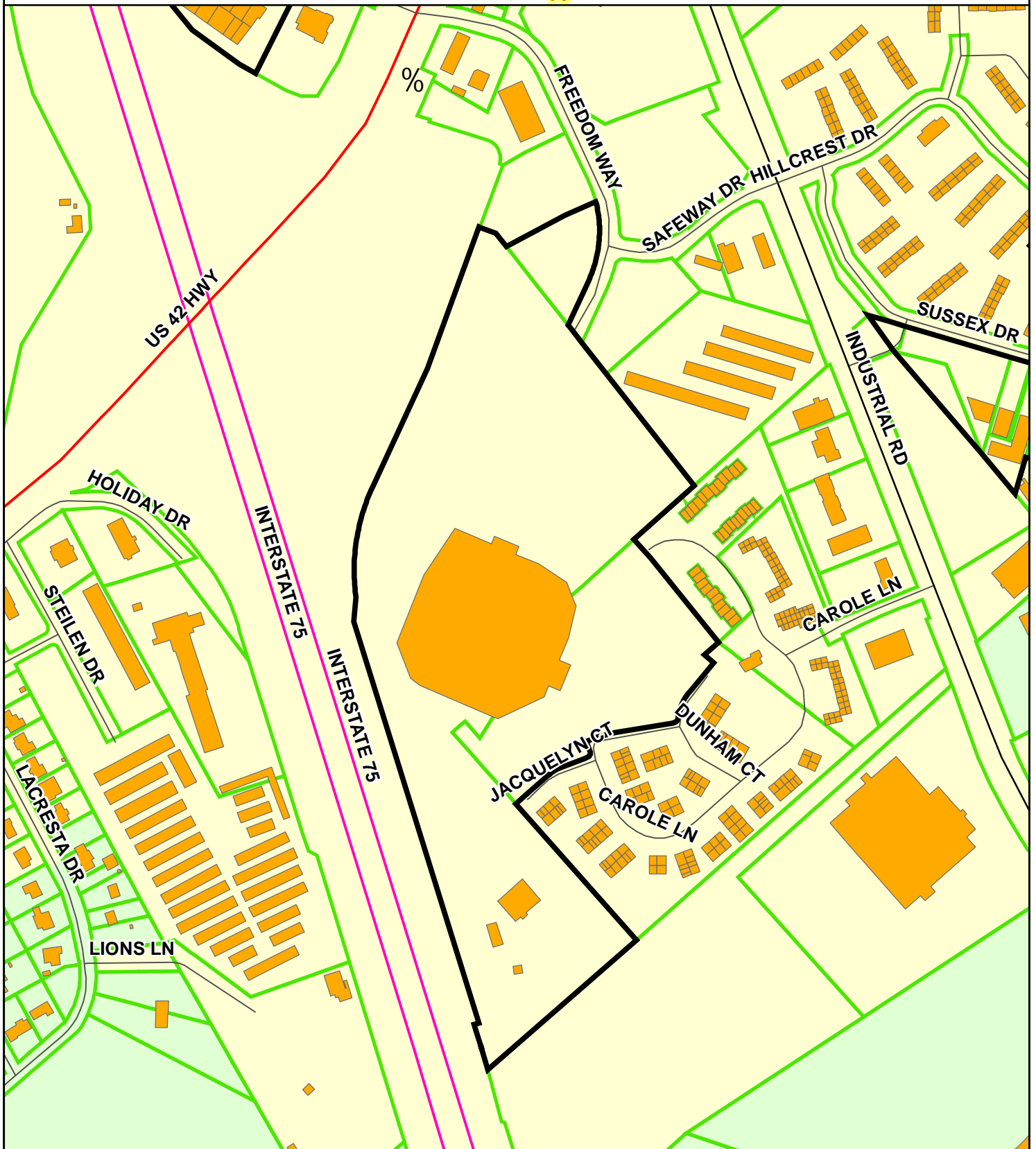
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Stadium District Master Sign District

