

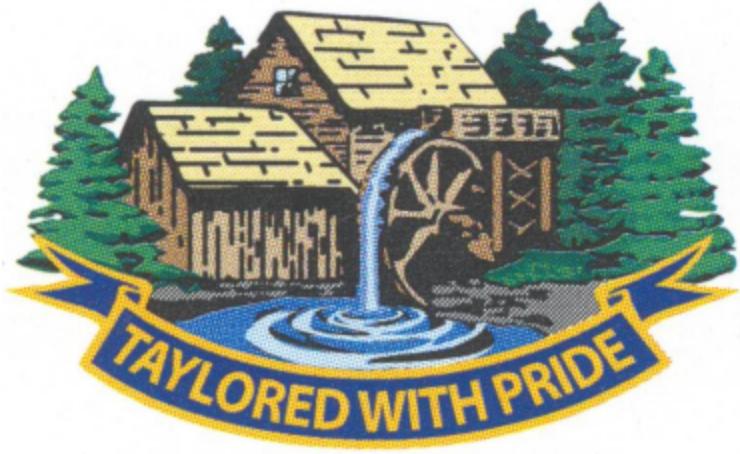
FINAL REPORT



**I-275/KY 16 IMPROVEMENT AREA
LAND USE STUDY**

CITY OF TAYLOR MILL, KENTUCKY

August 2006



City of Taylor Mill I-275/ KY 16 Improvement Area Land Use Study

August 2006

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I-275/KY 16 Improvement Area Land Use Study City of Taylor Mill, Kentucky

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Chapter 1 - Introduction

The Kentucky Department of Highways (KDOH) has initiated a roadway project to realign Kentucky Route 16 (KY 16) through the City of Taylor Mill. The realignment project is intended to improve access to southern portions of Kenton County along KY 16 and alleviate existing and future projected traffic impacts on the City of Taylor Mill. It is anticipated that the road realignment project will also support economic development opportunities for the City of Taylor Mill by improving access and traffic congestion within the improvement area. Transportation Cabinet funding for this project is slated for the 2007 fiscal year. Construction is scheduled to begin in the summer of 2008 and be completed in 2009. This major roadway improvement project has prompted the City of Taylor Mill to initiate a Land Use Study to determine the most appropriate use of land adjacent to the new alignment of KY 16 and to explore ideas for the creation of a gateway at this important entrance to the City.

The City anticipates increased development pressures within the study area as a result of the KY 16 project. This Land Use Plan and subsequent Design Guidelines are intended to facilitate the development of an attractive and viable district for residents and visitors to live, shop, and work, as well as diversify the composition of the land uses within the improvement area. Future development within the study area will enhance the image of the City and create a sense of place while making the district attractive to businesses owners and residents. Creative and proper planning in the study area can transform the district into an attractive and pedestrian-friendly area in which residents and businesses will be willing to invest.



Taylor Mill Road Looking North. Source: Woolpert, Inc. 2006

Initial goals of the Land Use Study are as follows:

- ***To create a guide for land development within the study area.***
- ***To identify viable economic development opportunities for the study area.***
- ***To promote new investment in the City of Taylor Mill.***
- ***To create an attractive gateway with a character unique to the City of Taylor Mill.***

Phase I of the planning process gathered and presented as much available background data as possible. This consisted of identifying the Urban Context, Land Use, Zoning, Traffic, Utilities/Infrastructure, and a

Market Mix Overview. Stakeholder interviews were conducted with key public and private sector individuals, residents and organizations that have a vested interest in the redevelopment and success of the study area. Background data coupled with input from the stakeholders and the public workshop was used to test the suitability of land use alternatives developed in subsequent phases of the Land Use Study.

1.a Regional Setting

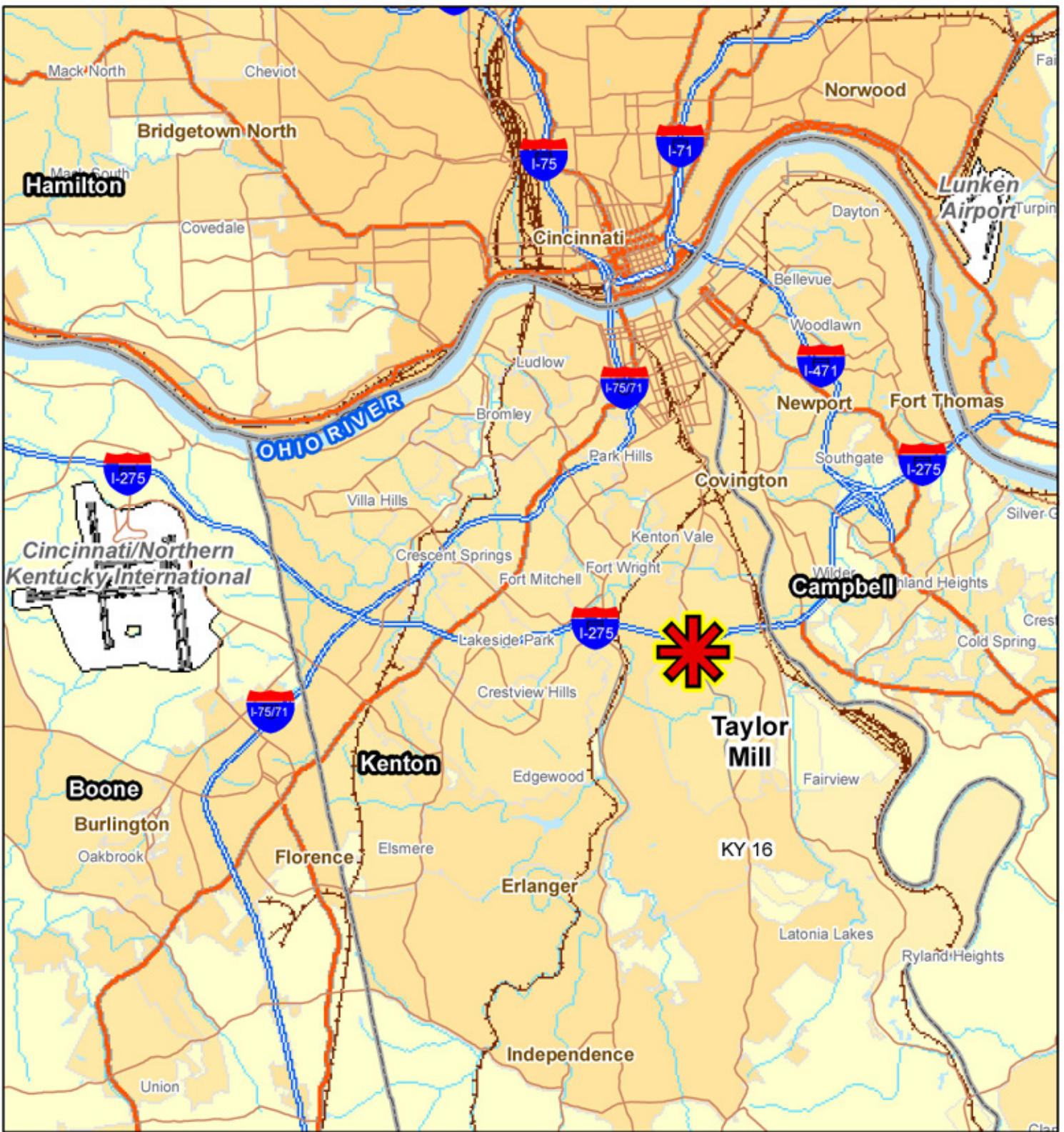
The City of Taylor Mill is located five miles south of Cincinnati, Ohio; seven miles east of the Cincinnati/Northern Kentucky Airport; six miles north of Independence, Kentucky; and three miles west of the Licking River. Taylor Mill is located along the I-275 corridor, between I-71/75 and I-471. Figure 1 illustrates the regional setting of Taylor Mill.

Residents have excellent access to the entire region because of Taylor Mill's proximity to the interstate highways and international airport. This prime location has allowed Taylor Mill to remain one of the premier communities in Northern Kentucky for people to live. The City experienced a growth rate of approximately 20 percent during the 1990s. However, according to the U.S. Census Bureau population projections for 2004, Taylor Mill's population has decreased by 2 percent since 2000.

1.b Study Area Boundaries

The study area is bounded by the Taylor Creek subdivision to the south, the City of Covington to the west, I-275 to the north, and several residential subdivisions to the east. The study area boundaries and the KY 16 realignment project are illustrated in Figure 2. The study area can be subdivided into three sub districts or sections. The **Northeast Section** is located between Taylor Mill Road and I-275. The **Southwest Section** is located west and south of the new KY 16 alignment. Finally, the **Central Section** includes the Shoppes at Taylor Mill, McDonald's, Kentucky Fried Chicken, Taco Bell, Snappy Tomato Pizza, and the Blue Pantry. Housing types within the Central Section include two apartment complexes (The Farm Apartments and The Farm at Taylor Mill) and single family residences. Figure 3 illustrates the locations of the businesses, while Table 1 lists all of the businesses located in the study area.

Table 1	
Existing Businesses	
Taco Bell	
Kentucky Fried Chicken (KFC)	
McDonald's	
5/3 Bank	
Little Red School House	
The Shoppes at Taylor Mill	
Remkes- Grocery Store	
Good Spirits- Wine and Tabacco	
Realty Executives	
Office- No Name	
Altiora Coffee	
Oriental Wok	
Kwik Kopy- Business Center	
LA Nails	
Curves	
Walk In Closet	
H&R Block	
Veterinary Clinic- Heekin Animal Hospital	
Pets +	
Vacant	
Subway	
Skyline Chili	
Fiesta Hair & Nails	
Concord Custom Cleaners	
Blue Pantry	
BP Gas Station	
BP Car Wash	
Snappy Tomato Pizza	
Blue Pantry Convenience Store	



Legend

- County Boundary
- Limited Access Highways
- Highways
- Railroads
- Study Area



City of Taylor Mill, KY
I-275/KY 16
Improvement Area
Land Use Study



City of Taylor Mill, KY

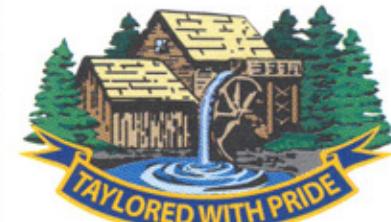
I-275/KY 16 Improvement Area Land Use Study



Figure 2-
Study Area Boundary
& KY 16 Realignment



Woolpert
Property Advisors
REAL ESTATE CONSULTING SERVICES



City of Taylor Mill, KY

I-275/KY 16
Improvement Area
Land Use Study



Figure 3-
Existing Businesses

1.c Stakeholder Interviews

A series of stakeholder interviews were conducted in order to initiate public input and to gain local insight from business and property owners, City of Taylor Mill representatives and staff, residents and organizations that could potentially be affected by the changes in the study area. Stakeholder Interviews were conducted by Woolpert between February 21, 2006 and March 23, 2006. Overall, 44 individuals participated in the stakeholder interviews. The stakeholders were asked a standard set of questions to initiate discussions about the future of the improvement area and the local community. Appendix A contains the stakeholder interview meeting minutes and is included in the Appendix (a separate document from this report). The following summarizes responses to the questions and comments made during the interviews:

Positive Aspects of the Study Area and the City

- There is still a rural, small town feel to the City in spite of recent growth and heavy traffic.
- There is still a fair amount of undeveloped land, open space, large trees and green areas.
- The study area is in a great location for development and residents enjoy the City's proximate location to I-275, the airport, downtown Cincinnati, and Fidelity's campus. The area benefits from its location on an important commuter route to growing areas in southern Kenton County.
- It is like living in the country with all the conveniences.
- The Shoppes and Remkes are an asset to the City. The retail and grocery stores are decent quality and are close by.
- The parking lot at Remkes is an informal community meeting place.
- You know your neighbors by name and there is a strong community spirit. People are friendly and supportive.
- You can walk and ride bikes in the streets off the main roads.
- Many long term residents reside in Taylor Mill.
- Volunteerism is thriving in Taylor Mill. Resident volunteers and City staff pitch in and work hard to make things happen.



Egger Lane Looking South. Source: Woolpert, Inc. 2006

- Taylor Mill has outstanding schools.
- There is little crime and the neighborhoods are perceived as safe.
- Taylor Mill has nice, affordable residential areas with a good mix of price ranges, newer and older neighborhoods.

Concerns and Issues

- The heavy traffic along KY 16 (Taylor Mill Road) and Old Taylor Mill Road create delays, accidents and difficult access to adjacent properties. Traffic can back up on Taylor Mill Road south to where it joins with Old Taylor Mill Road. Old Taylor Mill Road is also heavily traveled with commuters trying to avoid traffic on KY 16 and school traffic. The new road (KY 16 Realignment) will alleviate a lot of traffic problems.
- It is expected that the realignment of KY 16 will help make Taylor Mill Road more of a secondary road although people who live off of it will still use it.
- Getting in and out of residential side streets and properties adjacent to Taylor Mill Road is an ongoing issue. Traffic noise has an impact on residences located on Taylor Mill Road.
- The realignment project may impact the viability of the retail shopping area by bypassing traffic along the realignment of KY 16. Visibility and car access to Remkes and highway convenience businesses will no longer be off the main road on the “drive home” side.
- The realignment project will impact the desirability of the Farm apartment complexes. There will be more traffic driving by these frontages in the future and the residences adjacent to the street will not be as quiet.
- Lack of sidewalks make pedestrian and bike access along Taylor Mill Road and Old Taylor Mill difficult and dangerous. There is no alternative but to drive to shops, Pioneer Park and schools. New sidewalks proposed as part of the realignment project and along Taylor Mill Road are important and positive additions to the City.
- There is mistrust of individual Commissioner's motivation for conducting the land use study.
- The City is demonstrating good foresight in developing a plan for the study area. It will help limit sprawl along the new KY 16 and create a good image at the entrance to the City.



- There is limited highway and KY 16 visibility to a large segment of the study area.
- There is limited developable land in the study area. Steep slopes limit access, development and visibility.
- Undeveloped properties adjacent to the Taylor Creek subdivision will likely become single family residential development. This land may have greater potential for development than residential.
- The fast food establishments, gas station and car wash are not good first images of the community.
- Development of additional residential subdivisions within the City will increase the need for providing City services without adequate compensation from increased tax revenues. Taylor Mill, as a primarily bedroom community is struggling to maintain the levee and quality of City services and needs commercial development.
- The City has a relatively high employment tax compared to adjacent communities, making the City potentially less attractive to businesses.



- Rents will increase at the Shoppes. Coupled with short term construction impacts, this will stress the viability of some of the businesses located there.
- Taking on local maintenance of Taylor Mill Road once KY 16 is realigned will create new demands on road maintenance budgets and staff. The County's contribution to local road maintenance is decreasing over time adding new maintenance demands to the City of Taylor Mill.
- Do not want to see property devalued as a result of new adjacent land uses or realignment plans.
- Do not want to see continuous strip development along the new KY 16 alignment.

Appropriate Civic Functions for the Study Area

- Relocating the City Administration complex to the study area is not a good idea considering the limited available and developable land in the study area. This would take away opportunities for generating new tax revenue.
- If a new City complex is developed it should be inclusive of fire, EMT and maintenance services. The existing complex and buildings should be looked at first for expansion or renovation before deciding if a move is critical.

- A new post office would benefit the City. Taylor Mill uses the Latonia zip code and does not have one of its own.
- The study area would be a good location for a new Kenton County branch library. The existing one in Independence is moving further south to the intersection of KY 16 and KY 17 in Nicholson.
- Sidewalks and a public gathering space similar to the town center area at Blue Ash would be a real asset.
- A senior center or youth center would be a good asset for the City but again would take away taxable property.

Future Vision for Land Use and Character

- New development should use quality materials such as brick and have a traditional and consistent architectural appearance.
- Professional office buildings for businesses that serve local residents and Fidelity campus employees would be appropriate and compatible with adjacent residential neighborhoods.
- A corporate campus user similar to Fidelity may find this area attractive for office development.
- Commercial development should be concentrated up by the highway in Taylor Mill and not allowed to spread south along the new KY 16.
- Area banks are very interested in identifying locations for branch banks.
- A real town center feel (not like a retail development such as Crestview Hills) is desirable similar to areas like Ft. Thomas, Mariemont, Blue Ash and Hyde Park Square. Taylor Mill does not really have an identifiable town center right now.
- A family style restaurant where you can have a nice dinner or a breakfast restaurant would be a good addition to the current mix of food establishments.
- An additional gas station to create competition with the existing BP station would benefit residents and commuters.
- Would not like to see additional fast food restaurants and gas stations.



*Suburban scale office development- Governor's Place in Kettering, Ohio.
Source: Woolpert, Inc. 2004*

- Would not like to see big box type retail development or strip shopping center development character.
- Further develop the area as a retail and business destination with attractive and quality establishments that serve residents, commuters, and business community.
- There is a surplus of regional retail close by, especially with the recent development along KY 17 and the redevelopment of the Crestview Hills Town Center. Neighborhood oriented retail development that serves local community and commuters is probably the most viable at this location given the scale of available land.
- Leave the residential neighborhoods and open spaces as they are. Preserve large trees in the neighborhoods.
- A retirement village may be desirable with sidewalk connections to the commercial area.
- Owner occupied condominiums or townhouses may be appropriate in some areas.
- Limit residential development to large lots.
- New development should not create further traffic impacts on the road system.
- Does not want to drive thru a parking lot to get home or have an establishment with evening hours close by.
- Does not want to see piece-meal development sites within residential areas or mixed uses.



*Suburban scale development-
Mashpee Commons in Cape Cod, Massachusetts.
Source: The New Urbanism page 175.*

- New development should have nice landscaping and decent buffering and screening along edges adjacent to residences.
- There are opportunities for landscaped gateways and City signage right after you get off the highway (I-275). The new KY 16 will have a grass median and tree lawns and sidewalks on either side. This will help establish a more green appearance.
- Restaurants and gas station should have service signage on I-275.
- New development should include careful consideration for drainage patterns. Past development has created serious drainage impacts.

Greatest Challenges to Achieving the Vision

- Many residents in the community do not like to see things change. There will be fear and resistance associated with land use changes.
- Communicating and building acceptance of the long-term opportunities will be a challenge. Residents need to be kept abreast of the plan as it moves forward.
- Assembling numerous parcels of land for larger development sites will be challenging. Some property owners will not want to sell.
- It will be important to communicate the opportunities for development whether it is incremental or large scale sites.
- Maintaining traffic flow will be important. New uses will have to demonstrate traffic impacts on roads and neighborhoods.
- Attracting quality businesses and development to create a destination may be difficult.
- Views of the area heading south from the interstate are not desirable now and will be even less so as the new road is developed. It will be difficult to market this area as an attractive location.
- Obtaining local funding for street lighting and landscaping will be required. KDOH will not pay for those types of amenities as part of the realignment project.
- Timing of the road realignment project has an impact on how soon new development may happen.



*Road construction along Turkeyfoot Road near Florence, Kentucky.
Source: Woolpert, Inc. 2006*

1.d Public Meetings

Two public meetings were held in April of 2006. The purpose of the first public meeting, held on April 4th, was to present the initial inventory and analysis findings to the public, allow the public to react to the design team's findings; and to solicit their thoughts on re-development within the study area. The purpose of the second public meeting, held on April 5th, was to present three preliminary alternative development plans based on initial findings and input received during the first public meeting. The three preliminary alternatives were prepared by the planning team on the day of April 5th, prior to the public meeting. Appendix B contains the meeting minutes from Public Workshop #1 and Appendix C contains the meeting minutes from Public Workshop #2.

During the two-day public meeting exercise, an array of ideas were discussed and presented. Chapter 8 of this report summarizes input from the public meetings and the preliminary alternative land use plans.



Public Workshop April 4, 2006. Source: City of Taylor Mill 2006

Chapter 2 - Study Area Context

The Study Area Context analysis consists of nine different elements of the study area's built environment: Massing; Streetscape; Signage; Lighting; Site Furnishings; Pedestrian Access; Street Frontage; Gateways; and Topography. This analysis, along with the conducted interviews, gave the planning team the proper tools for identifying the opportunities and constraints within the area. The site analysis is illustrated in Figure 4. Below is the list of issues, constraints, and opportunities that were derived from the site analysis.

General Study Area Issues & Constraints:

- Poor visibility from I-275
- Lack of Gateways into City and Study Area
- Topography/Steep Slopes
- Traffic congestion
- Dangerous intersections and driveways on Taylor Mill Road (KY 16) and Old Taylor Mill Road
- Inconsistent commercial signage
- Un-landscaped parking lots
- Inconsistent architectural style
- Leaning utility poles and street signage
- Residential curb cuts on Taylor Mill Road
- Vehicular oriented building setbacks and land development patterns.



"Fast Food Island" at Old Taylor Mill Road and Sandman Drive.

Source: Woolpert, Inc. 2006

Pedestrian Circulation Issues:

- Lack of connecting sidewalks
- Lack of crosswalks
- Neglected TANK stops
- Dangerous designated bikeway on Old Taylor Mill Road

Opportunities:

- Community gateway opportunities on Taylor Mill Road and new KY 16 alignment
- Nice street signage, consistent throughout City
- Roadway improvements and realignment of KY 16 will improve traffic flow
- TANK bus route on Taylor Mill Road
- Development opportunities in Northeast and Southwest Sections of study area



City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study



2.a Massing

The study area and the surrounding land have been developed at a suburban density, comprised of a strip mall, smaller commercial out lots, two apartment complexes, and single-family homes. The scale and density of the existing uses in the study area is typical for a suburban commercial development on the edge of a rural/low density suburban residential community. Existing uses have capitalized on the available developable land resources within the existing road and topographical framework.

Due to the topographic characteristics and the realignment of KY 16, some opportunities for new land development within the study area will arise. The scale of new development and its fit with topographic conditions, traffic patterns, and adjacent land uses will be important considerations in the future. In order to reduce public infrastructure costs and to make the use of the available land area more efficient and sustainable, a shift in the massing and scale of development in the area needs to be considered.

While the majority of the existing non-residential structures has their own architectural style which tends to be inconsistent, the use of brick dominates in the Shoppes, 5th/3rd Bank, some residences and the Little Red School House. The residential developments and older neighborhoods have a similar inconsistent architectural style but tend to be solid and well-maintained.

There are few commercial buildings and residential structures exceeding two-stories, with the exception of The Farm Apartments. The City of Taylor Mill Fire Department apparatus does not support structures over two-and-a-half stories. However, the City has mutual support agreement with neighboring communities that will provide ladder truck assistance for fires in structures over two-and-a-half stories. The relative lack of buildings exceeding one story and deep set backs from existing roads has resulted in a vehicular-oriented image in the study area with a lack of visual landmarks.

2.b Streetscape

A streetscape takes into account signage, lighting, site furnishings, pedestrian access, street frontage, and gateway features. The streetscapes vary widely throughout the study area and include an interstate highway (I-275), a major thoroughfare (KY 16), a rural two-lane thoroughfare (KY 16 east of the study area), a rural two-lane road (Old Taylor Mill Road), collector streets (Sandman Drive) and residential roads (Mason Road, Honeysuckle Drive, etc.). The study area is where these different types of streetscapes converge.



Parking lot and The Shoppes at Taylor Mill. Source: Woolpert, Inc. 2006

Signage

Signage within the study area is not uniform. The City of Taylor Mill has established a standard roadway sign for the community. These roadway signs are located throughout the City for consistent road identification. Likewise, a consistent design standard should be carried over to commercial signage within the study area including KY 16 (Taylor Mill Road). There are six highway signs for the businesses. These signs can be seen off of many highway interchanges throughout the United States. They are inconsistent in design and do not reflect the character of the community.

Lighting

Lighting within the study area consists of standard street lighting along KY 16, older parking lot flood lights at the Shoppes at Taylor Mill, and lighting for the other commercial uses. The light poles vary in manufacturer, model number, height and color and do not reflect the character of the City. Pedestrian scale lighting does not exist within the area. As lighting on private commercial areas is upgraded and new public lighting along the new KY 16 alignment is considered, fixtures and light quality should reflect and build upon a consistent character for the City of Taylor Mill.

Site Furnishings

There are five TANK stops along KY 16, one of which is directly east of the study area. The TANK stops are neglected, not connected with sidewalks, lack appropriate buffers from the road, and are not pedestrian friendly. Trash and debris was seen near every stop, and in some cases the TANK signs needed repair. Only one stop is located on a sidewalk, and this stop is the only one to have a bench. This stop is located near the Shoppes at Taylor Mill, at the intersection of KY 16 and Old Taylor Mill Road.



TANK Stop at corner of Taylor Mill Road and Old Taylor Mill Road.

Source: Woolpert, Inc. 2006

Streetscape Frontage

The streetscape frontage along KY 16 and Old Taylor Mill Road is not inviting to pedestrians, isn't landscaped, and has a mixture of commercial uses and residential uses. One traffic signal is located at the intersection of KY 16 and Old Taylor Mill Road. Multiple curb cuts along KY 16 and the high traffic volume raises safety concerns along the road. The existing roadway design doesn't discourage motorists traveling through the study area exceeding the speed limits. Heavy traffic is typical during rush hour. The realignment of KY 16 will help minimize these safety concerns.

Future KY16 Character

The new KY 16 is proposed to be four lanes with a center turn lane or a grass median wherever possible. A Citizens Advisory Committee worked with KDOH during the planning phases of the alignment study and made the following recommendations for elements to be included with the final roadway design which were adopted by the City of Taylor Mill on July 14, 2003.

- Construction of a 20 foot raised grass median wherever possible.
- Construction of 11 foot driving lanes.
- Creation of City gateways on the north and south ends of the City limits of the City of Taylor Mill.
- Use of a design developed to identify components outside of the curb on both sides of the roadway.
- Use of decorative finishes on all retaining walls and bridges to reduce visual impacts.
- Incorporation of landscaping into the project that blends the roadway into its surroundings.
- Implementation of traffic signals at the intersections of KY16 and Hands Pike, KY16 and Scott High School, KY 16 and Taylor Mill Elementary/Calvary Christian, KY 16 and Wayman Branch, KY 16 and Scott High School, KY 16 and Taylor Creek Drive, KY16 and OTM Connector 3, KY16 and Ex. 16 Connector.

2.c. Pedestrian Access

There are three sidewalk segments within the study area. Despite this, the sidewalks do not connect to adjoining residential properties; only serving the commercial uses. Sidewalks exist along KY 16, Old Taylor Mill Road, and Sandman Drive.

The sidewalk along KY 16 starts at the KY 16 and Old Taylor Mill intersection, and travels east to the entrance pad of the Shoppes at Taylor Mill where it terminates. The sidewalk along Old Taylor Mill connects to the KY 16 sidewalk, and travels south on the east side of the roadway where it terminates just past the Farm at Taylor Mill Apartments. A pedestrian connection is not made from the apartments to this sidewalk. Despite the termination of the sidewalk, a designated bikeway continues south along Old Taylor Mill Road. This is very dangerous for bikers and the bikeway needs to be located off of the road with appropriate buffers that will make it safe.



Old Taylor Mill Road Looking North. Source: Woolpert, Inc. 2006

The remaining sidewalk exists along the southern side of Sandman Drive, connecting from the intersection with Old Taylor Mill Road to the intersection of Eggers Road where it terminates. Despite this sidewalk, there are two important connections that need to be made in order for this sidewalk to provide safe pedestrian access through the study area. First, there is not a designated pedestrian crosswalk across Old Taylor Mill Road to the Shoppes at Taylor Mill. Secondly, with the sidewalk terminating at Eggers Road, a pedestrian connection to the Farm Apartments is not made. This sidewalk should be serving as a safe pedestrian connection between the apartments and the Shoppes at Taylor Mill, but with the lack of these two important connections this sidewalk is not safe for pedestrian use.

2. d Gateways

There are no gateways into the City of Taylor Mill and the study area. The I-275 and KY 16 interchange is a major gateway for the City and study area. The businesses within the study area are lacking an important wayfinding devise that will make them more attractive and sustainable due to the existing topography and a lack of a Taylor Mill gateway feature. There are opportunities to beautify this major gateway by adding signature architectural or landscape elements to the KY 16 overpass of I-275 and other gateway features along the exit ramps and along KY 16. Adding these features that incorporate an attractive wayfinding mechanism will make the entrance into the City easily identifiable and attractive.

2.e Grading & Terrain

The City of Taylor Mill, located in Kenton County and the Northern Kentucky Area, is located in an area of rugged terrain. Numerous ridges and valleys and limestone shale bedrock creates engineering challenges for new development. The preliminary study of the project area took into account the existing grades and terrain to help identify preliminary issues for land development within the improvement area.

Topography

Existing topography was obtained through Kenton County GIS. The project study area consists of approximately 262 acres of land with elevation ranging from 852-feet above mean sea level to 510-feet above mean sea level. Most of the existing development has occurred on slopes of 10 percent or less. The Slope Analysis is displayed in Figure 5. Areas most conducive to development have been developed and consist of both residential and commercial properties; however, with the advancement of earthmoving technologies, there are possibilities for additional development along the ridgelines of the project study area. The largest undeveloped property is located in the southwestern portion of the study area. This area is heavily wooded and the majority of the slopes in this area are greater than 20 percent. According to Northern Kentucky's *Comprehensive Plan for Development*, Physically Restrictive Development Areas (PRDA) consist of areas containing slopes of 20 percent or greater. Approximately 50 percent of the study area consists of slopes that fall within this category. Kenton County's Comprehensive Plan recommends areas designated PRDA remain undeveloped.

Water

The project study area is not located within floodways or floodplains. There are several blue-line streams located in the southwestern portion of the project study area that drain towards Banklick Creek, which will require consideration from a site development and permitting standpoint should these areas be disturbed



Looking Southwest from The Farm at Taylor Mill Apartments.
Source: Woolpert, Inc. 2006

during future development. There are also several small ponds located within the study area. A pond located adjacent to the northeastern sector along Keavey Drive has been the subject of concern for some time due to stability issues with its earthen dam and ongoing repair needs of Keavy Drive which is located along the top of the dam. There are no known classified dams registered with the Department of Natural Resources located within the project study area.

Wetlands

It should be anticipated that areas of ponded water, such the farm ponds located throughout the study area, will be classified as isolated wetlands and may require wetland permitting from the State and the Army Corp of Engineers should they be disturbed. The ponds appear as “freshwater pond” wetlands on The National Wetlands Inventory with the largest pond located on the property at 5089 Old Taylor Mill Road classified as PUBHh which represents a “palustrin unconsolidated bottom, permanently flooded, diked impoundment.”

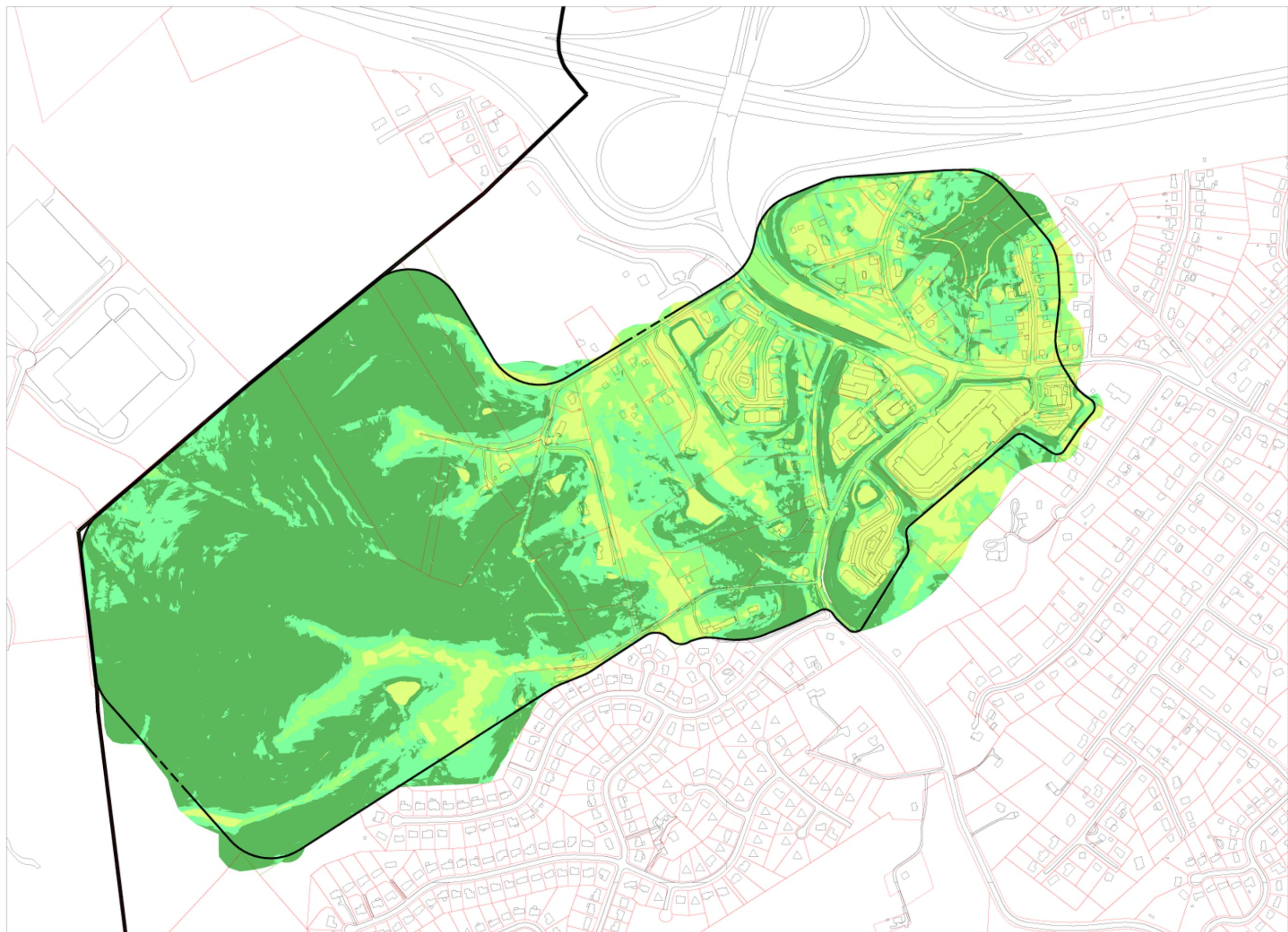


*Land Slippage at The Shoppes at Taylor Mill Parking
Lot. Source: Woolpert, Inc. 2006*



City of Taylor Mill, KY

**I-275/KY 16
Improvement Area
Land Use Study**



DRAFT
Figure 5-
Slope Analysis



0 250 500 750
GRAPHIC SCALE IN FEET

Chapter 3- Existing Land Use

The majority of the land uses within the study area are primarily residential, with some commercial uses located near the KY 16 and Old Taylor Mill intersection. There are four land uses existing within the study area: Residential, Commercial, Right-of-Way (ROW), and Open Space. Below are descriptions of each land use category. Figure 6 illustrates the existing land use distributions, while Table 2 lists the land uses and their acreage calculations.

3.a Residential Land Uses

In order to better understand the current land uses within the study area, the residential land uses were broken down into three categories, Low-Density Residential, Single-Family Residential, and Multi-Family Residential. By breaking the residential land uses down in this way, it is easier to understand how the residential uses fit together with the other land uses.

Low-Density Residential

Low-density residential uses are single-family homes located on large lots, and typically located a distance away from the major roadways. These uses are located along Davis Road, Honeysuckle Drive, and Eggers Road. These houses are typically surrounded by open space and are located in ridge top areas and areas of steep topography.

Single-Family Residential

Single-family residential uses are built at a higher density than low-density residential, and are typically located in a subdivision. Single-family homes exist to the north of KY 16, along Mason Road, Ridge Road, and Walnut Street. Single-family homes also surround the study area to the east and south.

Multi-Family Residential

Multi-family residential uses are apartment complexes. Two apartment complexes exist within the study area, The Farm Apartments located on Sandman Road and the Farms at Taylor Mill located on Old Taylor Mill Road. In addition to these multi-family uses, a new senior housing development is currently being constructed to the northwest of the study area, off of Honeysuckle Road.

Table 2 Existing Land Use		
Category	Acreage	Percent
Commercial	16.6	6.40%
Low-density Residential	32.4	12.47%
Single-Family	24.4	9.40%
Multi-Family	17.7	6.81%
Open Space	163.7	63.02%
Right of Way (ROW)*	4.9	1.90%
Total Study Area	259.8	100.00%

*With the Realignment of KY 16, the new ROW increases to 13.3 acres or 5% of the Study Area, a 63% increase.



Looking Northeast at the houses on Taylor Mill Road from The Shoppes at Taylor Mill. Source: Woolpert, Inc. 2006

3.b Commercial

Commercial land uses are primarily located to the south of the KY 16 and Old Taylor Mill intersection, with two uses located off of KY 16. These uses comprise the Shoppes at Taylor Mill, McDonald's, Kentucky Fried Chicken, Taco Bell, the Blue Pantry, and 5/3 Bank and The Little Red School House Daycare. These uses are primarily neighborhood commercial uses that serve the residents who live nearby.



McDonald's at Old Taylor Mill Road. Source: Woolpert, Inc. 2006

3.c Right of Way (ROW)

ROW is the portion of land that is owned by the City or Commonwealth of Kentucky for roadways. The majority of roadways within the study area are located within a ROW, however only the major areas of ROW are being shown as this land use category. ROW consists of I-275 land, and the portion of KY 16 to the west of the intersection with Old Taylor Mill Road. Currently ROW totals 4.9 acres or 1.9 percent of the land within the study area.

There will be an increase of ROW due to the realignment of KY 16. The new ROW will be increased by 63 percent, totaling 13.3 acres or 5 percent of the study area after the completion of the KY 16 realignment. The new ROW was calculated for only the realigned portion of KY 16, and not the additional improvements that will be made along Honeysuckle Drive and the new Honey Road.

3.d Open Space

Open space accounts for the largest land use category within the study area and represents current undeveloped parcels. This is due to the topography of the land as well as the past development patterns of the area. With the realignment of KY 16, some of these open spaces will become accessible and will be potential development sites for future uses.

3.e Kenton County Comprehensive Plan Future Land Use

The Kenton County Comprehensive Plan illustrates the future land use for the study area. The Kenton County land use plan was developed at the county level, and reflects the current pattern of development within the study area. Figure 7 illustrates the Kenton County Comprehensive Plan Future Land Use for the study area.

The Kenton County future land use plan does not reflect the realignment of KY 16, nor the impacts the realignment will have on the land uses within the study area. As this study is further developed, the projected future land uses within the study area will be evaluated as it relates to future development opportunities and community vision. However, it is important for the planning team to look at the current Kenton County plan and to build off of that plan based on the realignment of KY 16.



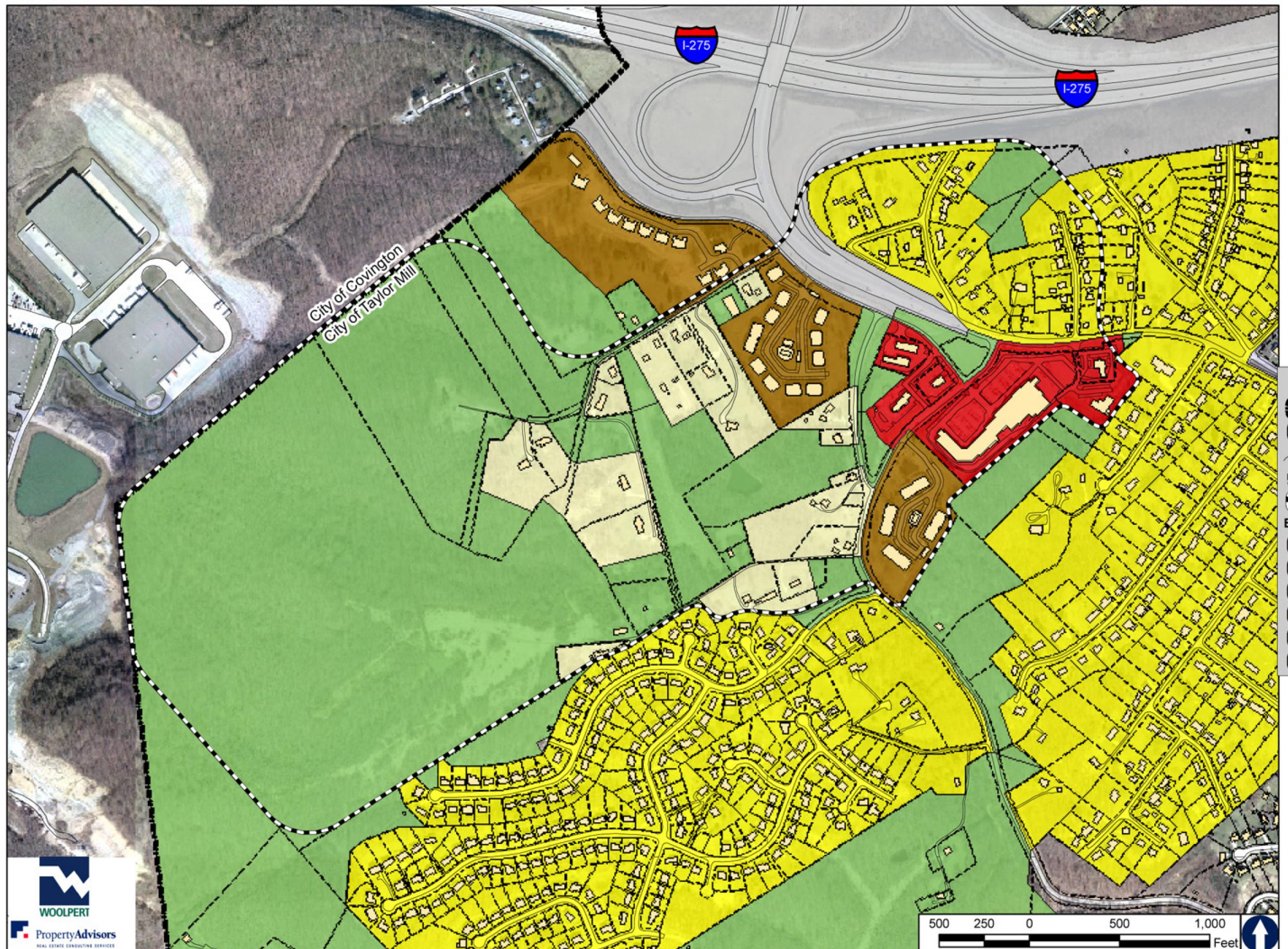
Corner of Taylor Mill Road and Meadow Land Looking West.

Source: Woolpert, Inc. 2006



City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study





City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study

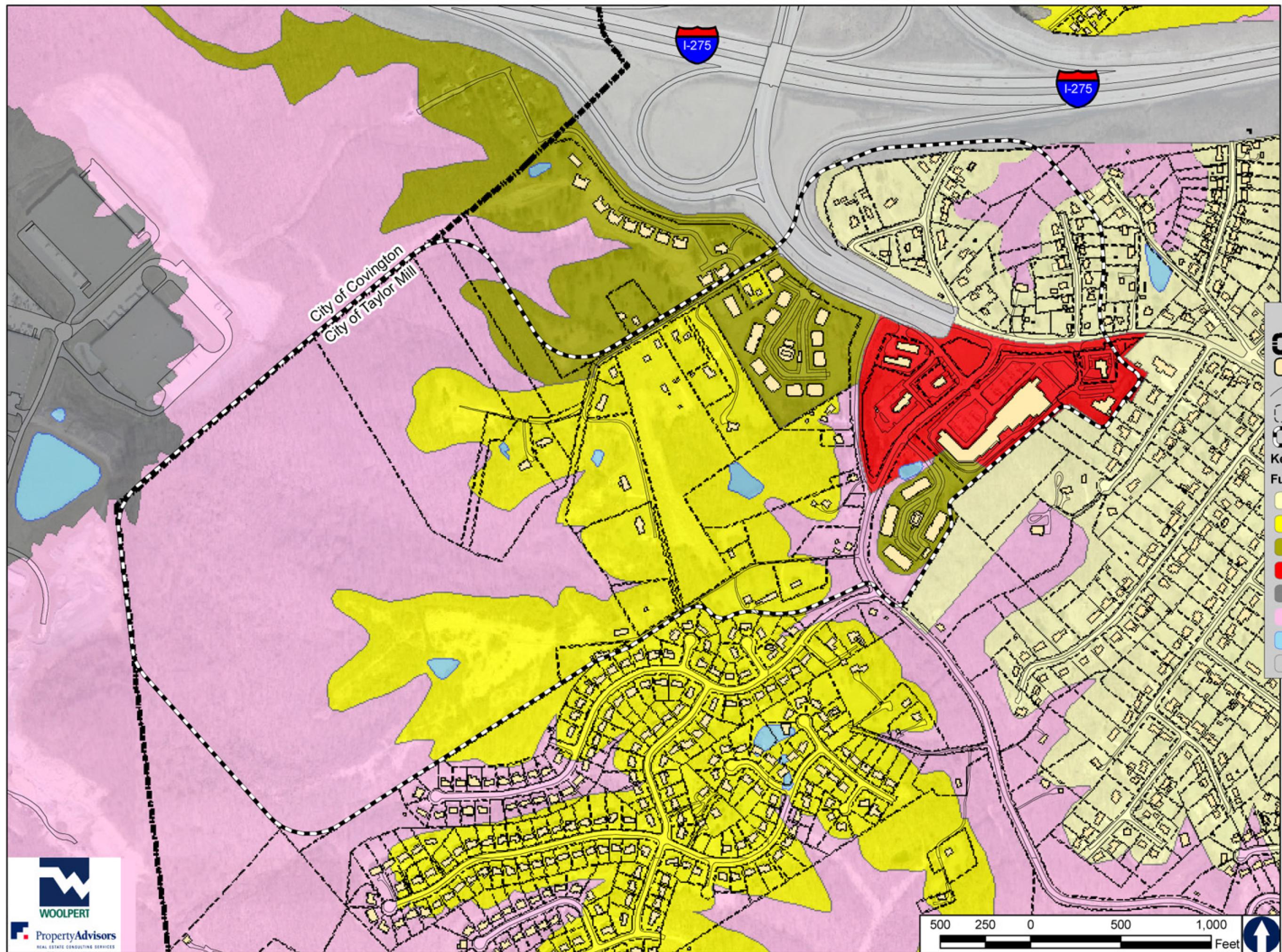


Figure 7-
Kenton County
Comprehensive Plan-
Future Land Use



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Chapter 4- Zoning

There are four zoning districts within the study area. Figure 8 displays the zoning districts within and surrounding the study area. The zoning districts within the study area are:

- Neighborhood Shopping Center (NSC)
- Residential One-C (R-1C)
- Residential One-E (R-1E)
- Residential Two (R-2)

4.a Permitted Uses

The permitted uses within an NSC district range from apparel shops, to drug stores, to health spas, to eating and drinking places, to police and fire stations. Conditional uses include only service stations. The minimum lot area is 5 acres, and it must abut a deeded ROW.

R-1C zones allow for detached single-family dwelling units on minimum lot sizes of 12,500 square feet. Conditional uses for R-1C zones include animal hospitals, city buildings, funeral homes, schools, and parks to name a few.

R-1E zones allow for detached single-family homes on a minimum lot size of 7,500 square feet. Conditional uses are limited in this zone more so than in the R-1C zone and can consist of cemeteries, churches, and schools to name a few.

R-2 zones allow for attached single-family dwelling units, two-family dwellings, multi-family apartments, and recreational uses to serve the residential development. The minimum lot area for an R-2 zone is 5 acres, “except that development of a smaller area is permitted if the proposed development conforms to and extends an existing five (5) acre (or greater) development.” Conditional uses include cemeteries, churches, funeral homes, nursery schools, and institutions for higher education to name a few.



Residences on North Side of Taylor Mill Road.

Source: Woolpert, Inc. 2006

4.b Setbacks & Height

The minimum setbacks for an NSC district are 50 feet on all sides, “except where the lot abuts a major arterial, as identified in the City’s adopted Comprehensive Plan, then there shall be a minimum yard requirement of one hundred (100) feet.” The maximum building height is 40 feet, or three stories.

The minimum setbacks for R-1C and R-1E districts are 50 feet on all sides. The maximum building height is 35 feet.

The minimum setbacks from boundaries within an R2 district are 30 feet on all sides. The maximum building height is five (5) stories.

4.c Landscape Requirements

The City currently provides Landscape Regulations (Section 9.17 of the Official Zoning Ordinance) for commercial, professional office, industrial, multi-family residential, and vehicle use areas. Vehicle use areas are defined as: “any area containing more than one thousand five hundred (1,500) square feet and used by two or more vehicles for parking, sales, or service, exclusive of driveways.” Essentially vehicle use areas are parking lots and service areas for any land use.

The Landscape Regulations require landscaped buffering (according to the specifications in the Zoning Ordinance) around the uses listed above. All vehicle use areas must be landscaped and screened from any adjoining use or public ROW. Commercial and professional office uses must provide landscaped buffering when they adjoin any residential land uses; industrial uses must provide buffering between any residential, commercial or professional office uses; multi-family uses must provide landscaped buffering between any single-family zone and public ROW. Please see the City of Taylor Mill Official Zoning Ordinance for the specific landscaping regulations per each land use identified above.

4.d Signage Regulations

The City also provides Sign Regulations (Article XIV of the Official Zoning Ordinance) for any and all zones within the City of Taylor Mill. The Signage Regulations identify different classes of signs (Classes 1-10), and specify the structural type, maximum size, maximum height, limitations on the number of signs, and other limitations for each class of sign. Additionally the Signage Regulations identify permitted uses and location of signs for each zoning district. Please see the City of Taylor Mill Official Zoning Ordinance for the specific sign regulations.