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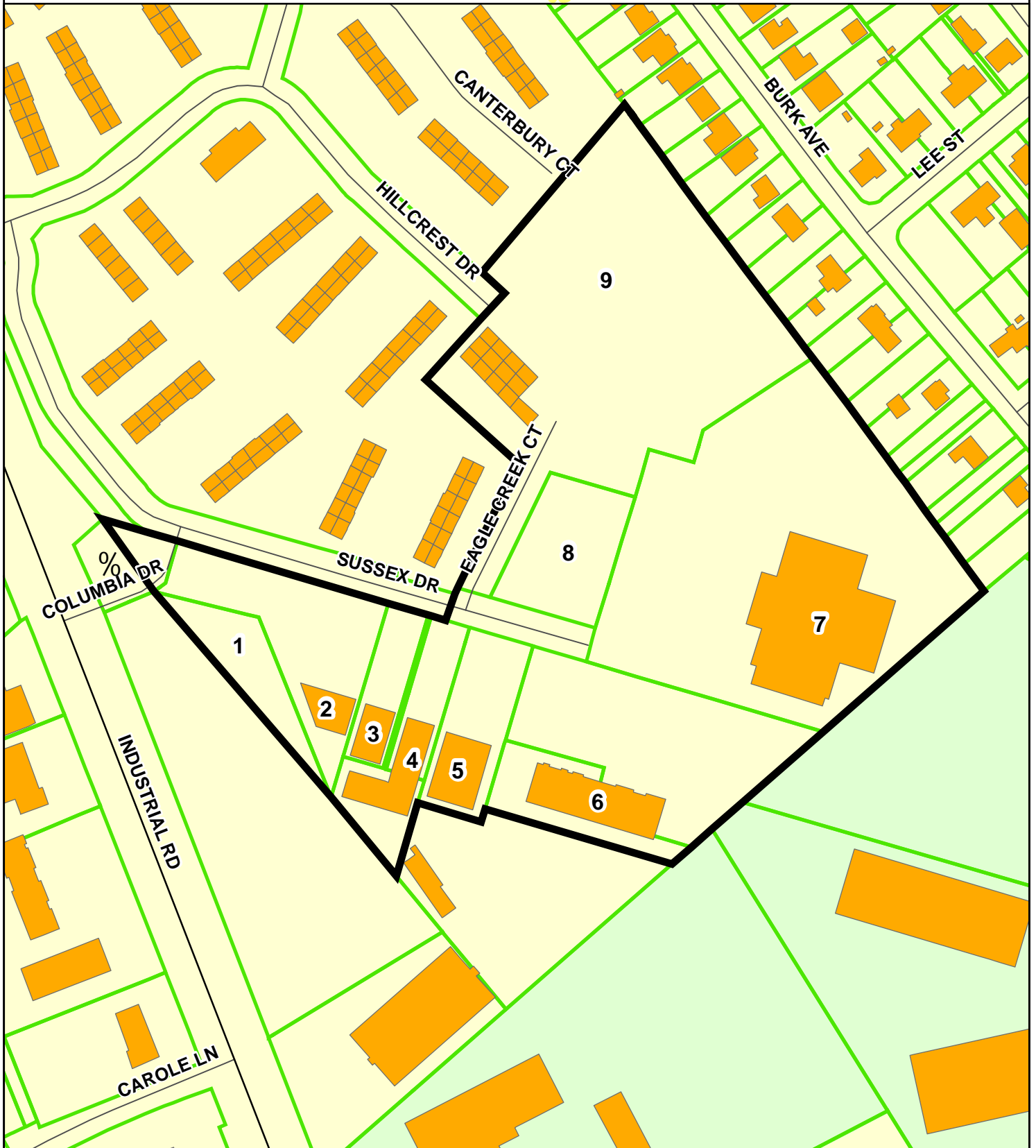
0 200 400 800 1,200 1,600 Feet

1 inch equals 400 feet

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Columbia / Sussex Master Sign District

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0 100 200 400 600 800 Feet

1 inch equals 200 feet

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CHAPTER 10

TRANSPORTATION IMPROVEMENTS

Industrial Road

Currently, Industrial Road is being widened from 2 lanes to 5 lanes to benefit the employers in the Northern Kentucky Industrial Park. Construction is underway to the intersection of U.S. 25. The widening of Industrial Road will also benefit patrons of the Champion Window Field by allowing for more traffic movements and capacity. The design of the improved Industrial Road is included in this document.

U.S. 42

Several changes to U.S. 42 were identified. The first proposed change involves redesigning the existing Fantasy Frontier Drive to right turn in and out near the existing BP gas station. In addition, it is recommended that the westbound left turn lane crossover be removed to avoid potential turning conflicts. A second change includes making an existing curb-cut serving the Quality Inn & Suites and Dunkin Donuts a right-turn in and right-turn out due to the projected increase in traffic using Freedom Way.

Tanners Lane

A recommended improvement is to realign Tanners Lane with the existing road network leading back to the existing office buildings and the former Moore's Nautilus building. Further, the realignment will allow some extension of the road network to serve the existing residential properties located along Ewing Boulevard. These properties may redevelop into office uses. The new alignment will better serve the existing office properties.

I-75 / U.S. 42 Interchange

The updated *Boone County Transportation Plan* recommends the reconfiguration of the I-75/U.S. 42 Interchange to provide for a more direct connection between I-75 and Industrial Road to the Northern Kentucky Industrial Park. It would remove truck and auto traffic from the heavily congested section of U.S. 42 - the heart of the *Central Florence Strategic Plan*. The project would also include a recommendation to re-align the northbound entrance and exit ramps.

Possible Road Realignments - Industrial Road Vicinity

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1 inch equals 200 feet

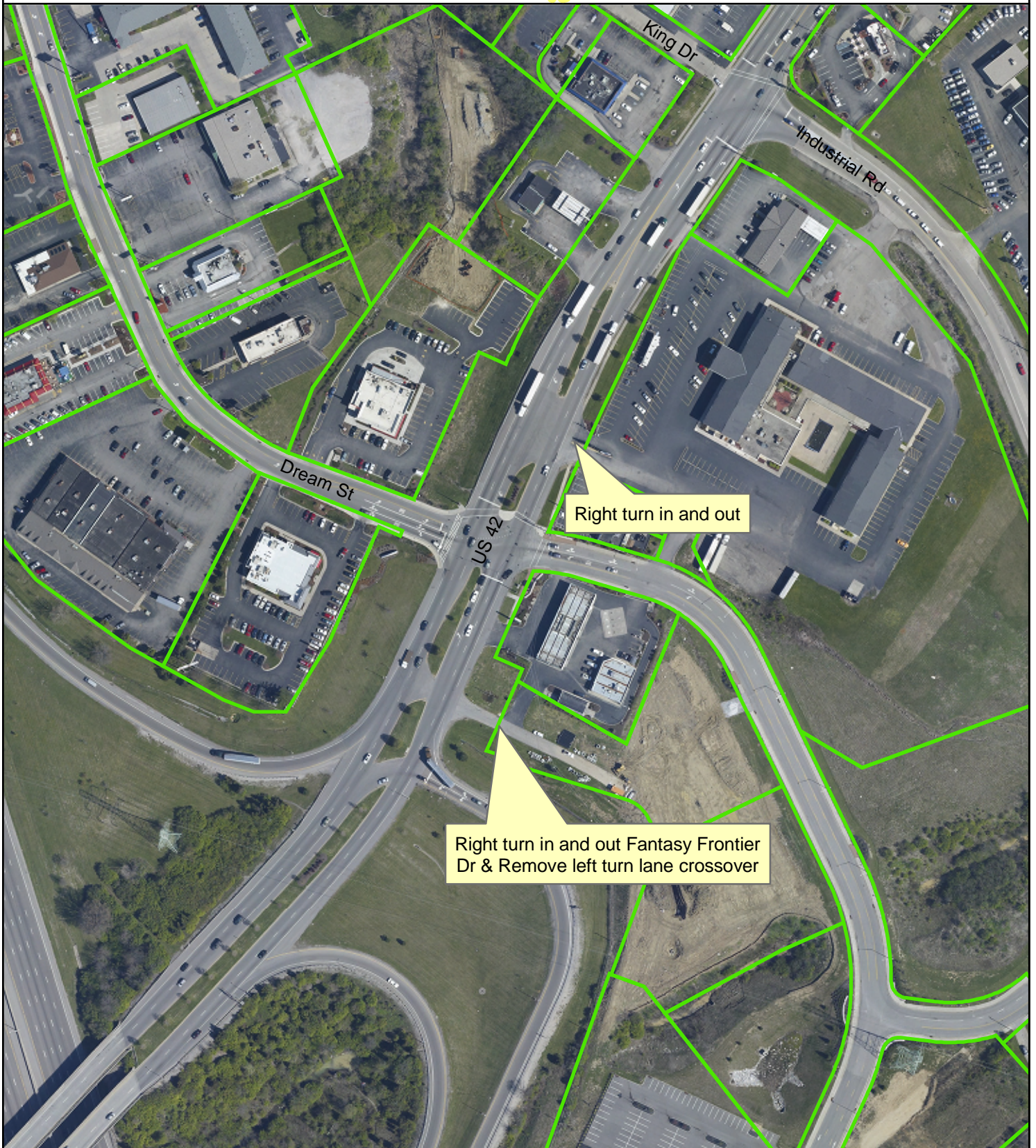


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US 42 Proposed Improvements

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Tanners Ln / Ewing Blvd Possible Realignment #1