City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study

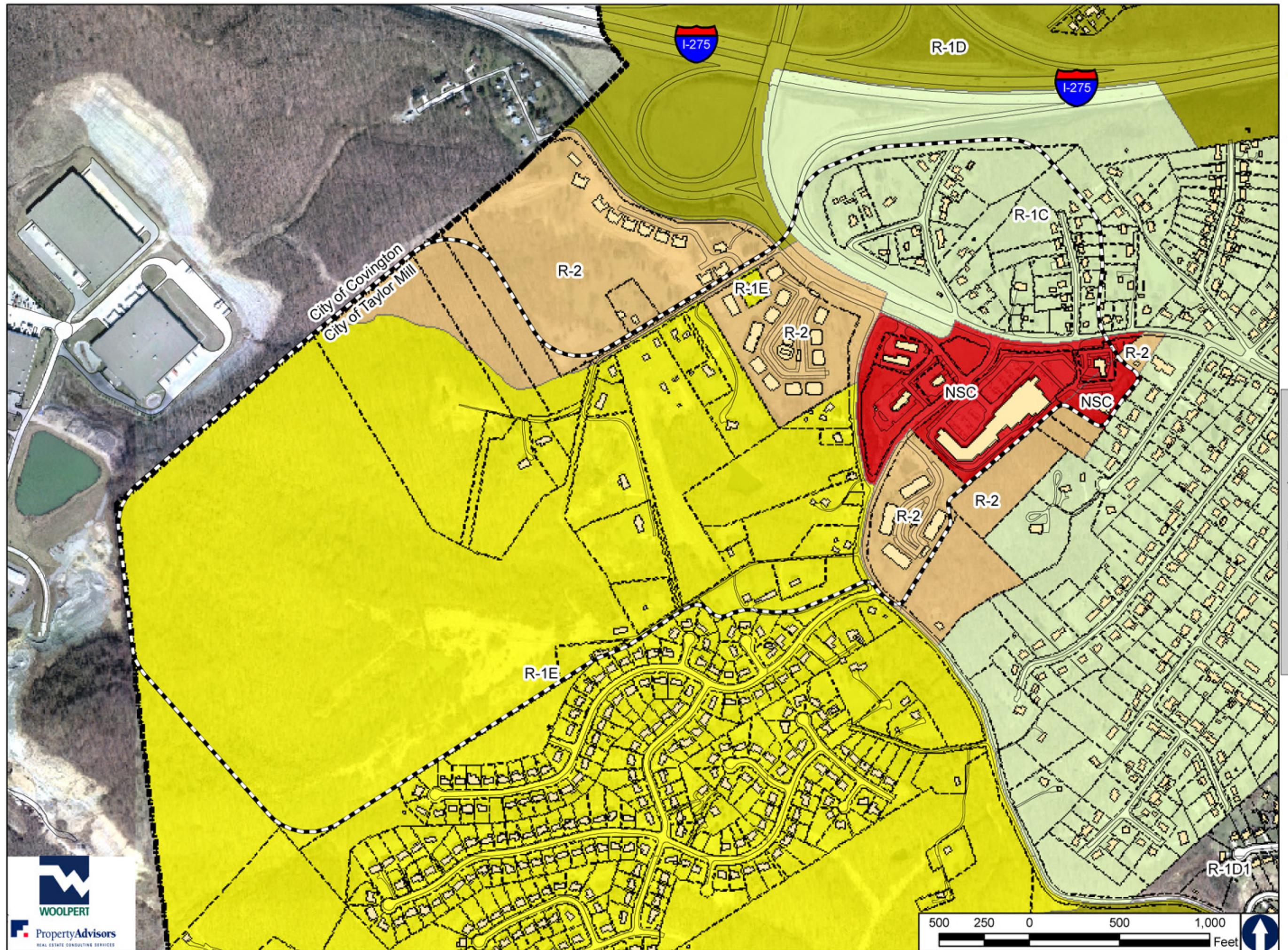


Figure 8-
Existing Zoning



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Chapter 5 - Traffic

Currently the City of Taylor Mill maintains 42 miles of roadway. Additional roadway within the City of Taylor Mill is owned and maintained privately or by the Commonwealth of Kentucky. The Commonwealth currently owns and maintains KY 16 (Taylor Mill Road) which will revert to local maintenance (approximately 3 miles) when the newly aligned KY 16 is completed. The Commonwealth will be responsible for maintenance of the new KY 16 realignment. Below is a summary of available traffic/transportation information within the Taylor Mill study area. Existing traffic flow, parking, and public transit were investigated and are illustrated in Figure 11.



Undeveloped parcel at Taylor Mill Road and Old Taylor Mill Road.

Source: Woolpert, Inc. 2006

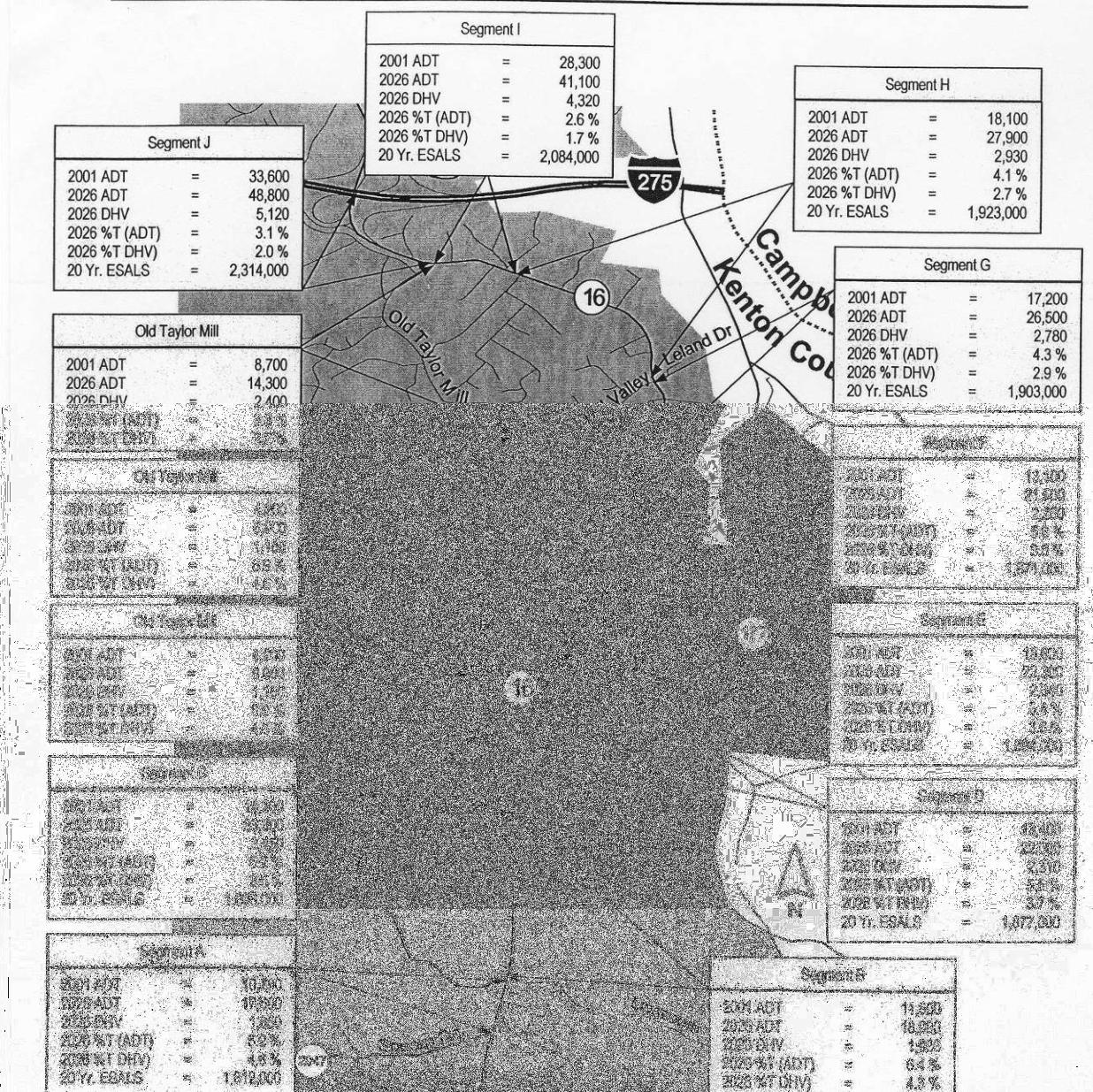
5.a Traffic Flow

The two major throughways in the City of Taylor Mill are Taylor Mill Road (KY 16) and Old Taylor Mill Road. Both roadways are accessed by the I-275/Taylor Mill interchange. This interchange has been studied by the Kentucky Transportation Cabinet and plans are being developed to upgrade the interchange and build a new roadway that will provide a more direct route from I-275 to the City of Independence and southern Kenton County. Four different roadway alignment options were studied and option number four was chosen as the preferred alignment for the new roadway. This roadway project is slated to begin summer of 2008 with right-of-way acquisition and utility relocation. However, no construction schedule has been set.

According to the Jordan, Jones & Goulding, Inc. *Traffic Forecast Report*, the Average Daily Traffic (ADT) reported in 2001 at the I-275/Taylor Mill interchange was 33,600. The 2026 projected ADT is 48,800 if the current design remains unchanged. The section of Old Taylor Mill located within the project study area has a current ADT of 8,700 and a 2026 projected ADT of 14,300. The ADT for this section of roadway will remain the same with the addition of the new roadway, as well as the projected traffic at I-275/Taylor Mill interchange. The section of Taylor Mill Road (KY16) has a no-build 2001 ADT of 28,300 and a projected 2026 ADT of 41,100. However, the new design will provide relief for Taylor Mill Road (KY 16) with a potential reduction in the projected 2026 ADT of 11,800. See Figures 9 and 10 for the *Traffic Forecast*. The following traffic forecast exhibits are excerpted from "Traffic Forecast Report Kenton County KY 16 Widening: South of KY 1501 to I-275 Item No. 6-344.00" by Jordan, Jones & Goulding, Inc., dated August 2, 2001.

Also included in the Kentucky Transportation Cabinet (KTC) plans is the widening of Honeysuckle Drive and two additional local roads will be built to provide better access for current residents. The nature of these new access drives will have an impact on the accessibility of properties located in the southwestern study area.

Traffic Forecast Report
Kenton County: KY 16 Widening – South of KY 1501 to I-275
Item No. 6-344.00



Traffic Forecast Summary – No Build Alternate

Jordan, Jones & Goulding, Inc.

Figure 9.

Traffic Forecast Report

Kenton County: KY 16 Widening – South of KY 1501 to I-275
Item No. 6-344.00

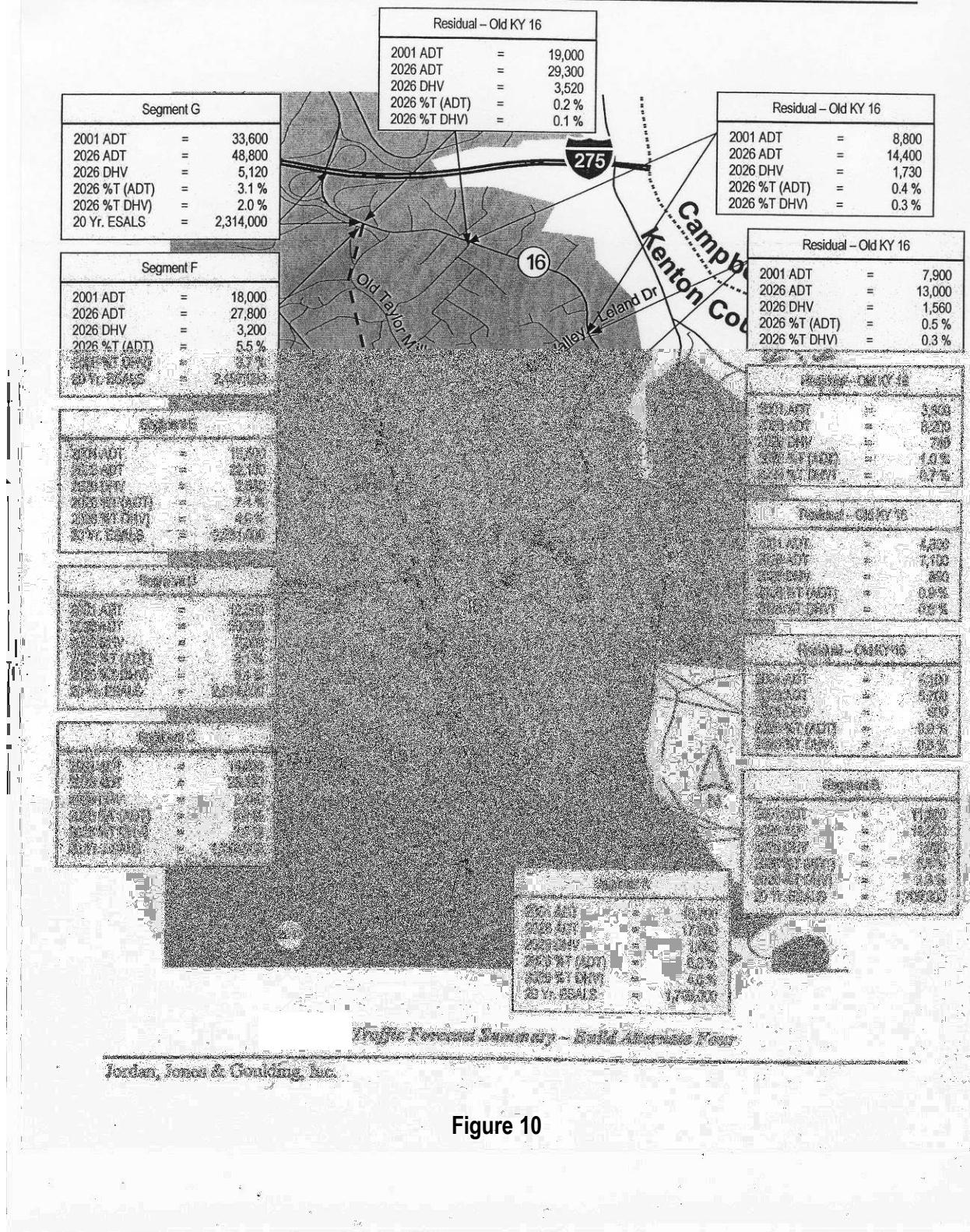


Figure 10

5.b Traffic Signals

There is an existing traffic signal at the intersection of Taylor Mill Road and Old Taylor Mill Road which will remain after the realignment. New traffic signals will be added at the intersection of the new KY 16 and Taylor Mill Road, as well as Taylor Creek Drive and new KY 16 as part of the KY 16 Realignment project. The intersection of Sandman Drive and Old Taylor Mill Road will remain un-signalized, and the intersections of the new KY 16 with the new Honey Road will not be signalized.

5.c Parking

There are two commercial areas in the project study area. The Shoppes at Taylor Mill shopping strip mall, according to local residents, appears to have adequate parking during all hours with peak usage occurring during weekday evening commute times. Residents also stated that the only area that seems limited within the parking lot is the area near the three restaurants, Subway, Skyline, and the Italian Restaurant, however; despite the congestion there appears to be adequate parking. Local residents also said that there are no parking issues at the BP or McDonalds, the second commercial area. Access from the parking lot and Sandman Drive onto Old Taylor Mill is difficult during peak traffic hours due to the limited distance between the intersection and the Old Taylor Mill Road/Taylor Mill Road intersection (approx. 250') and heavy traffic on both roads. Accidents and traffic incidents at this intersection are common. It is expected that the proposed KY 16 Realignment project will alleviate some of the traffic congestion at this intersection in the future.



The Shoppes at Taylor Mill Parking Lot. Source: Woolpert, Inc. 2006

5.d Transit

There are two bus routes in or near Taylor Mill. Bus 30x is an express route that travels KY 17. Bus 9 travels the entire length of KY 16 (Taylor Mill Road). According to Transit Authority of Northern Kentucky (TANK), they believe there is a need for additional public transportation service for the City of Taylor Mill; however, at this time they have received no requests for additional service. TANK has received requests to make Bus 9 an express bus to downtown Cincinnati and this service will be provided starting January 2007. The TANK representative has requested Woolpert to provide them with any ideas or requests from residents to improve their current service that may come about as a result of this study.

There are no official Park-n-Ride locations located within the City of Taylor Mill. There are two unofficial Park-n-Ride lots located within the City at the Shoppes of Taylor Mill parking lot and Sunny Acres Methodist Church.



City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study

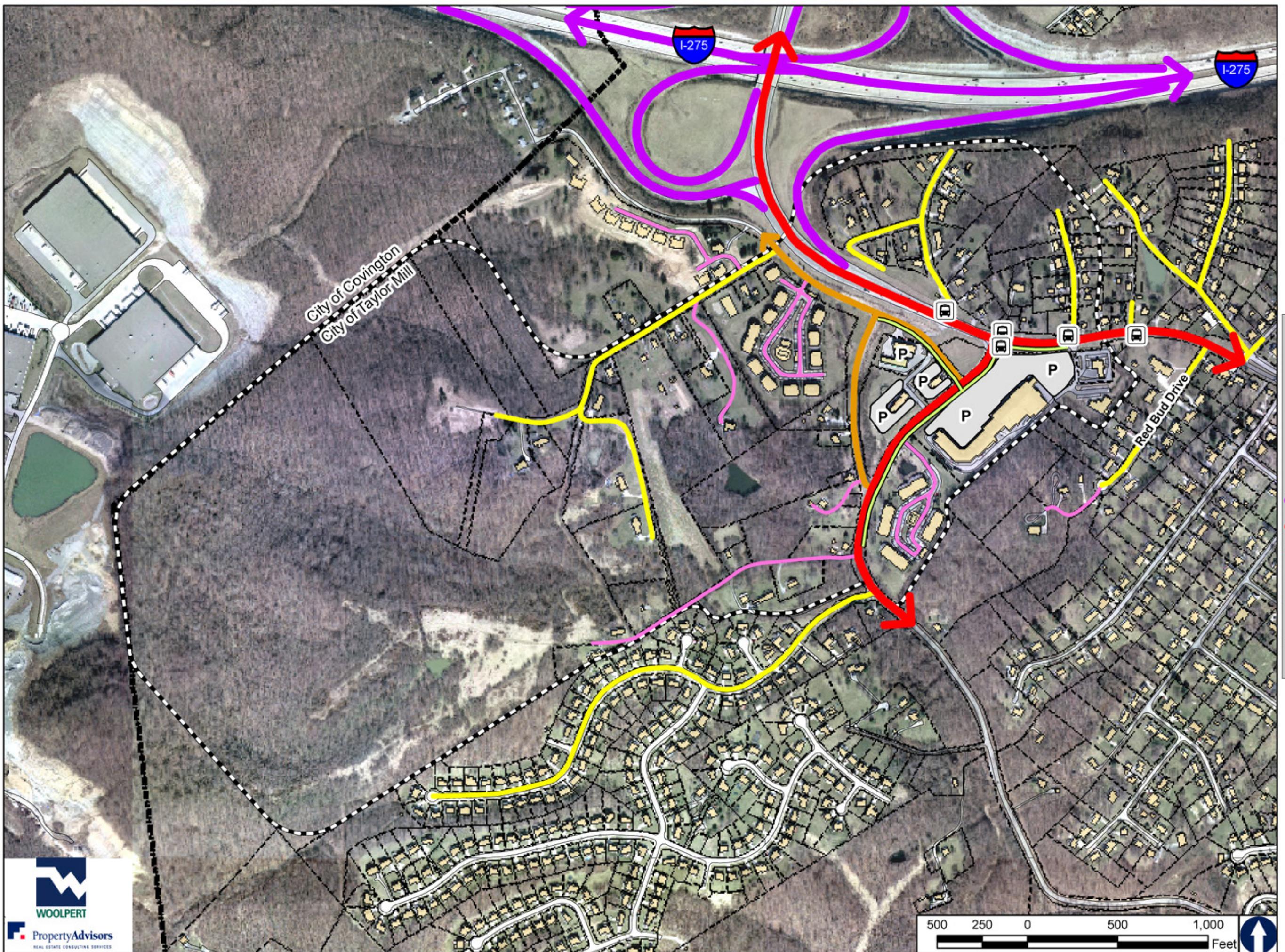


Figure 11-
Circulation & Parking



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Chapter 6 - Utilities and Infrastructure

6.a Lighting Information

The City of Taylor Mill does not currently own any street lighting. The Commonwealth, through Kentucky's Transportation Cabinet, owns the lighting located at the I-275 Interchange. There are currently no plans to provide street lighting for the City along the proposed KY 16 realignment and the addition of street lighting is typically funded locally.

6.b Utility Information

Below is a summary of available utility information within the study area. Existing Utilities are illustrated in Figure 12. Future detailed planning will require more extensive investigations and survey to more accurately determine utility location and types.

- Sanitation District No. 1 (SD1)**

Sanitary Sewer

Gary Aman – 859-578-6880

Limited GIS obtained from the County shows available sanitary sewer for the study area. Information about the project area was also obtained through conversations and information sent by Gary Aman with SD1. Sanitary sewer service is available in this area and is served by two main lines. An 8-inch main sanitary line runs down Old Taylor Mill Road for the extent of the study area. This main line serves the commercial area and apartments at the intersection of Taylor Mill and Old Taylor Mill Road. In addition, another sanitary line serves the residential properties along Taylor Mill Road. This line is a tributary line that breaks off of the main line along Old Taylor Mill Road further south of the study area. The two sanitary sewer mains have several tributary lines that serve additional areas of the project study area; however, it has not been determined if there is existing sanitary sewer serving the properties located near the central portion of the study area. Typical easement widths for sanitary sewer in this area are 20-feet in width. Lift stations that serve this area are nearing capacity and review of new development sewage loads with SD1 will be essential.

- Sanitation District No. 1**

Storm Sewer

Sean Blake – 859-578-7468

A letter was sent to Sean Blake to determine the locations of existing storm sewers located within the project study area; however, no storm locations have been verified at this time. During a site visit, detention ponds were visible for the Farms Apartments. Storm sewer was also located in the Taylor Creek subdivision located south of the project area. The ultimate outfall for the storm sewer of this area was not determined. Based upon the current regulations (SD1 Storm Water Rules and Regulations Section 415) and site observations, detention for new development should be anticipated.

- Northern Kentucky Water District**

John Scheben – 859-426-2717

Limited GIS obtained from the County and Northern Kentucky Water District maps show available water lines in the project study area. Further information was acquired through conversations with John Scheben. A 16-inch water main runs along Sandman Drive from the northwest past the Farms Apartments

and ends just north of the intersection of Sandman Road and Eggers Road. At this point, a 12-inch water line continues to the southeast along Taylor Mill Road for the extent of the study area and an 8-inch water line branches off to the south. The 8-inch water main runs south along Eggers Road and continues along Old Taylor Mill Road to serve the residential property to the south. GIS shows various other water lines in the study area, but the sizes have not been confirmed. Not all areas are served by public water in the study area. Typical easement widths are 20 feet.

- **Cincinnati Bell Telephone**

Don Friedhoff – 513-397-5661

A map of the study area was sent to Cincinnati Bell to verify locations of existing service, at this time, no record information from Cincinnati Bell has been obtained. Evidence of overhead and underground telephone lines was observed during the February 15, 2006 site visit. Overhead lines were noted along Taylor Mill and Old Taylor Mill Road. Underground lines are expected to exist along Honeysuckle Road and Eggers Road. Underground fiber optic lines are located along Honeysuckle Road and lead up to a larger cell tower located on the north side of Davis Drive, approximately 400 feet from the end of the road.

- **Cincinnati Bell Fiber Optic**

Tony Niehaus – 513-566-8059

Fiber Optic service is available in the project study area. Locations of fiber optic line are based upon visual information from a site visit and from phone conversations with Tony Niehaus. The fiber optic lines owned by Cincinnati Bell are primarily located along Taylor Mill Road. The fiber optic lines are underground from I-275 to Mason Road along Taylor Mill Road. The lines go overhead along Taylor Mill Road and go back underground at Lieland Road, outside of the project study area. There is an additional fiber optic line that serves a cell tower located in the center of the project study area, the owner of these lines are unknown at this time.

- **Cinergy Corporation (now Duke Energy)**

Mike Heath – 513-287-5447

Gas

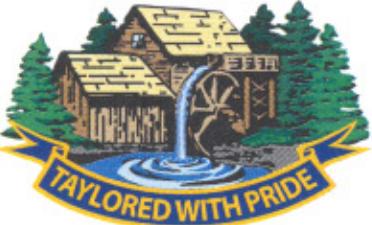
Gas service is available in the project study area. According to Mike Heath with Cinergy (now Duke Energy), there are several gas lines located on Taylor Mill Road. The available gas lines vary in size from a 24-inch transmission line to 4-inch high pressure lines. The 24-inch transmission main crosses I-275 at the Fidelity property located on the northeast corner of the I-275/Taylor Mill interchange and continues along the south side of I-275 to the west. Mr. Heath stated that there have been issues for previous developers in avoiding the 24-inch transmission main in preliminary development discussions because no cut or fill is permitted on the transmission main; however, this main is not located within the project study area. There is an 8-inch transmission line that runs along Sandman drive. A 4-inch high pressure line runs along Eggers Road and continues south along Old Taylor Mill Road. A 4-inch transmission line serves the Taylor Creek subdivision as well. There are no plans to upgrade the gas lines in the project study area at this time. Mr. Heath said that there should be enough capacity for future development in the project study area. No evidence of gas lines were observed during the site visit on February 15, 2006.

- **Cinergy Corporation (now Duke Energy)**

Mike Heath – 513-287-5447

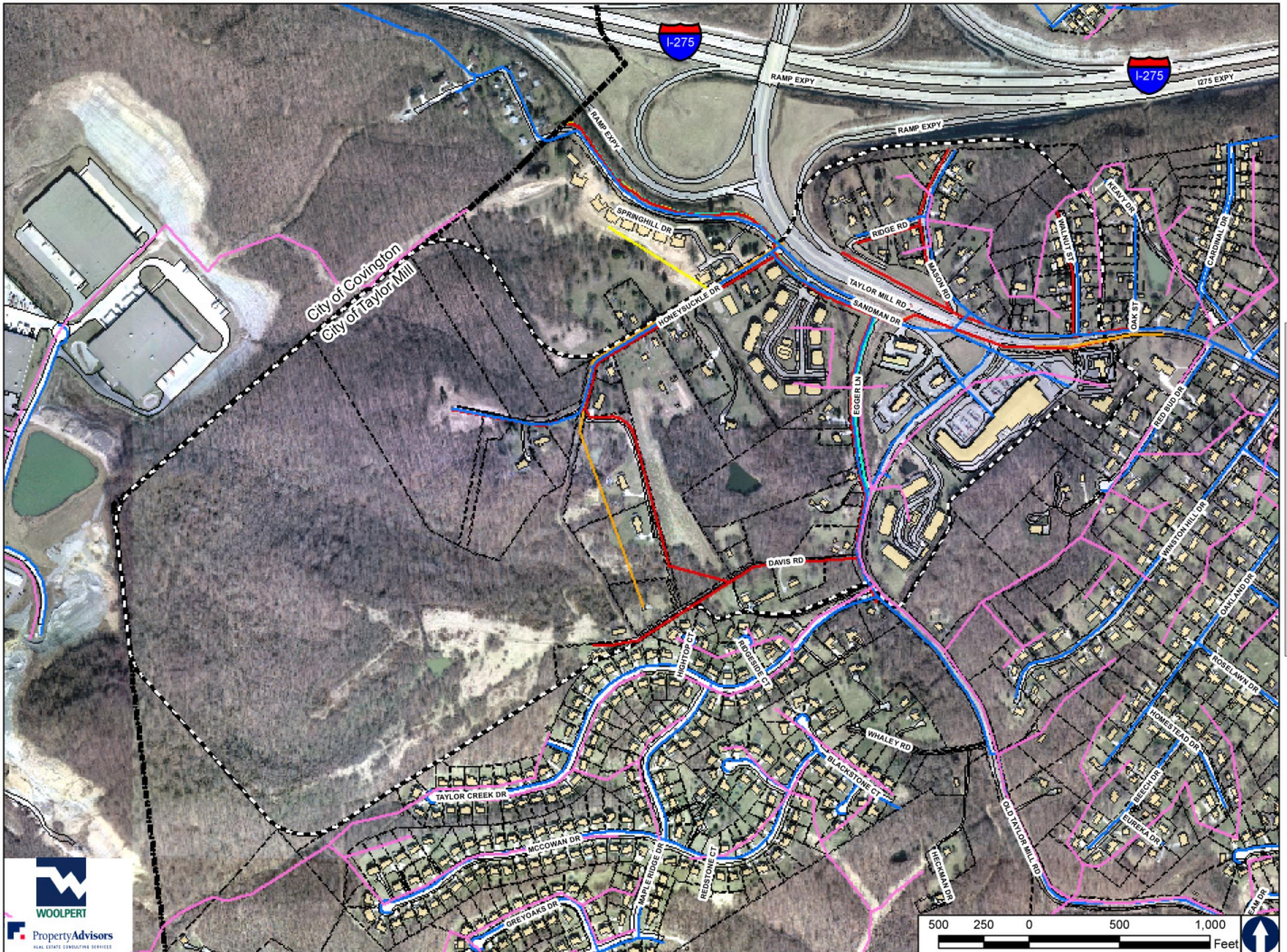
Electric

A map of the study area was sent to Cinergy to confirm locations, types, and sizes of the existing electric located in this area. At this time, no record drawings from Cinergy have been received. Locations of electric lines are based upon a site visit that occurred on February 15, 2006, and phone conversations with Cinergy. Discussions with Mike Heath revealed that there are 12.5KV lines available along Taylor Mill Road. During a site visit, overhead electric lines were observed along all public and private roads located in the study area to serve local residents. There are no plans at this time to upgrade the electric in this area. Mr. Heath said that there should be enough capacity for future development in the project study area.



City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study



Legend	
	City of Taylor Mill
	Buildings
	Roads
	Parcel Lines
	Approximate Study Area
Existing Utilities	
	Gas
	Fiberoptic
	Overhead Electric
	Overhead Telephone
	Underground Telephone
	Sanitary Sewer
	Water

* Available Upon Request

Figure 12-
Existing Utilities



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Chapter 7 – Market Mix Overview

7.a Project Background & Objectives

In an effort to leverage future transportation improvements and diversify the City's land uses, the City of Taylor Mill has invested in the creation of a master planning project that will provide a blueprint for land development within the study area; identify viable economic development opportunities for the study area; promote new investment in the City of Taylor Mill; and create a gateway area unique to the City of Taylor Mill.

As part of the consulting team, the objective of Property Advisors is to prepare a feasibility study for the purpose of evaluating the market demand for potential developments and identify development opportunities. The focus of the study is to evaluate the potential viability of selected real estate product types given existing market conditions, study area physical attributes, and the public's acceptance for certain uses. Supporting documents for the Market Mix Overview are located in Appendix D.

Methodology

Property Advisors conducted a market analysis to assist in identifying future real estate market opportunities for the Taylor Mill study area and assist in estimating the most appropriate size and mix of land uses. To achieve this objective, Property Advisors completed the following research and analytical steps:

1. Analyzed key demographic data both locally and nationally to characterize trends and conditions in the Taylor Mill area and to identify potential target market audiences in the area.
2. Evaluated different land uses such as community / neighborhood retail, multi-tenant office, multi-family apartment, and flex/light industrial to assess current conditions and understand the depth of potential opportunities.
3. Conducted interviews with residents, business owners, and real estate professionals to gain a clear understanding of 'real world' perceptions of the study area as well as visions of what the study area should become.
4. Surveyed retail, multi-family apartment, office, and flex/light industrial to understand existing conditions and trends in the local area.
5. Created an opportunity matrix, summarizing trends occurring in the study area, future demand potential for community/neighborhood retail, multi-family apartment, multi-tenant office, and flex/light industrial in terms of level of opportunity.
6. Created statistical demand analysis to estimate demand potential for each of the identified land uses, and provided captures of demand for the study area.

7.b Key Regional & National Trends

Five market areas are referenced to describe the existing and projected demographic and economic characteristics. They are the City of Taylor Mill, Trade Area, Kenton County, Greater Cincinnati Core Based Statistical Area (CBSA) and the United States. Descriptions of these market areas are defined as the following.

Taylor Mill – Taylor Mill is the city in which the subject property is located. This market area is represented to show demographic characteristics of the subject property exclusive to the City.

Trade Area – For the purpose of this report, each product-type analyzed had the Trade Area defined as an approximate 4-mile radius from the subject property. In identifying the Trade Area, Property Advisors took into consideration several different scenarios based on drive time, multi-family apartment location, retail center location, office location, city boundaries and census tract boundaries.

Kenton County – Kenton County is the county in which the study areas are located. This market area is represented to show the demographic characteristics exclusive to the county of the subject property.

Greater Cincinnati Core Based Statistical Area (CBSA) – The Cincinnati CBSA consists of the Greater Cincinnati area. For the purpose of this study, the Cincinnati CBSA will serve as a market area covering the Greater Cincinnati area, containing 16 counties; Hamilton, Warren, Clermont, Butler, Clinton and Brown (Ohio), Boone, Campbell, Kenton, Gallatin, Grant, Bracken and Pendleton (Kentucky), and Dearborn, Franklin and Ohio (Indiana).

United States – Used mainly to compare and contrast the other market areas with the nation as a whole.

Prior to examining the trends and opportunities in and around Taylor Mill, it is critical to understand the larger-scale economic and demographic trends occurring in the United States overall. These trends, particularly the demographic shifts, create the opportunities and situations that can influence the study area. These initial trends are summarized below.

National Trends

- Aging baby boomers becoming empty nesters and seeking a greater ease of lifestyle and shorter commutes;
- As a large proportion of the population steadily ages, the effects from their shifting lifestyles will change the living environment for all of us;
- Young Generation X'ers are seeking lifestyle alternatives to their parents, preferring urban locations over more suburban ones;
- There is strong growth in single person and couple households with no children;
- Dwindling leisure time and the desire for shorter commutes;
- Increasing desire for a sense of place and community, often difficult to establish in more recently developed suburban locations;
- Growing evidence of a preference for housing units and neighborhoods with character;
- Business investment in capital programs, such as structures and equipment, have significantly strengthened since the Recession of 2002;
- Increasing housing values have contributed to improving wealth and spending of average households;

- The growth in employment, since the Recession, is low relative to past recovery standards. Productivity enhancing technology is allowing companies to increase output with little to no increase in employment hiring;
- Rising non-wage labor costs (i.e., health care insurance, fuel costs, and regulations) are providing a disincentive to add to payrolls, and may eventually affect wages and labor growth; and
- Globalization has impacted job growth in certain industries, while also forcing downward pressure on prices.

Population Characteristics

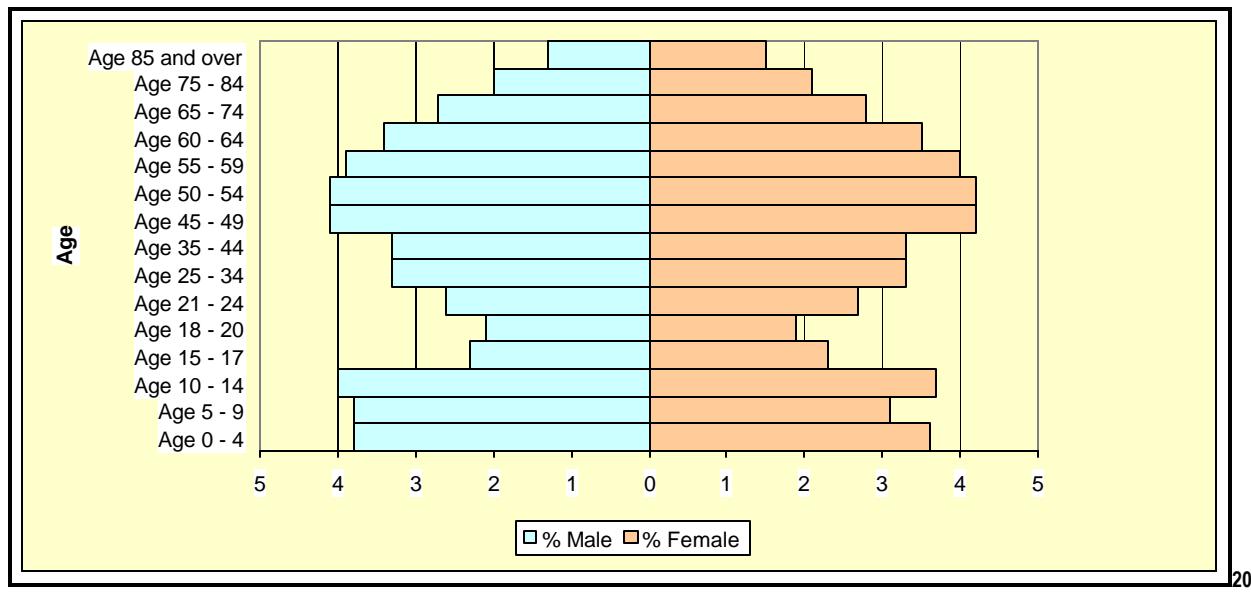
Overall, the population has been increasing steadily in the five study areas.

- Population in the Cincinnati CBSA is projected to grow 2.85 percent to 2,122,320 individuals over the next five years. The majority of this population growth is occurring in rural and suburban areas, similar to that of the subject property.
- Growth over the same period in Kenton County is projected to grow 1.09 percent to 154,569. The population in Kenton County has been on a steady increase for the past fifteen years and is not expected to slow down any time soon.
- The population of the Trade Area is projected to grow 2.11 percent (1,355 individuals) from 2005 to 2010.
- The City of Taylor Mill is projected to grow 2.69 percent (189 individuals) during the same time period.

POPULATION AND GROWTH CHARACTERISTICS					
Population	Taylor Mill	Trade Area	Kenton County	Cincinnati CBSA	United States
2010 Projection	7,219	65,435	154,569	2,122,320	309,574,407
2005 Estimate	7,030	64,080	152,901	2,063,586	295,140,073
2000 Census	6,913	62,568	151,464	2,009,632	281,421,906
1990 Census	5,194	53,727	141,991	1,844,917	248,709,873
Growth 2005-2010	2.69%	2.11%	1.09%	2.85%	4.89%
Growth 2000-2005	1.69%	2.42%	0.95%	2.68%	4.87%
Growth 1990-2000	33.10%	16.46%	6.67%	8.93%	13.15%

Age

From the population pyramid below, we see that the age percentage distribution is arrowhead-shaped which is symbolic of the United States' slow population growth, with the Baby Boomers cluster around the 45 to 59 age groups and their Echo Boom children following in the 18 to 29 age groups. As Kenton County and the remainder of most U.S. ages, the shape of the pyramid will become square to rectangular in shape, thus more evenly distributed, so long as birth rates remain stable and the death rate gradually decreases as health care increases longevity.



05 Kenton County Age Population Pyramid

Within the five market areas analyzed, the age distribution is similar to what is represented at the national level. This age composition parallels the composition throughout all the markets analyzed.

AGE CHARACTERISTICS										
Taylor Mill		Trade Area		Kenton County		Cincinnati CBSA		United States		
2005 Est. Population by Age		7,030		64,080		152,901		2,060,020		
Pop.	Pct.	Pop.	Pct.	Pop.	Pct.	Pop.	Pct.	Pop.	Pct.	
Age 0 - 14	1,532	21.79%	13,877	21.66%	33,370	21.82%	437,576	21.24%	60,780,457	20.75%
Age 15 - 24	943	13.41%	8,749	13.65%	20,261	13.25%	294,463	14.29%	41,523,657	14.17%
Age 25 - 34	830	11.81%	8,517	13.29%	20,913	13.68%	275,650	13.38%	39,892,569	13.62%
Age 35 - 44	1,172	16.67%	9,683	15.11%	23,878	15.62%	323,859	15.72%	44,825,336	15.30%
Age 45 - 54	1,188	16.90%	9,262	14.45%	22,604	14.78%	295,173	14.33%	41,203,696	14.07%
Age 55 - 59	372	5.29%	3,410	5.32%	8,536	5.58%	107,067	5.20%	15,843,401	5.41%
Age 60 - 64	263	3.74%	2,613	4.08%	6,471	4.23%	83,970	4.08%	12,311,562	4.20%
Age 65 and over	730	10.38%	7,969	12.44%	16,868	11.03%	242,262	11.76%	36,869,410	12.59%
2005 Est. Median Age		36.79		35.93		35.80		36.38		
2005 Est. Median Age, Male		35.8		34.38		34.45		34.39		
2005 Est. Median Age, Female		37.7		37.31		37.08		36.87		

Household Characteristics

The household growth is following the same trend as population growth.

- The average household size in the Trade Area (2.45) is similar to that of the other areas analyzed: Taylor Mill (2.68), Kenton County (2.47), Cincinnati CBSA (2.50), and United States (2.59). Taylor Mill stands out as a much more family-oriented area.
- The population and household growth data is reflecting a trend toward declining average household sizes, largely due to the faster growth of households, compared to population for each of the areas analyzed.

HOUSEHOLD GROWTH CHARACTERISTICS					
Households	Taylor Mill	Trade Area	Kenton County	Cincinnati CBSA	United States
2010 Projection	2,708	26,353	62,390	835,013	116,613,104
2005 Estimate	2,626	25,460	61,045	807,971	111,006,738
2000 Census	2,552	24,348	59,444	779,226	105,480,101
1990 Census	1,870	19,905	52,677	688,645	91,947,410
Growth 2005-2010	3.12%	3.51%	2.20%	3.35%	5.05%
Growth 2000-2005	2.90%	4.57%	2.69%	3.69%	5.24%
Growth 1990-2000	36.47%	22.32%	12.85%	13.15%	14.72%
2005 Est. Average Household Size	2.68	2.45	2.47	2.50	2.59

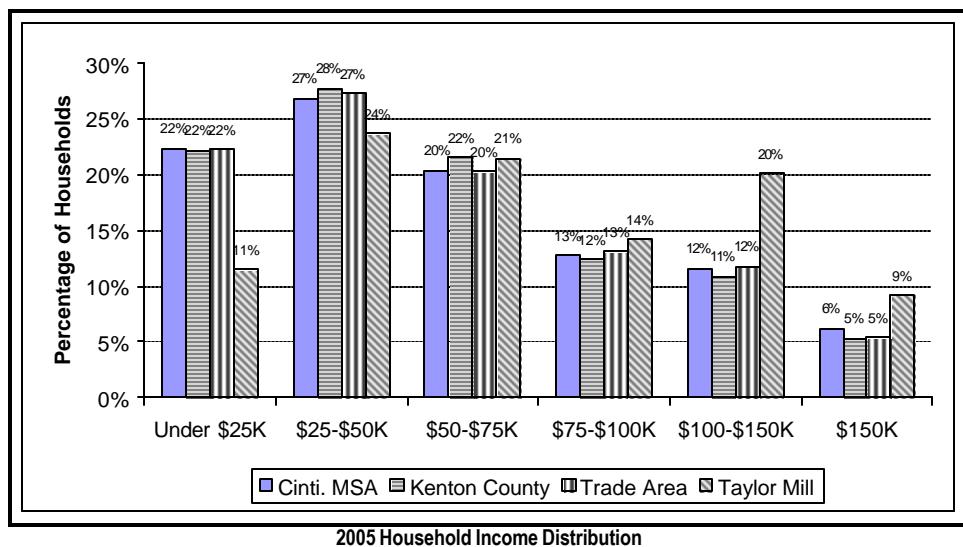
Household Income

Symbolic of how well an area is developing economically can be depicted in the income distribution for households. The income numbers are for money income only, and do not include potential rent payments, in-kind contributions, transfer payments, and others.

- Throughout the five geographic areas, the \$50,000 - \$74,999 range is where most households tend to cluster, with the Trade Area and Taylor Mill representing at 20 percent and 21 percent, respectively.
- The average and median household incomes of Taylor Mill, Trade Area, and Kenton County are keeping up with the region and nation as a whole.

HOUSEHOLD INCOME										
	Taylor Mill		Trade Area		Kenton County		Cincinnati CBSA		United States	
2005 Est. Households by Household Income	2,626		25,460		61,045		803,625		109,949,228	
Pop.	Pct.	Pop.	Pct.	Pop.	Pct.	Pop.	Pct.	Pop.	Pct.	
Income Less than \$15,000	105	4.00%	2,974	11.68%	7,104	11.64%	104,267	12.97%	16,130,768	14.67%
Income \$15,000 - \$24,999	196	7.46%	2,691	10.57%	6,412	10.50%	83,815	10.43%	12,403,013	11.28%
Income \$25,000 - \$34,999	234	8.91%	2,875	11.29%	6,863	11.24%	94,799	11.80%	13,492,889	12.27%
Income \$35,000 - \$49,999	387	14.74%	4,070	15.99%	10,055	16.47%	123,770	15.40%	16,925,181	15.39%
Income \$50,000 - \$74,999	563	21.44%	5,149	20.22%	13,173	21.58%	162,231	20.19%	20,998,051	19.10%
Income \$75,000 - \$99,999	373	14.20%	3,332	13.09%	7,580	12.42%	102,922	12.81%	12,760,539	11.61%
Income \$100,000 - \$149,999	526	20.03%	3,000	11.78%	6,635	10.87%	82,214	10.23%	10,371,033	9.43%
Income \$150,000 - \$249,999	227	8.64%	1,059	4.16%	2,145	3.51%	34,983	4.35%	4,789,131	4.36%
Income \$250,000 - \$499,999	14	0.53%	243	0.95%	776	1.27%	10,301	1.28%	1,422,719	1.29%
Income \$500,000 and more	1	0.04%	67	0.26%	302	0.49%	4,323	0.54%	655,904	0.60%
2005 Est. Average Household Income	\$79,213		\$64,344		\$64,896		\$65,200		\$63,301	
2005 Est. Median Household Income	\$67,354		\$50,585		\$50,169		\$49,414		\$46,475	
2005 Est. Per Capita Income	\$29,589		\$25,779		\$26,057		\$25,663		\$24,092	

From the graph on the following page, the most significant variation in income levels occurs at the under \$25,000 Households, with Taylor Mill consisting of the least proportion of lower income households. In Taylor Mill household income far exceeds the proportional distribution.



Educational Attainment

Educational levels of each of the areas analyzed are similar to one another. With the majority, slightly over 50 percent of the population in each area, having some college level experience.

EDUCATIONAL ATTAINMENT										
2004 Est. Pop. Age 25+ by Educational Attainment	Taylor Mill		Trade Area		Kenton County		Cincinnati CBSA		United States	
	Pop.	Pct.	Pop.	Pct.	Pop.	Pct.	Pop.	Pct.	Pop.	
Some College	892	19.58%	8,826	21.29%	21,336	21.49%	261,617	19.70%	40,291,118	21.14%
Associate Degree	281	6.17%	2,200	5.31%	5,268	5.31%	81,030	6.10%	12,111,867	6.35%
Bachelor's Degree	852	18.70%	6,597	15.91%	14,988	15.10%	214,851	16.18%	29,912,151	15.69%
Master's Degree	401	8.80%	2,637	6.36%	5,613	5.65%	81,541	6.14%	11,317,091	5.94%
Professional School Degree	65	1.43%	732	1.77%	1,816	1.83%	22,624	1.70%	3,784,231	1.99%
Doctorate Degree	34	0.75%	240	0.58%	454	0.46%	12,075	0.91%	1,841,234	0.97%

7.c Land Use Analysis

Highest and best use is shaped by the competitive forces within the market where a property is located. Therefore, the analysis and interpretation of highest and best use is an economic study of market forces focused on the subject property.

This section of the report will determine what land use is most appropriate for the land around the study area to determine the highest and best uses. It starts by evaluating all potential uses and rates those uses according to the use best suited for the subject property. Those product types that rank the highest in their relative score are analyzed via a supply and demand analysis.

In order to answer these questions, a highest and best use analysis was conducted on the study area to select those real estate product types that warrant further analysis. Research was conducted on each selected product type that focused on understanding its current and future characteristics. Those findings will further assist in the supply and demand modeling of each product type.

Location Rating

In the rating procedure, specific criteria are applied to evaluate various potential uses of the subject site. According to the analysis, the subject's location is most suited for community retail, moderately suited for apartment residential and multi-tenant office; slightly suited for light industrial; and least suited for regional retail and manufacturing. Below is a summary of the rating procedure.

The summary of the study area location rating is identified in the table below based upon a range of 0 (lowest) to 24 (highest).

POTENTIAL USE	RELATIVE SCORE
Community Retail	20
Apartment Residential	17
Multi-tenant Office	17
Light Industrial Park	15
Regional Retail	13
Manufacturing	12

Score Range 0 - 24

The site and location analysis indicate that all uses are probable alternatives for the subject site, with the exception of regional retail and manufacturing. Community retail scored the highest primarily due to the amount of pre-existing uses in the area, with apartment residential and multi-tenant office following close behind. Because of the large size of the study area, it was divided into three sub-groups, a northeast section, a southwest section, and a central section. The location rating encompasses all three block groups, however light industrial may not score high in the northeast block as compared to the southwest block, and so forth.

As such, further research is conducted on Community/Neighborhood Retail, Multi-family Apartment Rental, Multi-tenant Office, and Flex/Light Industrial.