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Tanners Ln / Ewing Blvd Possible Realignment #2

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1 inch equals 200 feet

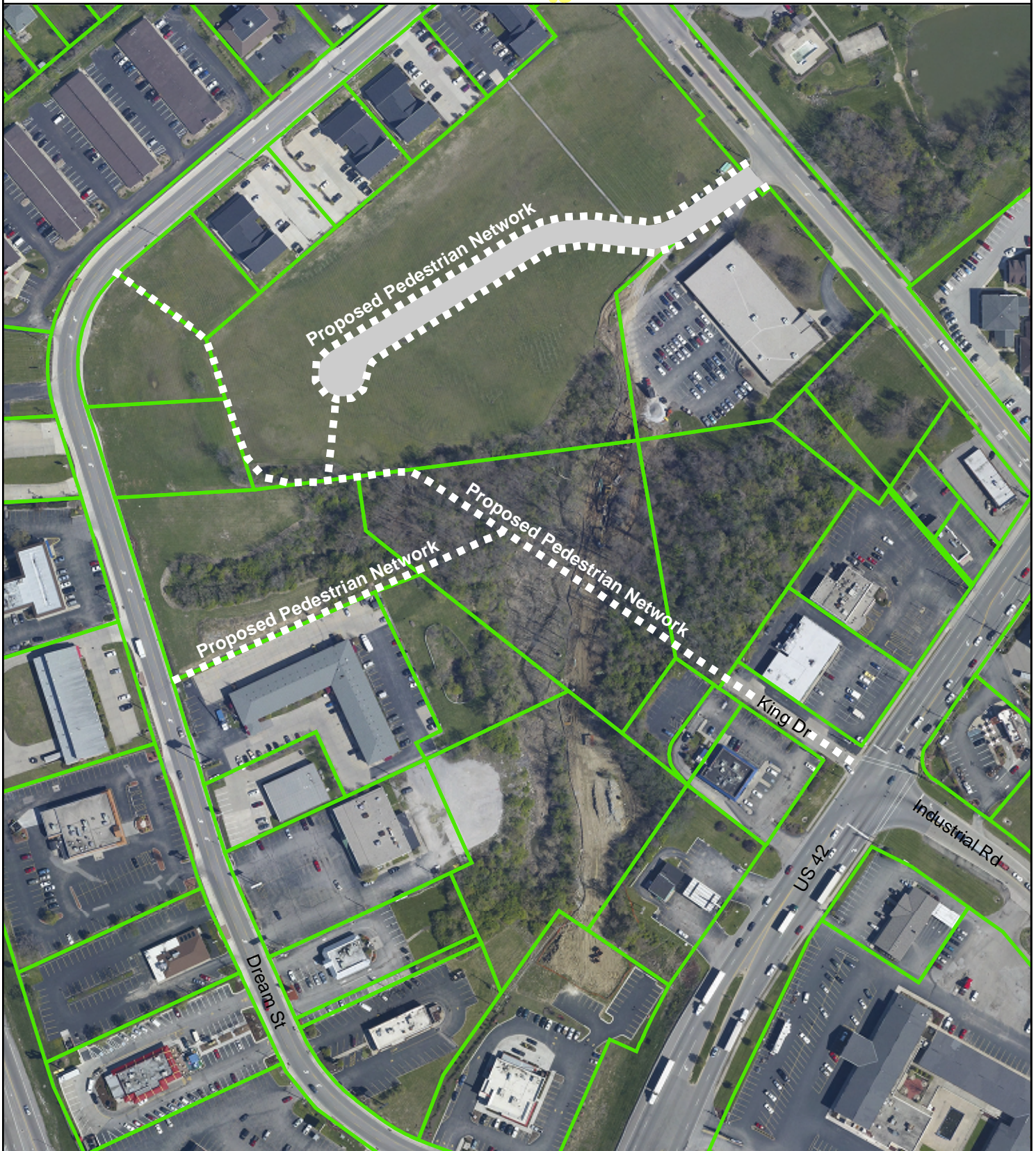


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Dream St / US 42 Pedestrian Network Link

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