Retail Opportunity Summary

The demand and supply analysis indicates a potential oversupply of retail in the Trade Area of Taylor Mill, but there is an opportunity for more healthy retail opportunities given the 80,892 square feet of potential

demand, identified in the table below. When considering the expected population growth within the next five years, there is estimated to be an undersupply of community / neighborhood retail space.

ESTIMATE OF MARGINAL DEMAND FOR RETAIL SPACE AT VARIOUS MINIMUM SALE PSF, 2005			
		2005	2010
Net Oversupply/(Undersupply) of Retail Space			
Low Minimum Sales per Square Foot	at \$175/SF	(146,300)	14,301
Medium Minimum Sales per Square Foot	at \$200/SF	(18,505)	160,346
High Minimum Sales per Square Foot	at \$225/SF	80,892	273,936

This level of retail does indicate a degree of retail opportunities for Taylor Mill. Indeed, much of the retail currently provided is homogenous in its orientation and physical form. Furthermore, there is a portion of Covington's retail space that is becoming physically outdated. None of the existing retail has been developed as part of a physically integrated mixed-use development proving to be an untapped opportunity.

Due to the study area's proximity to the interstate and location along a growing commuting corridor for Independence, KY, a high capture of potential retail growth indicates that the study area could experience approximately an additional 15,000 to 50,000 square feet of community / neighborhood retail space by 2010.

If new retail centers in Taylor Mill are built, the probability of losing sales to existing retail clusters located in Fort Wright, Crestview Hills and Covington is high.

- Shoppes of Fort Wright, is located one exit to the west, approximately two miles from the subject property. The Shoppes at Fort Wright provide additional neighborhood services that cannot be found in the Shoppes at Taylor Mill
- Crestview Hills Towne Center is located two exits to the west, approximately four miles from the subject property. The lifestyle center offers a destination of high-end, national retailers,
- Latonia Centre and Latonia Plaza, located less than one mile north of the subject property in Covington, offers discount oriented retail

Demand Analysis

The profile of the Trade Area for the subject property was obtained from ESRI Business Information Solutions. The data indicated approximately \$365 million in total retail sales within the Trade Area. The sales figures include both center-based sales and freestanding sales. The following table summarizes a supply and demand leakage analysis. Any leakage value greater than \$0.00 signifies an unmet retail service opportunity.

RETAIL MARKETPLACE PROFILE
Taylor Mill Retail Trade Area

	Supply	Demand	Leakage	%	Number of Businesses
Motor vehicles and dealers	\$34,146,045	\$183,361,853	\$149,215,808	81%	14
Furniture and Home Furnishings	7,266,506	19,885,063	12,618,557	63%	9
Electronics and Appliances stores	4,289,560	13,527,260	9,237,700	68%	7
Building materials, garden equip/supply	29,467,217	35,667,316	6,200,099	17%	27
Grocery	104,610,182	126,056,199	21,446,017	17%	31
Specialty Food	650,884	1,867,693	1,216,809	65%	3
Beer, Wine, Liquor	6,390,550	21,343,232	14,952,682	70%	9
Health & personal care	42,109,799	34,079,407	(8,030,392)	-24%	20
Gasoline	71,066,271	79,466,531	8,400,260	11%	13
Clothing	1,427,624	6,333,216	4,905,592	77%	4
Shoe	529,383	1,310,880	781,497	60%	1
Jewelry	1,727,507	4,583,866	2,856,359	62%	4
Sporting Goods/hobby/music	12,253,410	14,614,684	2,361,274	16%	12
Books, Periodicals, and Music	1,603,388	2,071,768	468,380	23%	3
General merchandise	93,438,916	93,703,021	264,105	0%	8
Misc retailers	10,049,787	21,637,989	11,588,202	54%	25
Nonstore	6,197,841	18,701,220	12,503,379	67%	5
Full-service restaurants	2,493,343	59,847,696	57,354,353	96%	0
Limited service restaurants	34,420,291	42,181,393	7,761,102	18%	78
Special food service	4,548,584	11,979,475	7,430,891	62%	3
Drinking Places	2,015,092	8,950,256	6,935,164	77%	13
Total	\$470,702,180	\$801,170,018	330,467,838	41%	289
Less auto	105,212,316	262,828,384	157,616,068	60%	27
Net	\$365,489,864	\$538,341,634	\$172,851,770	32%	262

Source: ESRI, 2006

The categories with the highest unmet demand in the Trade Area are:

- Full-Service Restaurants
- Clothing Stores
- Drinking Establishments
- Electronic and Appliance Stores

The categories with the lowest demand in the Trade Area are:

- Health and Personal Care
- General Merchandise
- Gasoline
- Sporting Goods/Hobby/Music

Outlook

- Short-term: good opportunity for selected redevelopment at the neighborhood and community center level.
- Long-term: outlook for general merchandise retail may diminish as competition moves into the Trade Area.

Strengths

- The subject benefits from its proximity to the major roadways within Taylor Mill and its close proximity to I-275 to the north of the subject property, as well as, I-75 to the west of the subject property;

- Lack of competition for specialty retail in the Trade Area;
- Potential community cultural center would draw an evening crowd;
- Convenient access to interstates and seven miles from the CBD;
- Service-oriented retail, restaurants, banks opportunity;
- Average income over \$60,000 is sufficient to meet minimum requirements for many retailers; and
- Maintaining Remeke's (or a grocery store, in general) presence is important to ensure center's likelihood of success, in addition to its L-shaped design.

Weaknesses

- Low visibility from freeway;
- The new construction of the Shoppes at Fort Wright, one exit west, offering community oriented retail; and
- Redirection of KY 16 may place undue burden upon Shoppes of Taylor Mill, because of limited visibility of northbound traffic.

Apartment Rental Opportunity Summary

The Northern Kentucky Multi-Family Apartment market continues with relatively flat growth. Colliers reports a total of 13,850 units in the three counties that make up Northern Kentucky: Boone, Kenton, and Campbell.

The table below provides insight to the multi-family market in the Trade Area of Taylor Mill. The chosen properties represent the newest (built after 1990) high-end complexes in the area.

Trade Area Apartment Complexes								
Property	City	Units	Year Built	Rent		Price/SF		Occupancy
				Low	High	Low	High	
Aspen Pines	Wilder	204	2002	\$705	\$1,399	\$0.70	\$0.85	%
The Farm at Taylor Mill & Farm Apts.	Taylor Mill	236	1992	\$720	\$780	\$0.82	n/a	89%
Fox Chase South	Southgate	120	1997	\$750	\$785	\$0.74	n/a	95%
Grandview Summit	Crestview Hills	288	1997	\$760	\$1,300	\$0.63	\$0.82	88%
Hampton Farms	Highland Heights	288	1991	\$610	\$740	\$0.72	\$0.96	91%
Highland Ridge Apartments	Highland Heights	180	1993	\$950	\$820	\$0.78	\$0.88	n/a
Vista Pointe Apartments	Wilder	98	1994	\$520	\$1,093	\$0.66	\$0.73	n/a
Total/Average		1414	1995	\$716	\$988	\$0.72	\$0.85	91%

Note: Oxford Hill Apartments, located in Taylor Mill, was built before 1990, thus not included in analysis
Source: *Property Advisors Research, 2006*

Demand Analysis

Below is a Supply and Demand forecast calculation. According to the calculations, the market is currently undersupplied in the Trade Area.

MULTI-FAMILY APARTMENT TRADE AREA DEMAND ANALYSIS					
	2005	2006	2007	2008	2009
Households /1	25,460	25,683	25,909	26,136	26,365
Percentage Renter Households	28.9%	28.9%	28.9%	28.9%	28.9%
Total Demand for Multi-Family Housing	7,368	7,433	7,498	7,564	7,630
Household Affordability Percentage/2	66.50%	66.50%	66.50%	66.50%	66.50%
Occupancy	91.0%	91.0%	91.0%	91.0%	91.0%
Rental Units in Large-Scale Complex	75.0%	75.0%	75.0%	75.0%	75.0%
Total Demand for MF Housing Units	3,344	3,373	3,403	3,433	3,463
Total Competitive Supply	1,414	1,414	1,414	1,414	1,414
Net Supply Shortage (Net Supply Excess)	1,930	1,959	1,989	2,019	2,049

1/ Assumes 0.70% annual increase in households, according to Claritas estimates
 2/ Household incomes over \$35,000

Determining Supply Excess/Shortages:

- The Trade Area's current competitive supply (apartments built after 1990 within 4-miles) is 1,414 units. We did not include apartment complexes that were built before 1990, because the type of individual that would likely reside in a new complex built on the study site would, due to limited household income means. To our knowledge, there are no plans for additional units to contribute to supply. Therefore, the current supply is carried through the 5-year forecast (2005-2009).
- The current competitive supply is then subtracted from the determined demand in order to calculate the shortage or excess. In year one (2005), the Trade Area shows an excess of 1,930 units and steadily increases as demand increases.

Demand is presented for the most recent, mid to high-end units, typical of those that would be constructed on the subject property. As the analysis reports, there is currently a shortage of units in the Trade Area. The Trade Area represents 25,460 households, 29 percent of which (7,368) are considered renters. These households would have to be included in the development, in addition to those potentially outside the Trade Area. The Trade Area's ability to draw from a broader geography of potential tenants could also be a lynchpin for its success. If all factors taken into consideration accomplish this goal, the ability to provide multi-family apartment housing with higher rental rates with positive absorption could be achieved.

Outlook

As future apartment projects are planned, two considerations that should be addressed are a more highly mobile population and a shrinking household size. These demographic changes indicate the multi-family housing industry should focus on strategies to retain residents longer or permanently through high-end amenities.

Multi-tenant Office Opportunity Summary

In order to satisfy the report's objectives, we have designated the market area of our analysis to include the four mile trade area from the study area. In this section, we describe the likely relationship between estimated potential employment growth and the estimated future demand for office building space. We then compare these demand projections to estimates of supply. We do so to identify whether the supply of space is sufficient to meet anticipated demands for the space. One demand model was developed that would cover regional demand, as well as local demand.

An important assumption that was made during the model's development was that all necessary infrastructure improvements will be made in the near future.

Every demand model has its limitation based upon assumptions used in its development, as well as the quality of the data used. For example, our Taylor Mill Trade Area demand model is based upon historical absorption rates and office employment growth. The data used was from Grubb & Ellis and CoStar's office survey, Economy.com's *Precis Metro Forecast*, and Bureau of Labor Statistic's (BLS) employment growth estimates.

The table below provides the projected growth of Taylor Mill's office market requirements for office space over the next five years based on historical absorption rates and employment growth. Based upon an absorption-to-job growth ratio, at 140 square feet per office worker ratio was developed that projected a potential demand of 19,201 square feet of office space per year for the Taylor Mill office market. This is a market that CoStar currently reports to have 1,800,000 square feet of office space with just over 200,000 square feet vacant (11 percent). Furthermore, based upon all of the previous research completed to date, it is believed that if a development were to be constructed within the subject area/project area, it would be able to achieve an annual market penetration of 10 percent of the Taylor Mill office market new office development.

Years	Cinti. MSA Projected Annual Office Job Growth	Total MSA Office Demand, Based on S.F. Factor of 139.5/ S.F.	Additional Demand for Build to Suit Office Space (40%)	Taylor Mill Historical Office Core Capture Rate	Taylor Mill Office Demand (SF)	Subject Area Penetration Assuming a 10% Capture (SF)
2006 - 2010	5,563	775,828	310,331	1.8%	19,201	1,920

Due to the subject area's proximity along the interstate and with limited visibility potential, we have assigned a 10 percent rate of the Taylor Mill Office Market. This assumption derives a very limited 1,920 square feet of annual office space potential currently exists.

The table below presents the expected annual growth of the Taylor Mill office market. Based upon expected employment growth for the Taylor Mill office market area and existing office vacancy levels, the office market is over-saturated. However, despite a negative 181,000 square feet of office space, the vacancy rate for the office market area is at 11 percent, signaling that there is potential for limited construction. There could be some pent-up demand in the market, given Taylor Mill's proximity in the market place and future household growth to the south.

OFFICE DEMAND ABSORPTION FORECAST Taylor Mill KY 16 Study Area					
Year End	2006	2007	2008	2009	2010
Taylor Mill Annual Office Demand in SF	19,201	19,201	19,201	19,201	19,201
Total current available space	(200,378)	(181,177)	(161,977)	(142,776)	(123,575)
Net Excess (Vacancy)/Demand	(181,177)	(161,977)	(142,776)	(123,575)	(104,375)

1 / Economy.com job increase estimates

2 / CoStar Group

Office Analysis Conclusion

The market analysis suggests that there is a slight oversupply of office space for current real estate needs. However given adequate time, in the long-term (5-10 years), it is believed that there is a much stronger opportunity for office construction to succeed within the subject area, especially as the amount of very accessible office land decreases.

Office Benefits

- Long term future is positive for the office market; U.S. is heading toward a high tech / service oriented economy;
- Taylor Mill is poised for office employment growth, due to its positioning along I-275, and future household growth could attract office users, however, not in the short-term;
- When compared to other land uses, office use effects are minimal.

Light Industrial Opportunity Summary

The Taylor Mill area's strengths as an industrial location could eventually have a mixed impact. On one hand it represents an unfavorable adjacent land use for residential locations (which are gradually starting to move into the area), while on the other hand, it represents employment opportunities for local area residents. As such, industrial demands were calculated on a square foot basis and then translated into anticipated jobs to understand the overall impact. The proximity to transportation access (SR 32) makes the area ideal for industrial land use, but topographical issues and utility infrastructure investment may be significant.

In this section, we describe the likely relationship between estimated potential employment growth and the estimated future demand for flex / light industrial building space. We then compare these demand projections to estimates of supply. We do so to identify whether the supply of space is sufficient to meet anticipated demands for the space. One demand model was developed that would cover regional demand, as well as local demand.



Flex / Light Industrial Example



Flex / Light Industrial Example

Every demand model has its limitation based upon assumptions used in its development, as well as the quality of the data used. For example, our Clermont County demand model is based upon historical absorption rates and industrial employment growth. The data used was from CoStar's industrial survey, Economy.com's *Precis Metro Forecast*, Woods & Poole 2005 State Profile, and Bureau of Labor Statistic's (BLS) employment growth estimates.

The table below provides the projected growth of the study area's industrial market requirements for industrial space over the next five years based on historical absorption rates and employment growth. An absorption-to-job growth ratio of 1,257 square feet per industrial worker ratio projected a potential demand of 43,408 square feet of industrial space per year for the Kenton & Campbell County industrial market. This is a market that CoStar currently reports to have nearly 8,000,000 square feet of industrial space with 122,000 square feet vacant.

Based upon all of the previous research completed to date, it is believed that if a Taylor Mill Industrial Park development were to be constructed (once utility infrastructure improvements have been made), it would be able to achieve an annual market penetration of 45 percent of Kenton and Campbell County's new industrial development.

Years	Cinti. MSA Projected Annual Industrial Job Growth	Total MSA Industrial Demand, Based on S.F. Factor of 1257/ S.F.	Additional Demand for Spec. Industrial Space & Market Response (30%)	Kenton/Campbell County Historical Industrial Core Capture Rate (0.014) Adjusted ('00, '03, '04, '05)	Kenton/Campbell County Industrial Demand	Taylor Mill Market Penetration Assuming a 45% Capture (SF)
2006 - 2011	1,642	2,064,441	619,332	1.62%	43,408	19,534

Utilizing the annual absorption of 20,000 square feet for the proposed development, we estimate that by Year 2011, an excess of over 100,000 square feet of vacant space could continue to remain on the market. This represents an extremely low vacancy rate of approximately 1 percent, justifying some speculative multi-tenant industrial space construction. Industrial demand will emanate from two primary sources: manufacturing and flex/light industrial space. National and regional distribution / warehouse space is unlikely for the Taylor Mill area, due to adjacent uses, however there appears to be potential for flex/light industrial construction within the next three to four years.

Industrial Analysis Conclusion

The market analysis suggests that the Kenton and Campbell County submarket is fortunate to have an extremely low vacancy, similar to Greater Cincinnati. However, vacant "site ready" industrial land throughout Greater Cincinnati is recognized as a future concern within the real estate industry. This is considered an opportunity that Taylor Mill could capitalize on over the next few years so long as they are willing to make the financial commitment and would accept flex / light industrial uses locating within the study area.

Industrial development tends to be owner occupied (unlike office that typically is leased), thus industrial construction is required only when a user's business growth can support such an long term investment or low vacancy and higher lease rates support speculative development.

Taylor Mill's assets include close proximity to downtown Cincinnati, excellent access to I-275, and a low industrial vacancy rate. These factors were all considered in the model's development. Largely due to the region's challenging topography, industrial development has grown at a slow pace compared to other

regions of Greater Cincinnati. Based on the result of an annual average demand of approximately 20,000 square feet and the low residual demand (vacancy rate of 1.5 percent in the submarket), estimates are that the market conditions are ripe for industrial construction. If attractive land were available in the Taylor Mill area, estimates are that the annual demand could support construction of industrial space within the next three to four years, given current conditions.

Industrial Benefits

- Long term future is moderate for the industrial market; U.S. is heading toward a high tech / service oriented economy;
- Taylor Mill is poised for greater industrial construction growth, due to its positioning along I-275, and future household growth attracting additional industrial employees to the south;
- Taylor Mill's proximity (easy access to I-71/75) in the Greater Cincinnati area provides a competitive advantage to other locations (i.e., Clermont County across the river); and
- More suitable industrial land is located along Decoursey and Locust Pikes, as an alternative to the study area, however extremely high access and infrastructure investment is likely to make industrial construction cost prohibitive.

7.d Concluding Statements

Strengths and Challenges

Below are the strengths and weaknesses identified for the Northeast Section of the study area. Consideration is given towards each location's proximity to highway access, user preferences, acreage, neighboring uses, topography, configuration, and available land.

NORTHEAST BLOCK EXISTING AND POTENTIAL STRENGTHS AND WEAKNESSES				
	Level of Opportunity		Subject Area Strengths	Subject Area Challenges
	Short-Term (1-5 Years)	Long-Term (5-10 Years)		
Community/Neighborhood Retail	XXX	XXXX	Good KY 16 & Taylor Mill visibility, 20,000+ vehicles per day and improving to 33,600 vehicles after KY 16 improvements; location is an ideal bed-room community "get it and go" real estate option; good existing neighborhood retail tenant quality; primary destination for all of Taylor Mill; immediately off of interstate; other community based retailers could be absorbed into market; and low vacancy at Shoppes @ Taylor Mill further affirms opportunity for more absorption.	Rerouting of KY 16 will restrict visibility to any development; steep grade of improved KY 16 is and will be a serious concern for current and future retailers that may impact vacancy rates; increasing speed limits along Old Taylor Mill will further impede retail opportunity; nearby regional retail clusters offer perceived lower cost options and variety;
Apartment Rental	XX	XXX	Located within very attractive proximity to I-275 and downtown Cincinnati; Farm Apartments is approx. 90% occupied with avg. \$700/month rates; surrounding market could support additional multi-family development; lack of new apartment product existing in Northern Kentucky market; adequate existing amenities nearby; short-term stay opportunity could exist for Fidelity employees as company continues to grow; and close proximity to downtown and Northern Kentucky employers.	Current multi-family improvements are beginning to age, topography could cause problems for future development; rerouting of KY 16 will restrict visibility to any development; adequate existing amenities are nearby; steep grade of improved KY 16 is and will be a serious concern for current and future multi-family developers that may impact vacancy rates; and long-term vacancy issues.
Multi-tenant Office	XX	XX	Potential visibility opportunity due to adjacency to I-275, I-275/KY 16 quadrant could support office development, all necessary utilities are nearby, a few parcels may offer easy assemblage potential; within one mile of interstate access; nearby shopping opportunities; flat topography; attractive real estate option for Taylor Mill; by end of decade Fidelity expects to hold 4,700 employees at 188-acre campus; and leverage service providers of Fidelity due to proximity.	Multiple property owners could cause problems with assembling adequate amount of land; Northern Kentucky office market vacancy is over 20% and over-supplied; may be five years until office market opportunity exists, topographical issues will increasingly restrict opportunity for community-serving office development (Taylor Mill household growth); thus office employer recruitment should increasingly focus on regional and national office employers.
Light Industrial	X	X	Current Greater Cincinnati industrial market conditions are very favorable for industrial construction; lack of light industrial supply exists due to rapidly decreasing vacancy rates; necessary utilities are nearby but add'l improvements may be required depending upon industrial use; community may need to have greater diversity of land uses; immediately off of interstate; 5 miles to I-275 and 4 miles to I-471; and shopping and restaurant opportunities nearby.	Inadequate amount of land; may not be highest and best use of site; and potential lack of public support for industrial use at site.
Regional Retail	X	X	All necessary utilities are nearby; study area is immediately off of interstate; future projected traffic counts @ Taylor Mill and Old Taylor Mill intersection is 33,600 which meet minority of national retailer site selection requirements; greenspace behind Shoppes @ Taylor Mill could present opportunities in future for further retail expansion of Shoppes @ Taylor Mill; and adequate visibility of I-275/KY16 SW quadrant presents some retail opportunities.	Taylor Mill regional trade area is saturated at all levels of retail space; more attractive alternative retail options (Crestview Hill Town Center, Shoppes of Ft. Wright, and proposed Northern Kentucky University activity complex) on level topography prevent additional retail construction in Taylor Mill; no visibility from interstate prevent national retailer attraction; current low traffic counts affirm previous statement; assemblage of necessary land may prove challenging; and current retail supply far exceeds regional trade area demands.
Manufacturing	X	X	Limited opportunities	Site ratings identify that this is not a manufacturing location; and significant utility infrastrucuter investment may be required.

Key: 'X' denotes weak opportunity, 'XXX' denotes moderate opportunity and 'XXXXX' denotes strong opportunity.

As above, the table below identifies the strengths and weaknesses for the Central Section of the study area.

CENTRAL CORE EXISTING AND POTENTIAL STRENGTHS AND WEAKNESSES				
	Level of Opportunity		Subject Area Strengths	Subject Area Challenges
	Short-Term (1-5 Years)	Long-Term (5-10 Years)		
Community/Neighborhood Retail	XXXX	XXXX	Great KY 16 & Taylor Mill visibility, 20,000+ vehicles per day and improving to 33,600 vehicles after KY 16 improvements; good existing neighborhood retail tenant quality; primary destination for all of Taylor Mill, immediately off of interstate; visibility for south bound KY 16 traffic is good, additionally community based retailers could be absorbed into market, and low vacancy at Shoppes @ Taylor Mill further affirms opportunity for more absorption.	Rerouting of KY 16 will restrict visibility to any development; steep grade of improved KY 16 is and will be a serious concern for current and future retailers that may impact vacancy rates; Central Core topography slopes downward thus restricting visibility for south bound KY 16 traffic; increasing speed limits along Old Taylor Mill will further impede retail opportunity; nearby regional retail clusters offer perceived lower cost options and variety;
Apartment Rental	XX	XXX	Located within very attractive proximity to I-275 and downtown Cincinnati; Farm Apartments is approx. 90% occupied with avg. \$700/month rates; surrounding market could support additional multi-family development; lack of new apartment product existing in Northern Kentucky market; adequate existing amenities nearby; short-term stay opportunity could exist for Fidelity employees as company continues to grow; and close proximity to downtown and Northern Kentucky employers.	Current multi-family improvements are beginning to age, Central Core is considered more of the retail location; potential as a mixed use (residential/retail development); rerouting of KY 16 will restrict visibility to any development; adequate existing amenities are nearby.
Multi-tenant Office	XX	XXX	Good visibility opportunity within project area, sufficient land exists to support an office development, easy assemblage potential, within one mile of interstate access; fairly flat topography; attractive real estate option for Taylor Mill; by end of decade Fidelity expects to hold 4,700 employees at 188-acre campus; potential mixed use development (retail and office); and leverage service providers of Fidelity due to proximity.	Northern Kentucky office market vacancy is over 20% and oversupplied; may be five years until office market opportunity exists, topographical issues will increasingly restrict opportunity for community-serving office development (Taylor Mill household growth), thus office employer recruitment should increasingly focus on regional and national office employers.
Light Industrial	X	X	Current Greater Cincinnati industrial market conditions are very favorable for industrial construction; lack of light industrial supply exists due to rapidly decreasing vacancy rates; community may need to have greater diversity of land uses; immediately off of interstate; 5 miles to I-275 and 4 miles to I-471; and shopping and restaurant opportunities nearby.	Not highest and best use of site; and potential lack of public support for flex/light industrial use at site.
Regional Retail	X	X	All necessary utilities are nearby; study area is immediately off of interstate; future projected traffic counts @ Taylor Mill and Old Taylor Mill intersection is 33,600 which meet minority of national retailer site selection requirements, greenspace behind Shoppes @ Taylor Mill could present opportunities in future for further retail expansion of Shoppes @ Taylor Mill; and adequate visibility of I-275/KY16 SW quadrant presents some retail opportunities.	Taylor Mill regional trade area is saturated at all levels of retail space; more attractive alternative retail options (Crestview Hill Town Center, Shoppes of Ft. Wright, and proposed Northern Kentucky University activity complex) on level topography prevent additional retail construction in Taylor Mill; no visibility from interstate prevent national retailer attraction; current low traffic counts affirm previous statement; assemblage of necessary land may prove challenging; and current retail supply far exceeds regional trade area demands.
Manufacturing	X	X	Limited opportunities	Site ratings identify that this is not a manufacturing location

Key: 'X' denotes weak opportunity, 'XXX' denotes moderate opportunity and 'XXXX' denotes strong opportunity.

As above, the table below identifies the strengths and weaknesses for the Southwest Section block of the study area.

SOUTHWESTERN BLOCK EXISTING AND POTENTIAL STRENGTHS AND WEAKNESSES					
	Level of Opportunity		Subject Area Strengths	Subject Area Challenges	
	Short-Term (1-5 Years)	Long-Term (5-10 Years)			
Community/Neighborhood Retail	XX	XX / XXX	Average KY 16 & Taylor Mill visibility (depending upon location), 20,000+ vehicles per day and improving to 33,600 vehicles after KY 16 improvements; frontage along relocated KY 16 will permit a retail "get it and go" real estate option; opportunities may exist (depending upon topography) along certain land that offers frontage along improved KY 16 especially where stop lights are placed; very close to interstate interchange; additional community based retailers could be absorbed into market, and low vacancy at Shoppes @ Taylor Mill further affirms opportunity for more absorption.	Rerouting of KY 16 will restrict visibility to any development with the exception of land just south of the Farm Apartments; steep grade of improved KY 16 is and will be a serious concern for current and future retailers that may impact vacancy rates; increasing speed limits along Old Taylor Mill will further impede retail opportunity; and nearby regional retail clusters offer perceived lower cost options and variety.	
Multi-family Residential	XX	XXX	Located within very attractive proximity to I-275 and downtown Cincinnati; opportunity for The Farm is that Phase One development is first visible development for south-bound traffic; Farm Apartments is approx. 90% occupied with avg. \$700/month rates; surrounding market could support additional multi-family development; lack of new apartment product existing in Northern Kentucky market; adequate existing amenities nearby; land situated further west of new KY 16 is suited for residential development; short-term stay opportunity could exist for Fidelity employees as company continues to grow; and close proximity to downtown and Northern Kentucky employers.	Relaxation of signage restrictions to make apartment complex visible may be necessary to prevent a decrease in vacancy that may result from improved KY 16; current multi-family improvements are beginning to age compared to alternative Northern Kentucky locations, topography could cause problems for future development; rerouting of KY 16 will restrict visibility to any development; adequate existing amenities are nearby; steep grade of improved KY 16 is and will be a serious concern for current and future multi-family developers that may impact vacancy rates; and long-term vacancy issues.	
Multi-tenant Office	X	XXX	A few parcels may offer easy assemblage potential, close proximity to interstate access; nearby shopping opportunities; by end of decade Fidelity expects to hold 4,700 employees at 188-acre campus; and leverage service providers of Fidelity due to proximity. Area is more suited for single user office development (similar to Fidelity corporate park) than multi-tenant office development.	A significant investment in utility infrastructure is present; multiple property owners could cause problems with assembling adequate amount of land; Northern Kentucky office market vacancy is over 20% and over-supplied; may be five years until office market opportunity exists; very challenging topography issues; lacks competitive visibility compared to alternative sites; topographical issues will increasingly restrict opportunity for community-serving office development, thus office employer recruitment should increasingly focus on regional and national office employers.	
Light Industrial	XX	XXX	Sufficient amount of land exists, yet dependent upon topography; alternative route to KY 17 may be only hope for this use; current Greater Cincinnati industrial market conditions are very favorable for industrial construction; skilled and adequate employee base resides nearby; similar land use of Pioneer Valley Industrial Park is nearby; lack of light industrial supply exists due to rapidly decreasing vacancy rates; community may need to have greater diversity of land uses; immediately off of interstate; 5 miles to I-275 and 4 miles to I-471; and shopping and restaurant opportunities nearby.	A significant investment in utility infrastructure is present; potential for lack of public support for industrial use at site; very challenging topography; and improved KY 16 steep grade is not attractive for truck traffic.	
Regional Retail	X	X	Future projected traffic counts @ Taylor Mill and Old Taylor Mill intersection is 33,600 which meet minority of national retailer site selection requirements.	Taylor Mill regional trade area is saturated at all levels of retail space; more attractive alternative retail options (Crestview Hill Town Center, Shoppes of Ft. Wright, and proposed Northern Kentucky University activity complex) on level topography prevent additional retail construction in Taylor Mill; no visibility from interstate prevent national retailer attraction; current low traffic counts affirm previous statement; topography is very challenging; assemblage of necessary land may prove challenging; and current retail supply far exceeds regional retail trade area demand.	
Manufacturing	X	X	Close proximity to interstate; skilled and adequate number of employees are nearby; if assemblage is possible there exists available land for development.	Potential for lack of public support for industrial use at site; very challenging topography; significant infrastructure investment may be necessary; and improved KY 16 steep grade is not attractive for truck traffic.	

Key: 'X' denotes weak opportunity, 'XXX' denotes moderate opportunity and 'XXXX' denotes strong opportunity.

Land Use Opportunity Summary

The table below summarizes the Northeast Section's proposed land use opportunities and their unit growth that could be expected in the short-term (1-5 Years) and long-term (6-10 Years).

NORTHEAST BLOCK'S DEVELOPMENT OPPORTUNITIES			
Land Use Opportunities	Short-Term Demand Potential	Long-Term Demand Potential	Land Use Considerations
Commercial/Neighborhood Retail	5,000 - 15,000 SF (add'l space)	40,000-60,000 SF (add'l space)	Success of retail would be dependent upon frontage and adequate visibility at Taylor Mill Road and relocated KY 16 intersection. Opportunity for mixed use development with street level retail and office above.
Multi-family Apartment	50-70 Units	50-100 Units	NE Block is more suited for retail and/or office. If mixed use development, residential above retail is an option or if stand alone multi-family, the use would be better positioned to the eastern portion of the NE block. Tradeoff is too many rental units in study area.
Multi-tenant Office	0 SF	60,000-90,000 SF	The short-term outlook for office is poor, and a reevaluation of the office market is suggested in the long-term. The long-term outlook may improve as the entire Northern Kentucky and Greater Cincinnati office market improves and existing excess space is absorbed or removed.
Light Industrial	0 SF	0 SF	Not Highest and Best Use

The table below summarizes the Central Section's proposed land use opportunities and their unit growth that could be expected in the short-term (1-5 Years) and long-term (6-10 Years).

CENTRAL CORE'S DEVELOPMENT OPPORTUNITIES			
Land Use Opportunities	Short-Term Demand Potential	Long-Term Demand Potential	Land Use Considerations
Commercial/Neighborhood Retail	10,000 - 20,000 SF (add'l space)	20,000-30,000 SF (cumulative for central core)	A grocery store presence increases community / neighborhood center's likelihood of success, as well as an L-shape design. Important to have only one retail center for the study area.
Apartment Rental	50-75 Units	75-120 Units	Limited potential in short term, but long-term has potential. A mixed use development could work with retail on lower level and rental above.
Multi-tenant Office	0 SF	30,000	SW Block is more suited for a single tenant campus, than multi-tenant office cluster.
Light Industrial	0 SF	0 SF	Not highest and best use of site.

The table below summarizes the Southwest Section's proposed land use opportunities and their unit growth that could be expected in the short-term (1-5 Years) and long-term (6-10 Years).

SOUTHWEST BLOCK'S DEVELOPMENT OPPORTUNITIES			
Land Use Opportunities	Short-Term Demand Potential	Long-Term Demand Potential	Land Use Considerations
Commercial/Neighborhood Retail	10,000 - 20,000 SF (add'l space)	20,000-30,000 SF (cumulative)	With rerouting of KY16, property with frontage along south side of Old Taylor Mill and at intersections offer retail opportunities in the future.
Apartment Rental	50-75 Units	150-200 Units	Limited potential in short term, but long-term has potential. Tradeoff would be too many apartment units in study area.
Multi-tenant Office	0 SF	30,000	SW Block is more suited for a single tenant campus, than multi-tenant office cluster.
Light Industrial	20,000 - 60,000 SF	60,000 + SF	Light industrial use is likely to prove an impossible sell to the adjacent single family residential homes, and significant utility infrastructure investment also decreases potential for success. Success would be dependent upon buffering.

Chapter 8- Public Workshops & Preliminary Alternatives Development

8.a Public Workshop Overview

The public was invited to a two-day workshop conducted on April 4th and 5th at the City's Firehouse. Woolpert, Inc. conducted a two-day workshop whose purpose was to share the information that the design team had gathered for the study area, review and refine the project's goals, define a community vision for the study area, and to gain input from residents, business and property owners on potential land use strategies.

Forty-five people attended the first evening of the workshop. Jill Bailey, from the City of Taylor Mill, opened the workshop by giving an overview of the project and the goals of the Land Use Study. Representatives from Woolpert discussed the project in greater detail by presenting several maps of the City. The maps included information such as existing land uses, zoning, topography, circulation and parking, etc.

Those in attendance were then asked to participate in work exercises. The attendees were formed into small groups of 6-10 people, and were presented with 3 questions to discuss and answer within the groups. The following questions were asked:

1. What are your goals for the future study area?
2. What changes or improvements would you like to see in the study area?
3. What are the greatest challenges for the future of the study area?

Each group had approximately 20 minutes to discuss each question before presenting their thoughts and ideas to the entire workshop group. The goals, areas of improvements, and challenges were recorded for reference, and used as a guide to help the planning team develop three alternative land use plans on the following day. A summary of the comments from Public Workshop #1 are located in Chapter 9, and the meeting minutes are in Appendix B.

The second public workshop featured an informal open house to review the three land use alternatives that were developed during that day by the planning team. An existing land use plan, conservation and greenspace plan, and three preliminary land use alternatives were developed. The intent of the preliminary land use plans was to illustrate the varying degrees of land use change that could occur over time as a result of physical and market conditions within the study area. Attendees were invited to walk around, view the preliminary alternatives and supporting plans and comment on the land use alternatives.



Public Workshop April 4, 2006. Source: City of Taylor Mill 2006

Public input was important to the development of viable land use options as the study progressed. Comments and input received during both stakeholder interviews and the workshop were used to test and refine the potential land use options for the study area.

The following is a summary of the preliminary land use alternatives that were developed by the planning team on April 5, 2006. A summary of the comments from Public Workshop #2 are located in Chapter 9 and the meeting minutes are in Appendix C.



*Development of Preliminary Alternatives at Pride Park April 5, 2006.
Source: Woolpert, Inc. 2006*



Public Workshop April 5, 2006. Source: Woolpert, Inc. 2006

8.b Preliminary Alternatives

The **Existing Land Use Plan** (Figure 13) shows existing land uses and their relationship to the new KY 16 road realignment and future road right-of-way. Current land uses consist of neighborhood retail, single family residential, multi-family residential and undeveloped land. The plan also indicates sub-areas within the study boundaries with their size in acres and the percentage of steep slopes.

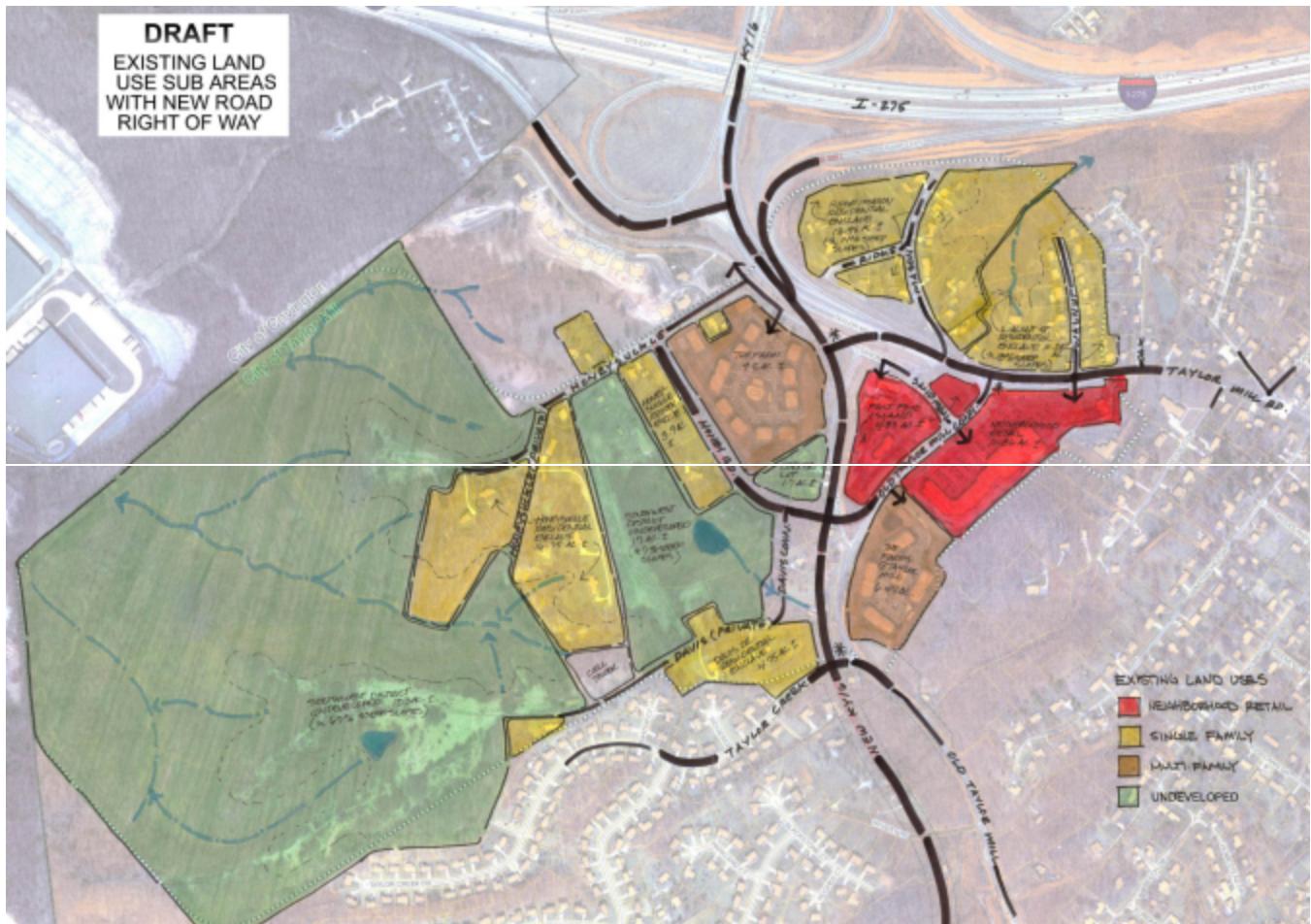


Figure 13

The **Conservation and Greenspace Plan** (Figure 14) identifies opportunities for conservation areas on steep hillsides and ravines and a system of connecting green spaces or corridors. Sidewalks, community gateways, and a bikeway are also shown on this diagram. The bikeway and sidewalks link the residential neighborhoods to the conservation areas as well as to the existing neighborhood retail area, community buildings and Pride Park along Taylor Mill Road.

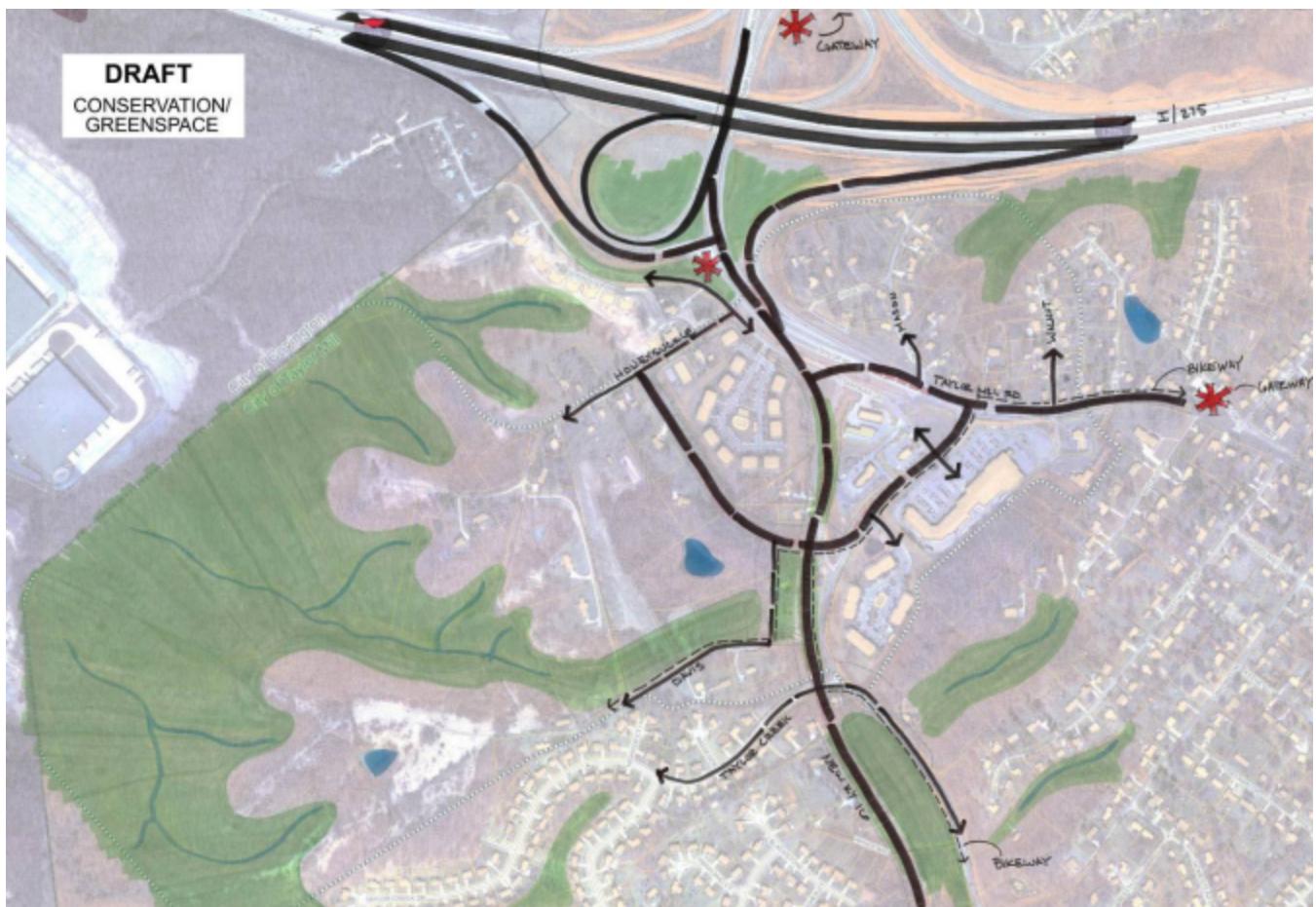


Figure 14

Land Use Alternative 1 (Figure 15) represents minimal change to existing zoning within the study area. The plan is consistent with the current Kenton County Comprehensive Plan in its depiction of future land uses and conservation areas on steep hillsides and ravines. In this land use alternative, existing land uses remain and development of existing undeveloped parcels would occur consistent with current zoning with little response to changes in the transportation system and property access with the realignment of KY 16. The land west of the new KY 16 and Honey Road is proposed as single-family residential with conservation areas along the steep hillsides. The multi-family residential land use would extend to the new corner of Honey Drive and KY 16 providing the potential for an alternative access route to The Farm Apartments. The north side of Davis Drive could remain residential or a buffer area and greenway connection to a bikeway along Old Taylor Mill Road and the Shoppes at Taylor Mill could be developed as shown on the plan. Gateways are located at the City's entry points, to create identifying features as one enters and leaves Taylor Mill and the study area.

Pros:

- Is consistent with much of the existing land use,
- Conservation areas on hillsides and ravines are preserved,
- Existing residential enclaves remain unchanged.

Cons:

- Land uses do not respond to the new KY 16 alignment and changing access.
- No new neighborhood retail or office opportunities are accommodated.
- Allows for additional single-family residential development with high infrastructure and service needs at southwest sector.

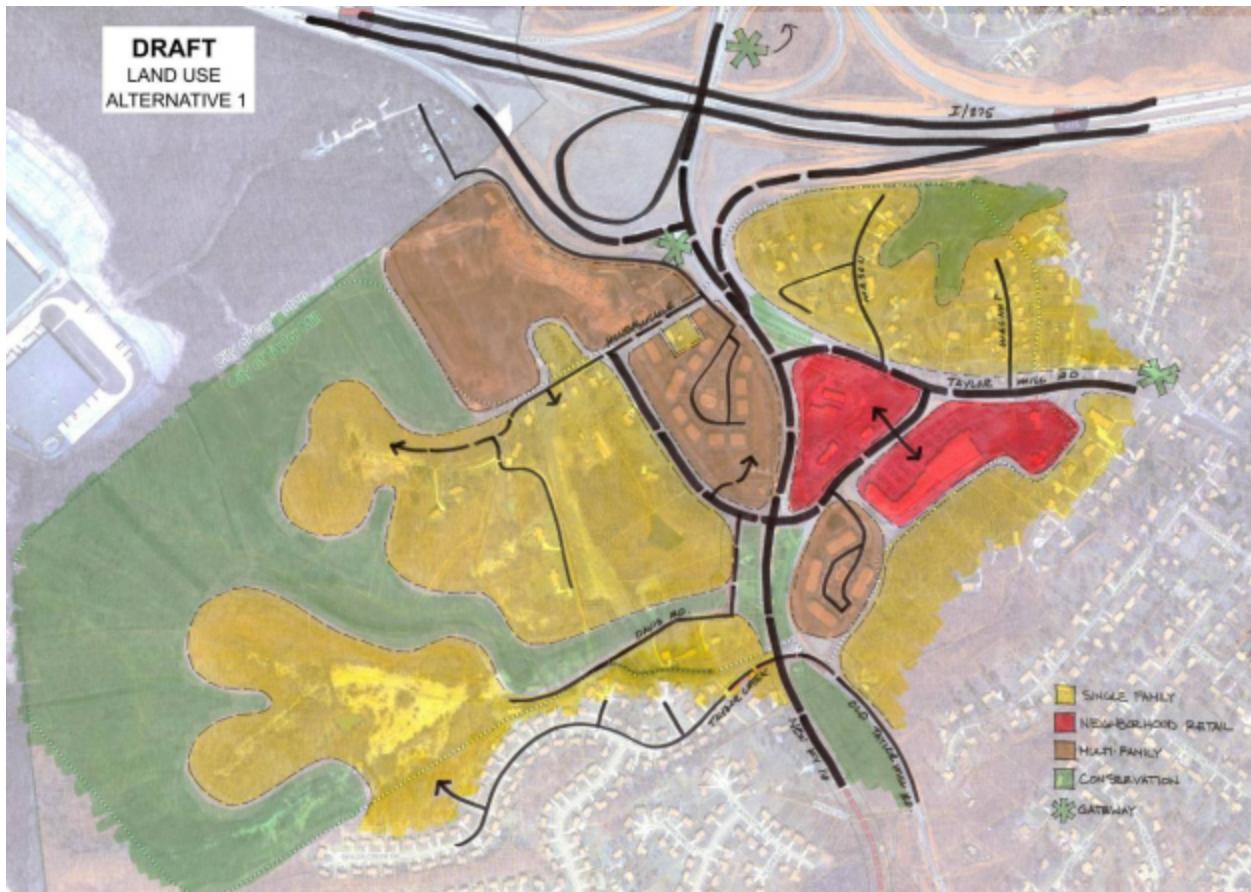


Figure 15

Land Use Alternative 2A (Figure 16) proposes several land use changes along the new KY 16 realignment and along Taylor Mill Road across from the existing neighborhood retail area. These modifications adhere to the market study for the area. Office land use is proposed on the undeveloped parcels southwest of KY 16 and Honey Road and a portion of the residential neighborhood along Walnut Street. Buffering would be required between the proposed offices and the adjacent residences in this alternative. Conservation areas are included north of the Walnut Street office area and along the southwestern boundary of the study area. The multi-family areas would remain as they are with the northwest corner parcels at the new KY 16 and Honey Road becoming neighborhood retail. Neighborhood retail could also expand to the north corner of new KY 16 and Taylor Mill Road but this strategy would require acquisition of road right-of-way from the Commonwealth of Kentucky (other alternatives designate this corner as remaining greenspace). Development of single-family residences on the southwestern portion of the study area would be a conservation area due to the steep slopes in this area. Community gateways are located at the City's entry points to create identifying features for Taylor Mill and the study area.

Pros:

- Respond to new KY 16 alignment with appropriate land uses adjacent to major traffic routes.
- Retail and office development opportunities identified are consistent with long-term market opportunities.

Cons:

- Generates buffering issues between office and residential land uses.
- Retail at Taylor Mill Road and new KY 16 alignment would require ROW acquisition from the Commonwealth of Kentucky.

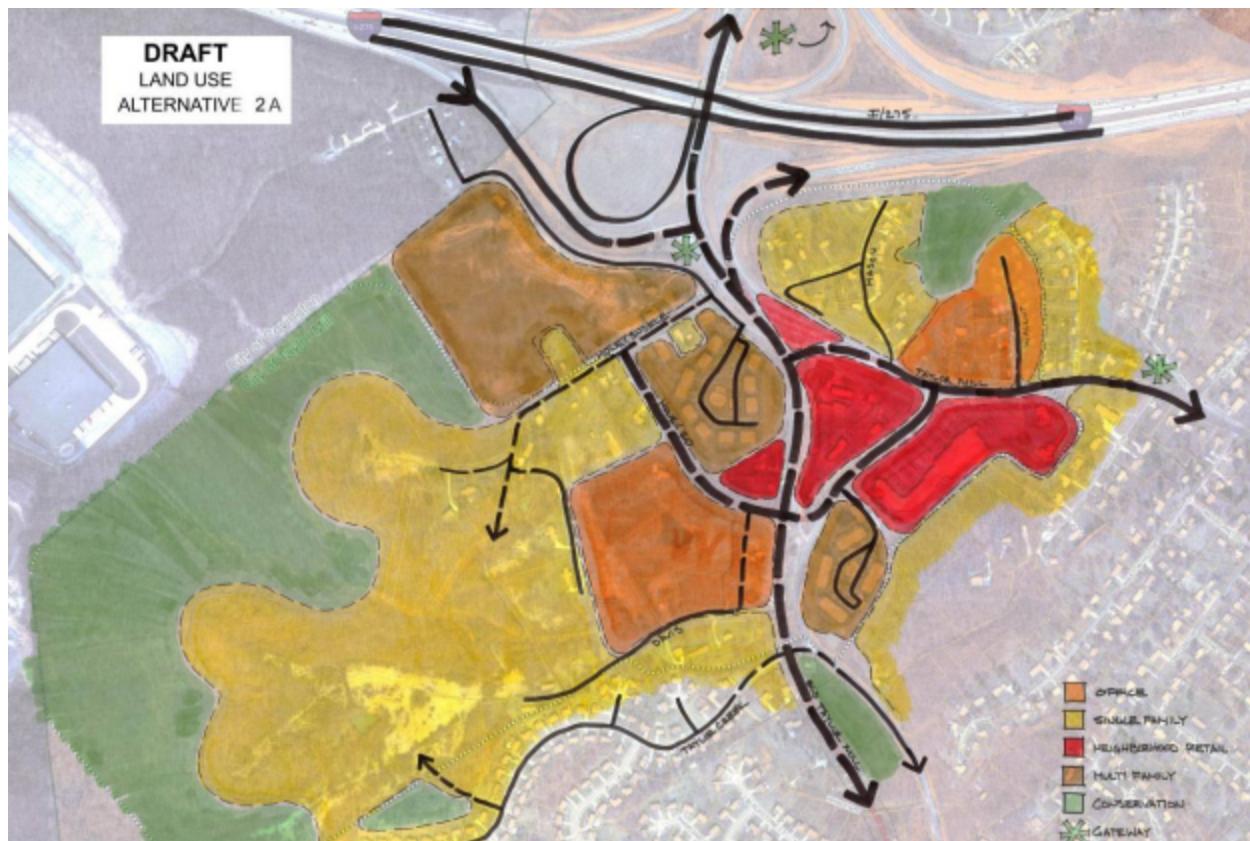


Figure 16

Land Use Alternative 2B (Figure 17) differs from Alternative 2A because of the amount of office space proposed in the Walnut Street area. In this alternative, the single-family residences remain north and east of a smaller office pocket that is focused on Taylor Mill Road and west of Walnut Street. Buffering would be required for the adjacent residences in this alternative.

Pros:

- Respond to new KY 16 alignment with appropriate land uses adjacent to major traffic routes.
- Retail and office development opportunities identified are consistent with long-term market opportunities.

Cons:

- Generates buffering and transition issues between office and residential land uses.
- Retail at Taylor Mill Road and new KY 16 alignment would require ROW acquisition from the Commonwealth of Kentucky.

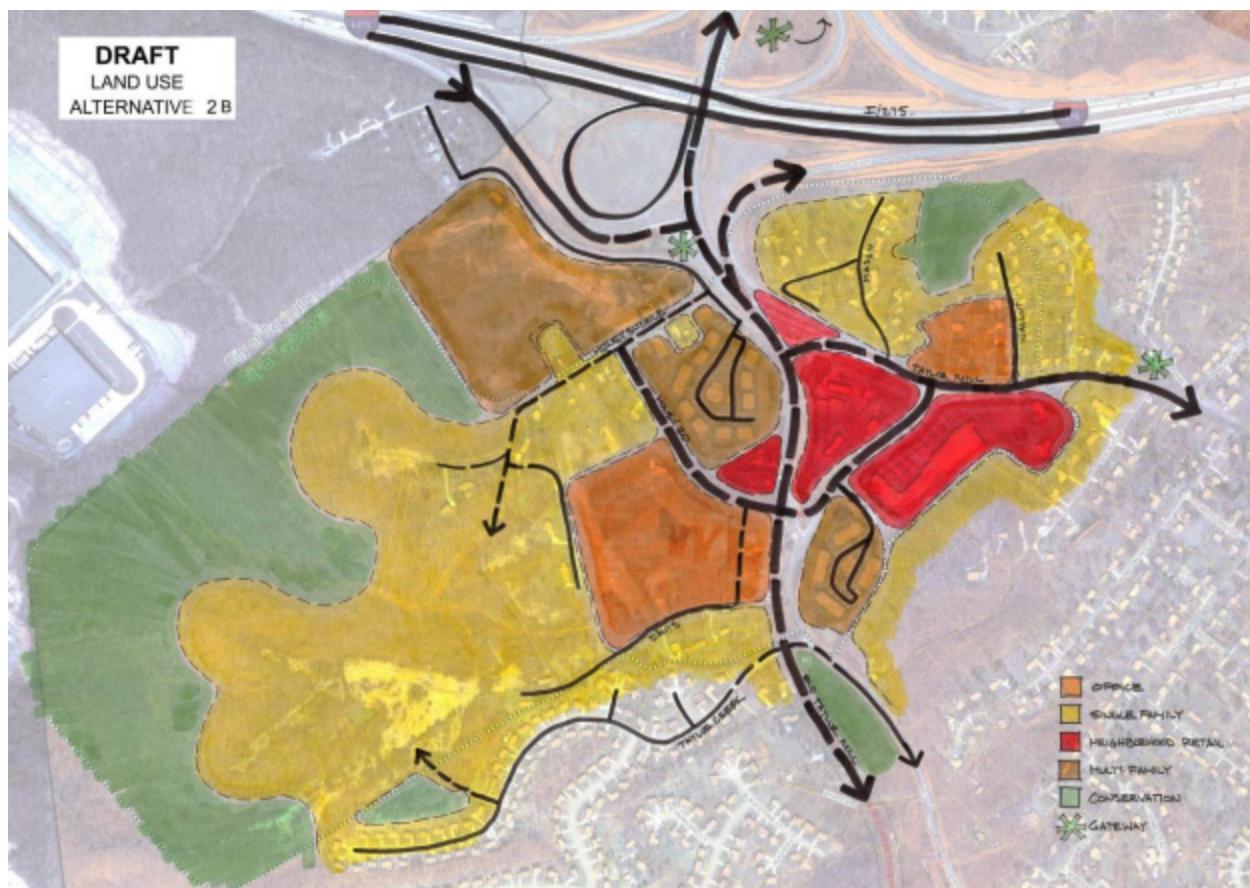


Figure 17

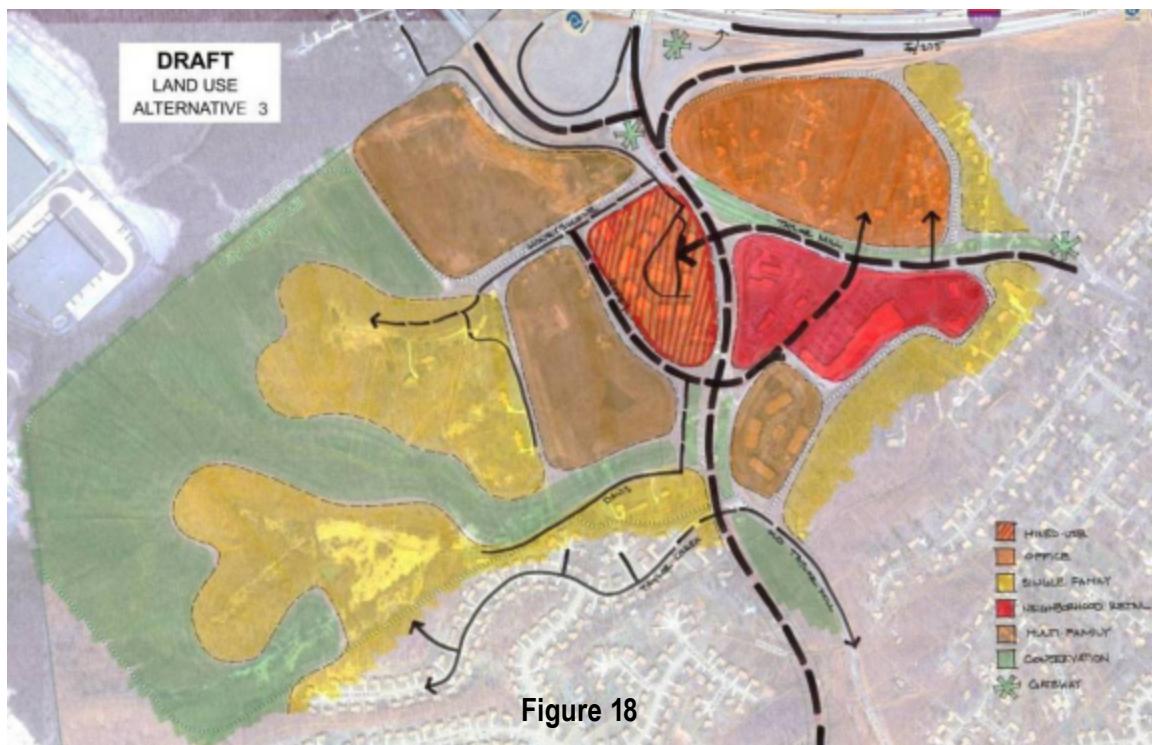
Land Use Alternative 3 (Figure 18) proposes the most extensive change to the existing land use trend and would require a long-range (20-40 years) horizon given the market conditions and community concerns within the study area. As in *Alternative 2A and 2B*, office land use is proposed at the existing residential neighborhoods north of Taylor Mill Road. However, offices are located in the entire area adjacent to the highway interchange (Mason Road and Walnut Street). Mixed-use, which may consist of a combination of office, retail and residences, is located at the site of The Farm Apartments and represents a total redevelopment of this area. It is anticipated that the fast-food island and the existing Shoppes at Taylor Mill may also see redevelopment in the future due to ageing structures and a changed relationship to the KY 16 realignment, but the land use would remain constant as neighborhood retail. Multi-family residences, while still valid from a market standpoint, is proposed for the next tier out from the interchange area and located west of Honey Road, just west of its current location. The intent is to allow the mixed use development to take advantage of the higher traffic exposure areas while placing multi-family residences off the main road and serve as a transition to single-family residences. The placement of offices adjacent to the KY 16 realignment and I-275 will capitalize on the street frontage and traffic exposure at these locations.

Pros:

- Accommodates more extensive office land close to I-275 with limited interface with single-family land uses.
- Retail and office uses have frontage along KY 16 realignment and I-275, while residential uses do not.
- Provides opportunity for a 4-way intersection at KY 16 and Taylor Mill Road for direct access to mixed-use area.
- Opportunity for redevelopment of existing retail and multi-family apartments with relationship to KY 16.
- Multi-family development serves as a transition between single-family and mixed-use /retail land uses.

Cons:

- Redevelopment of existing single-family neighborhood at Mason Road and Walnut Street.
- Redevelopment of existing multi-family units, The Farm Apartments.



Chapter 9 – Composite Issues and Opportunities

There are a number of issues and opportunities that affect future development and re-development within the study area resulting from the data collected and analyzed in Chapters 1 through 8 and the input received during stakeholder interviews and public workshops. The meeting minutes from the stakeholder interviews are located in Appendix A, and the minutes from the public workshops are located in Appendix B and C. Below is a description of the issues and opportunities that have been identified during the planning process and public meetings.

9.a Stakeholder Issues, Opportunities & Challenges

Issues:

- Heavy traffic along KY 16 (Taylor Mill Road) and Old Taylor Mill Road.
- Old Taylor Mill Road is also heavily traveled with commuters trying to avoid traffic on KY 16 and school traffic.
- Getting in and out of residential side streets and properties adjacent to Taylor Mill Road is an ongoing issue.
- The realignment project may impact the viability of the retail shopping area by bypassing traffic along the realignment of KY 16.
- The realignment project will impact the desirability of the Farm apartment complexes. Access to the Farm Apartments is also a major issue.
- Lack of sidewalks make pedestrian and bike access along Taylor Mill Road and Old Taylor Mill difficult and dangerous.
- Limited visibility.
- Limited developable land in the study area. Steep slopes limit access, development and visibility.
- Area adjacent to the Taylor Creek subdivision is heading for future single-family residential development.
- The fast food establishments, gas station and car wash are not good first images of the community.
- Development of additional residential subdivisions within the City will increase the need for providing City services without adequate compensation from increased tax revenues.
- The City has a relatively high employment tax compared to adjacent communities, making the City potentially less attractive to businesses.
- Construction impacts will stress the viability of some of the businesses.
- Taking on local maintenance of Taylor Mill Road once KY 16 is realigned will create new demands on road maintenance budgets and staff.
- Decreased property values.
- Strip development along the new KY 16 alignment.



Looking Northeast from the Farm Apartments Entrance.

Source: Woolpert, Inc. 2006

- Would not like to see additional fast food restaurants and gas stations.
- New development should not create further traffic impacts on the road system.
- Does not want to drive thru a parking lot to get home or have an establishment with evening hours close by.
- Does not want to see piece-meal development sites within residential areas or mixed uses.
- New development should include careful consideration for drainage patterns. Past development has created serious drainage impacts.
- Lack of connecting sidewalks.
- Lack of crosswalks.
- Neglected TANK stops.
- Dangerous designated bikeway on Old Taylor Mill Road.

Opportunities:

- New development should use quality materials such as brick and have a traditional and consistent architectural appearance.
- Professional office buildings for businesses that serve local residents and Fidelity campus employees would be appropriate and compatible with adjacent residential neighborhoods.
- A corporate campus user similar to Fidelity may find area attractive for office development.
- Area banks are very interested in identifying locations for branch banks.
- A real town center feel (not like a retail development such as Crestview Hills) is desirable similar to areas like Ft. Thomas, Mariemont, Blue Ash and Hyde Park Square. Taylor Mill does not really have an identifiable town center right now.
- A family style restaurant where you can have a nice dinner or a breakfast restaurant would be a good addition to the current mix of food establishments.
- An additional gas station to create competition with the existing BP station would benefit residents and commuters.
- Further develop the area as a retail and business destination with attractive and quality establishments that serve residents, commuters, and business community.
- Neighborhood oriented retail development that serves local community and commuters are probably the most viable at this location given the scale of available land.
- Leave the residential neighborhoods and open spaces as they are. Preserve large trees in the neighborhoods.
- A retirement village may be desirable with sidewalk connections to the commercial area.
- Owner occupied condominiums or townhouses may be appropriate in some areas.
- Limit residential development to large lots.
- New development should have nice landscaping and decent buffering and screening along edges adjacent to residences.



Suburban scale development- Governor's Place in Kettering, Ohio.

Source: Woolpert, Inc. 2004

- There are opportunities for landscaped gateways and City signage right after you get off the highway (I-275).
- Wayfinding on I-275 and KY 16.
- TANK bus route on Taylor Mill Road.
- Development opportunities in northeast and southwest sectors of study area.

Challenges:

- Many residents in the community do not like to see things change. There will be fear and resistance associated with land use changes.
- Communicating and building acceptance of the long-term opportunities will be a challenge.
- Assembling numerous parcels of land for larger development sites will be challenging.
- Maintaining traffic flow will be important. New uses will have to demonstrate traffic impacts on roads and neighborhoods.
- Attracting quality businesses and development and creating more of a destination may be difficult.
- Obtaining local funding for street lighting and landscaping will be required. KDOH will not pay for those types of amenities as part of the realignment project.
- Timing of the road realignment project has an impact on how soon new development may happen.



Looking North at the I-275/ KY 16 Interchange.

Source: Woolpert, Inc. 2006

9.b Market Mix Overview Issues & Opportunities

Retail Issues:

- Lack of visibility from I-275.
- The Shoppes at Fort Wright offer community oriented retail in close proximity to the study area.

Retail Opportunities:

- Proximity to I-275 and major roadways in Taylor Mill.
- Lack of competition for specialty retail trade.
- Potential community cultural center would draw an evening crowd.
- Opportunities for service-oriented retail, restaurants, and banks.
- Average household income over \$60,000.

Multi-family Issues:

- Multi-family apartment market is relatively flat.
- Apartments are undesirable by most single-family home owners in Taylor Mill.

- Realignment of KY 16 impacts desirability of the Farm Apartments.
- Sewer capacity should be assessed.

Multi-family Opportunities:

- Owner occupied Condos or Townhouses are desirable.
- Allows for higher density developments that preserve steep slopes and trees.
- Location is excellent.
- Amenities located nearby.

Office Issues:

- Land requirements for an office development would require assembly of multiple parcels of land.
- Northern Kentucky office market is over-supplied.
- May be in the long-term before an office market opportunity exists.
- Sewer capacity should be assessed.

Office Opportunities:

- Proximity to I-275.
- Visibility from realignment of KY 16.
- All utilities exist within study area.
- Nearby retail amenities.
- Attractive real-estate options.
- Fidelity plans to grow its number of employees and leverage service providers of Fidelity due to proximity.

9.c Public Workshop #1 Issues & Opportunities

Issues:

- Need a traffic signal at Honeysuckle and KY 16.
- Keep residential feel, no more commercial.
- If new commercial is developed should be no more than 2 stories.
- Improve access to residential.
- Some commercial growth is okay but should be limited.
- If a new large residential area is developed should incorporate a park into it, consider population densities in relation to open space.
- Should respect land owners and try to find a compromise.
- Preservation of existing neighborhoods.
- Safe pedestrian access from residential to commercial.
- Preserve green space.
- With new businesses avoid any that would cause high traffic volume.
- Water pressure should be increased.
- Provide a good flow of traffic.
- Preserve the undeveloped area on the west.
- Prevent a bottle neck at Davis Property.
- Learn from the mistakes in other areas.
- Preserve the topography.
- Make commercial compatible with Taylor Mill.

- No overbuilding of commercial.
- Maintain residential feel.
- No commercial development at gateway points.
- Question if additional commercial and retail can even be supported in Taylor Mill.
- No forced selling.
- Funding with no tax increase.
- Does not want Taylor Mill to change.

Opportunities:

- Improve existing retail with architecture, landscaping, and signage.
- Incorporate a nature preserve.
- Incorporate a new gateway into Taylor Mill.
- East of Taylor Mill could be developed as office.
- West of Taylor Mill limited retail.
- Incorporate greenways with new road and rustic feel such as rock walls.
- Sidewalks.
- Bike trails.
- Natural areas.
- Parks.
- Area could use a nice restaurant, doctor's office, nice hotel.
- Use Old Taylor Mill as a bikeway.
- Provide nice bus stops with pedestrian access to them.
- Enhance residential image.
- Attract business that will flourish in the area – not big box.
- Include retail shops with living above-mixed use.
- Movie, entertainment, family recreation.
- Provide a retirement community.
- Provide condos.
- New signature gateway with Taylor Mill logo.
- Mill with water wheel.
- Municipal building for teens and seniors.
- Nice independent restaurant, no franchise, (Irish pub).
- Small parks.
- No parking in front of retail and office, keep parking at back of buildings.
- Better traffic flow with new road.
- Improved streetscape and trees.



Public Workshop April 4, 2006. Source: City of Taylor Mill 2006

9.d Public Workshop #2 Issues & Opportunities

(Based on Alternatives in Chapter 8)

Issues:

- Traffic congestion.
- Intersection of Honey Drive and new KY 16 needs to be signalized.
- If an area is zoned for multi-family, and a few single-family homes exist in the same area, make it all multi-family.
- Property values, owners do not want their property values to decrease due to commercial development close by.
- Keep Taylor Mill a bedroom community, "that is what has made it attractive!"
- Residents do not want Taylor Mill to become like Crestview Hills or Florence with commercial developments backing up against single-family homes.
- No more multi-family housing.
- Residents desire a fair and equitable process for converting land to different uses.
- Do not develop Mason Road or Walnut Street if any homes remain.
- Landscaped buffering must be provided around commercial and office uses.



Public Workshop April 5, 2006. Source: Woolpert, Inc. 2006

Opportunities:

- Consistency in planning and zoning is essential.
- Some single-family home owners would be willing to sell at the right price.
- Alternative 2 seems to be a nice blend of the existing with allowing some new uses.
- Greenspace around residential areas and keeping office and retail closer to the main roads.
- If Walnut Street is developed, develop both sides.

9.e Conclusion

The improvement area and the City of Taylor Mill will be transformed due to the realignment of KY 16 by the Commonwealth of Kentucky. The purpose of this study is to ensure that these transformations happen in a way that results in long-term benefits for both the residents and the City. This land use study utilizes all available sources of information to determine the Vision for the future.

The planning team has witnessed a broad range of ideas, issues, and opportunities regarding future development of the study area during the planning process. These ideas range from doing nothing to redeveloping a large portion of the study area with more commercial and new office uses. Given the current retail, multi-family, and office markets, the more ambitious land use options represent a long-range vision

that would take many years to be realized. The land use plan should address the desired long-range outcomes that will benefit both current residents and the City of Taylor Mill. Current residents need time to adjust to the KY 16 realignment and the City needs a proactive tool for future decision making.

Regardless of the recommendations that will be made in the following steps of this plan, KY 16 will be realigned by the Commonwealth of Kentucky. Some residents see this as an opportunity, while other residents see this as a major issue and concern. The realignment of KY 16 will impact all residents and businesses located in and around the study area, residents of the City of Taylor Mill, commuters and visitors. Taylor Mill is at the doorstep of growth and change in the City and in southern Kenton County.

The issues and opportunities listed above will influence the following steps of this plan. The planning process will utilize the information in this phase of the study to refine potential land use alternatives, and develop recommendations for future land use within the study area. Additionally, design guidelines will be developed in order to establish the architectural character of new development and the physical relationships between buildings, roads, sidewalks, parking lots and landscaped buffering. A cost assessment will be provided for proposed infrastructure upgrades that may be required to support new development. Finally, potential funding strategies will be addressed.



Road construction along Turkeyfoot Road near Florence, Kentucky.

Source: Woolpert, Inc. 2006

Chapter 10 – Land Use Plan Development and Recommendations

The City of Taylor Mill must capitalize on the realignment of KY 16 by developing a land use strategy that allows future development to strengthen this high profile gateway into the community. The planning process hinges upon public input. This input was solicited through public meetings, discussions with stakeholders and City representatives, and review sessions. The information collected by the design team about the project forms the foundation for the following recommendations.

10.a Plan Development Process

The planning process included stakeholder interviews, discussions with City staff, review of the plans by NKAPC staff, and comments from residents who attended the public meetings. The first public meeting was held on April 4th, 2006. Prior to the first public meeting, the background data (presented in Chapters 1-7) was formulated and analyzed to facilitate the development of three alternative concept plans. These three alternative concept plans were then presented to the public at the second public workshop, held on April 5th, 2006. During this workshop, citizens were encouraged to discuss the plans and to fill-out comment cards. A summary of the discussions and comments from the first two public meetings is located in Chapter 8 of this report, while Chapter 9 summarizes the Composite Issues and Opportunities. The Final Land Use Plan is illustrated in Figure 19.

Based on the comments and input received during the first two public meetings, the “preferred” land use concept plan was formulated. The “preferred” land use concept plan, presented in three phases (Short-, Mid-, and Long-Range), was then presented to City Commission members and colleagues from NKAPC. Based on the discussions from these meetings, the preferred concept plan was refined into the “draft” land use development plan, again presented in three phases.

The three phases of the “draft” land use development plan were then presented to the public at the third public meeting, held on June 14th, 2006. Again, citizens were encouraged to openly discuss the plan and to fill-out comment cards. Based on these discussions and the comments received, the “draft” land use development plan was refined into the phased Final Land Use Development Plan (Figure 19).

10.b Future Land Use Plan

Land use distribution within the improvement area changed significantly in the Future Land Use Plan (Figure 19) from the existing land uses. Additionally, several new land use categories have been introduced that currently do not exist. These new land uses are Mixed-Use, Office, and Conservation. Each of these new land uses will be discussed below. Table 3 lists the future land use breakdowns for the improvement area.

It is important to note that land use change will be contingent upon two key factors: the local property owners’ willingness to sell their property and local market forces. The future land use plan does not mandate when the land uses will be changed, only that if and when land uses do change, they follow the plan. The future land use plan allows the City of Taylor Mill to proactively respond to the realignment of KY 16 and the foreseen development pressures that will be placed on the improvement area.

The plan is envisioned to be implemented by the market in three phases that project 25 years into the future. These phases will be discussed later in this chapter, but it is important to know that the land use descriptions below describe the land uses identified in the Land Use Plan, Figure 19 (see Phasing).

Table 3 Future Land Use		
Category	Acreage	Percent
Single-Family	51.3	19.8%
Retail Commercial	27.8	10.7%
Mixed-Use	47.6	18.3%
Office	14.9	5.7%
Conservation	102.9	39.6%
Green Space	13.9	5.4%
Right of Way	1.4	0.5%
Total Study Area	259.8	100.00%

Residential Land Uses

Residential land uses within the future land use plan consist of existing and new large lot single-family homes.

Single-Family

Single-family uses total approximately 51 acres or nearly 20 percent of the land within the proposed district boundary, the second largest land use next to the conservation land use. This includes the existing homes on the western side of Honeysuckle Drive and the two residences on Davis Lane.

Honeysuckle Drive will be extended to the west, providing access to the undeveloped lands on the western side of the district. These undeveloped lands will be developed at a low-density with large lots for large single-family homes. Secondary access to these lands will be provided through the Taylor Creek subdivision. The intent to developing these lands with large lots is to preserve the steep hillsides as well as the natural beauty of the land.

In comparing the proposed single-family uses to the existing single-family uses, the coverage of single-family homes slightly decreases from 56 acres existing, to 51 acres in the future. However, the Mason Road subdivision has been identified in the long-range as a mixed-use development (to be discussed under Mixed-Use). If the market does not support this additional retail or office space or residents do not wish to sell their land, then the Mason Road subdivision will remain as single-family. This would increase the single-family acreage to 63.7 acres.

Multi-Family

In the future land use plan, existing multi-family uses have been designated as mixed-uses. The sites of the Farm Apartments and the Farm at Taylor Mill apartments have been redeveloped into mixed-use developments due to the prime frontage on the realigned KY 16. The Spring Hill Village development has also been identified as a mixed-use development opportunity in the long-range.



City of Taylor Mill, KY

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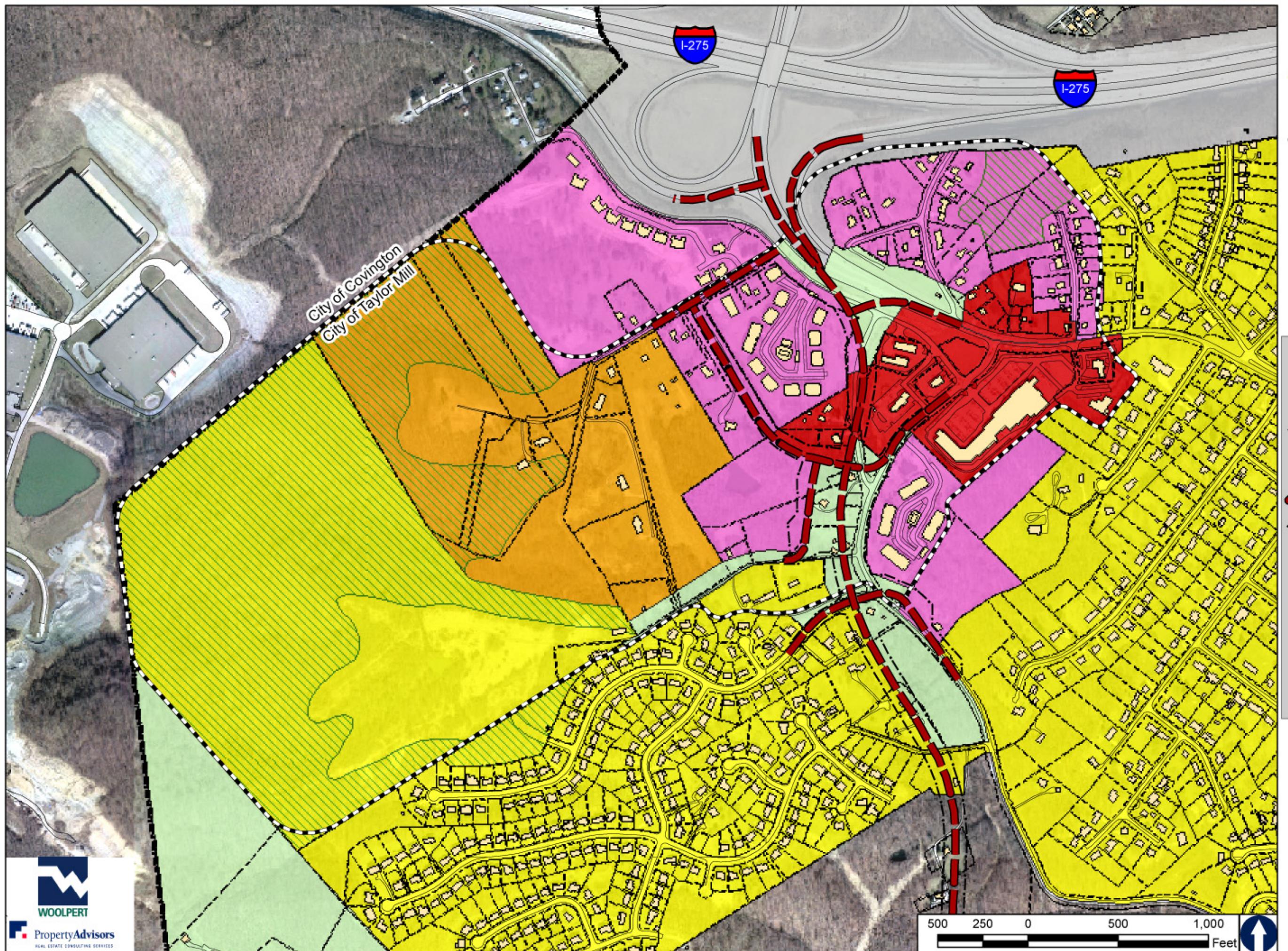


Figure 19-
Future Land Use



WOOLPERT
Property Advisors
REAL ESTATE CONSULTING SERVICES

Retail Commercial

Retail commercial land uses are the fourth largest land use category within the improvement area, totaling approximately 28 acres. Additional retail commercial uses are anticipated to be included within the mixed-use development.

The Shoppes at Taylor Mill and the “Fast Food Island” will be redeveloped to respond to the realignment of KY 16. A new area of commercial land uses will be developed on the northwest corner of the KY 16 and “Main Street” intersection. This location is one of the more prominent development sites within the study area and will be a focal point for traffic traveling north on KY 16 as they enter the improvement area.

Mixed-Use

Mixed-use is the third largest land use within the future land use plan, comprising approximately 47 acres and 18 percent of the improvement area. The mixed-use land use category allows for a variety of activities or uses to exist in a flexible and adaptable manner. Typically, mixed-use developments incorporate civic, retail commercial, and office uses into a development or single building with civic, commercial, or office uses on the first floor and civic, commercial or offices on the second or third floor. The market drives the locations and densities of the different uses within mixed-use developments. Mixed-use developments must be walkable and pedestrian friendly environments.

Mixed-uses have been identified in five locations within the improvement area. The first area is located on the north side of Taylor Mill Road, to the east of the Mason Road subdivision, comprising the site of the Walnut Street subdivision. This mixed-use development is envisioned to support the retail, and residential land uses that surround it. Additionally, mixed-uses also help to buffer residential uses from commercial or office developments.

In conjunction with the realignment of KY 16, a new connector road (“Main Street”) will be constructed, connecting KY 16 to Honeysuckle Drive from the intersection of Old Taylor Mill Road with the realigned KY 16. The portion of Old Taylor Mill Road that connects KY 16 to Taylor Mill Road will also become “Main Street” helping give the district a new identity.

The second mixed-use area is located to the west of the intersection of “Main Street” and KY 16, and off of the Davis Road connector. This area could be the location of a new Kenton County Library, civic use or any mixture of appropriate uses.

The third mixed-use area has been identified on the sites of the existing Farm Apartments and single-family homes located directly west of the apartment complex. With the construction of “Main Street” the site will have frontage on both KY 16 and “Main Street.” This area is envisioned to buffer the Spring Hill Village retirement community from the retail commercial uses located in the heart of the improvement area, while also supplementing the office, retail and residential uses that surround it.

The fourth mixed-use location is on the site of the Farm at Taylor Mill apartments and undeveloped lands to the east of the apartment complex. If redeveloped, the Farm at Taylor Mill apartments should be redeveloped as a mixed-use development. A mixed-use development in this location would support the residential and retail establishments that are located within close proximity.

The fifth mixed-use location is on the site of the Mason Road subdivision. If viable in the long-range, this area will be prime land for an office or retail commercial development.

Office

Office uses total approximately 15 acres and are the fifth largest land use within the district. Offices have been added to the improvement area and are located in one location with additional offices being located in the mixed-use areas. The office development is located to the southwest of the new "Main Street," west of the Davis Lane connector behind the mixed-use development and at the western end of Honeysuckle Drive.

Office uses are envisioned to be comprised of several different types of offices. Offices could be a single-user professional campus, multi-tenant office buildings, medical offices, service oriented offices, office condos, or any mixture of these. The office location to the west of "Main Street" could be the location of any type of office use.

Conservation

Conservation land use is the largest land use within the district, totaling 103 acres. The purpose of the conservation areas is to preserve the steep hillsides by limiting development on areas exceeding 20 percent slope. Establishing conservation areas on steep hillsides will have several environmental benefits. Conservation will limit soil erosion and storm water runoff on geologically fragile hillsides and ravines and conserve the rural character of Taylor Mill where development limitations are the greatest.

The bulk of the conservation area is located on the western side of the district and to a lesser extent adjacent to the new KY 16 right of way and I-275. It is anticipated that larger residential lot developments in the western portion of the district will allow for preservation of hillsides and clusters of mature trees.

Green Space

One of the most important elements within the improvement area is green space. Green space totals nearly 14 acres and 5 percent of the improvement area. Green space is important because it helps beautify the entire improvement area, helps depict the rural past of the City of Taylor Mill, and provides opportunities for gateways and pedestrian connections.

For the purposes of the Future Land Use Plan, green space has only been calculated for gateway areas and large areas of green space that will remain once KY 16 is realigned. Additional green space will be added to the improvement area through the development and redevelopment of each property through the enforcement of the City's landscape requirements and the Design Guidelines that are established for the improvement area as part of this plan. Buffering between uses and landscaping of the roadways and each property will add additional green space and improve the beauty of the improvement area.

Right of Way (ROW)

With the realignment of KY 16 the total amount of ROW within the study area will increase, but for the purposes of land use, only the portion of ROW that is used to access I-275 is considered as this land use category. ROW totals one acre and is located at the northern boundary of the study area where the I-275 interchange exists.

10.c Zoning Recommendations

The Future Land Use Plan establishes a vision for the future, while zoning is a tool that is used by the City to enforce the future land use plan. When a development project is proposed that requires a zone change, the City will check that zone change against the future land use plan. If the zone change is not compliant with the future land use plan, then the City has authority to decline the application. If the zone change is compliant with the future land use plan, the application should be approved, provided it is consistent with the design guidelines and adheres to Taylor Mill's zoning requirements.

It is recommended that existing zoning remain current within the improvement area in the near future. Zoning will only be changed when a property owner, developer, or the City requests a zoning change.

As a result of this study, the City of Taylor Mill is updating its current Zoning Code. The new zoning code will create a new zoning district for the entire improvement area that will reference the Land Use Plan (Figure 19) and Design Guidelines that are recommended as part of this study. The new zoning code will allow the City to enforce the recommended land use plan and design standards established in the design guidelines (Chapter 11).

10.d Phasing

The implementation of this plan will occur as the market allows. The market can be both predictable and unpredictable. The Market Mix Overview (Chapter 7) has captured the current state of the market and projected this into the future. That said, unforeseen events could occur that will change the market in the future. For this reason, the plan must be flexible and adaptable to changes in the market. The mixed-use land use category will allow for a varied mixture of commercial and office uses. This will allow these developments to be flexible and adaptable to changes in the markets.

Despite contingencies in the market, the implementation phasing of the plan will be vital to the success of this plan and the improvement area. In analyzing the study area, one must first consider existing development opportunities as being the first phase of development. Once KY 16 is realigned, several undeveloped parcels will become prime locations for new business due to the road frontage that will be created on these properties. Second, existing redevelopment opportunities for the same use must be considered. The existing retail establishments such as the "Fast Food Island" and the Shoppes at Taylor Mill will most likely be redeveloped in order to become oriented to the new KY 16 realignment. The third and final step in phasing must consider the redevelopment of existing uses for new uses that are appropriate for that location. The Farm Apartments, for example, may become a prime location for retail or office use due to the prime frontage that the site will have on the new alignment of KY 16. Redevelopment of the apartment complex will be predicated by the land owner's decisions and market conditions.

The phasing for the implementation of this plan will occur in three stages, Short-Range (1-5 Years), Mid-Range (5-10 Years), and Long-Range (10-25 Years or longer). Figures 20, 21, and 22 illustrate these plans respectively.

Short-Range Plan

The Short-Range Plan is envisioned to focus development on primarily undeveloped lands and redevelopment of the “Fast Food Island” and a small area to the west of Mason Road. As KY 16 is constructed, the “Fast Food Island” will most likely be redeveloped to orient these businesses to the new KY 16 alignment. Second, two undeveloped areas will exist to the west of the KY 16 alignment. These two undeveloped lands are two prime locations within the improvement area.

The smaller of these two lands exists to the northwest of the KY 16 and “Main Street” (See Traffic & Pedestrian Circulation) intersection directly south of the Farm Apartments. This parcel is identified as retail commercial in the future land use plan, and will be a focal point for travelers going north on KY 16. The larger area exists directly to the south of the smaller development site, on the south side of “Main Street.” Access to this land will come off of “Main Street” and the Davis Lane Connector. This land has been identified as mixed-use in the future land use plan, and could also be the location of civic uses, such as a new Kenton County library or local Post Office. Civic Uses are ideal for this location because this land does not have direct frontage on the new KY 16 alignment and civic uses are destinations that do not require frontage on major roadways.

In addition to these new developments, new residential uses could be built on the undeveloped lands that make up the western side of the improvement area. Honeysuckle Drive could be extended into these lands and the Taylor Creek subdivision could be expanded into this area as well. With the development of these lands for residential uses in the future land use plan, the hillsides should be preserved and they are identified as conservation in the future land use plan.

The “Fast Food Island” is envisioned to be redeveloped in the short-range in order to orient these businesses to the new alignment of KY 16. With the realignment of KY 16 and the redevelopment of the existing fast food and convenience establishments, opportunities exist to incorporate additional retail commercial uses into this portion of the improvement area.

An area to the north of Taylor Mill Road has also been envisioned to be developed as retail commercial space in the short-range. This commercial development has frontage on Taylor Mill Road and begins the redevelopment of the Walnut Street subdivision. Further redevelopment of the Walnut Street subdivision will continue in the mid-range and long-range plans.

The Shoppes at Taylor Mill, the Farm Apartments, and The Farm at Taylor Mill Apartments and all other existing uses will remain in their current configuration in the short-range. However, contingencies in the market could arise creating more or less development pressure on the improvement area.

Mid-Range Development Plan

It is envisioned that the mid-range plan will be a reality in five to ten years, and in this time the market for office uses is projected to be much stronger. That said; incorporating office uses into the improvement area is the focus of the mid-range plan. Office space has been identified to the southwest of “Main Street” on lands that are currently low-density residential homes and open space. This area of office uses will be accessed via “Main Street” and the Davis Road Connector.

The retail commercial area to the north of Taylor Mill Road will be expanded in the mid-range to include additional retail space and a mixed-use development. The entire Walnut Street subdivision will be redeveloped in this time frame and access through the area will be improved.

The Shoppes at Taylor Mill is envisioned to be re-developed in the mid-range. Redevelopment of the Shoppes will allow for the reconfiguration of the retail center to bring buildings closer to "Main Street," creating additional opportunities for new retail uses in the development.



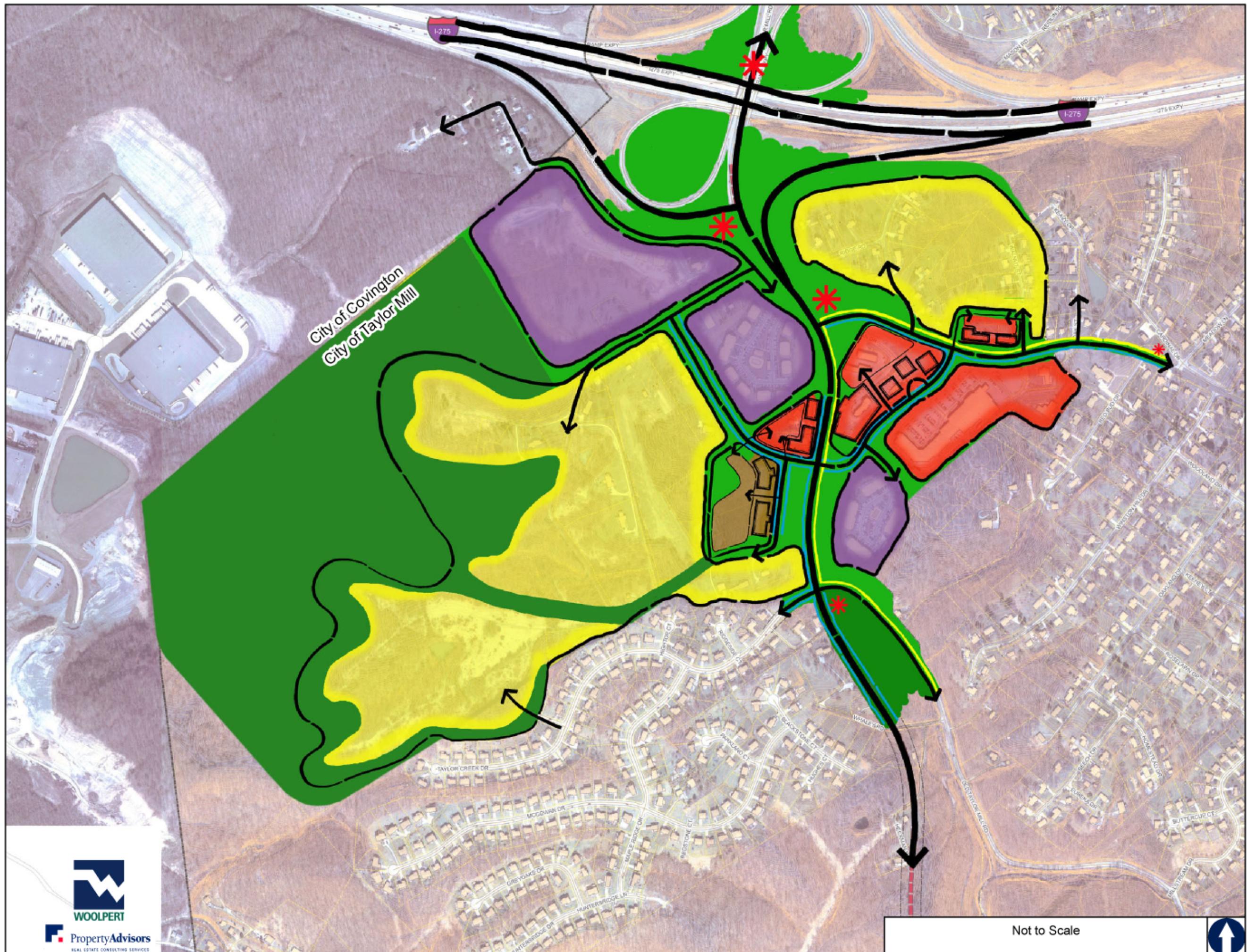
City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study

Legend

- Green Space
 - Conservation
 - Office
 - Single Family
 - Retail
 - Mixed-Use
 - Sidewalk
 - Bike Path
 - * Signage/Gateway and Landscape Development

Figure 20- Short-Range Land Use Development Concept (0-5 Years)





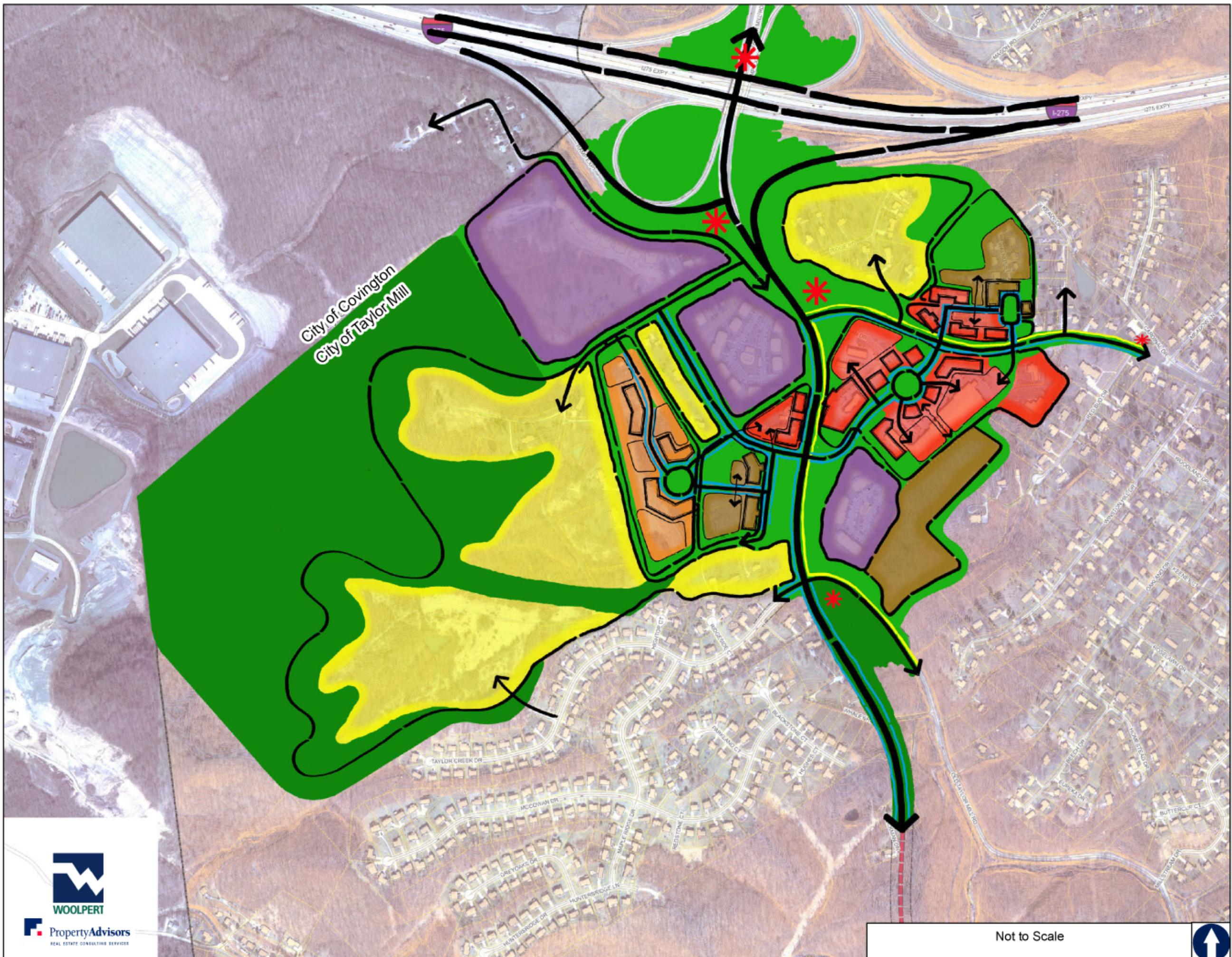
City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study

Legend

- Green Space
 - Conservation
 - Office
 - Single Family
 - Retail
 - Mixed-Use
 - Sidewalk
 - Bike Path
 - * Signage/Gateway and Landscape Development

Figure 21- Mid-Range Land Use Development Concept (5-10 Years)





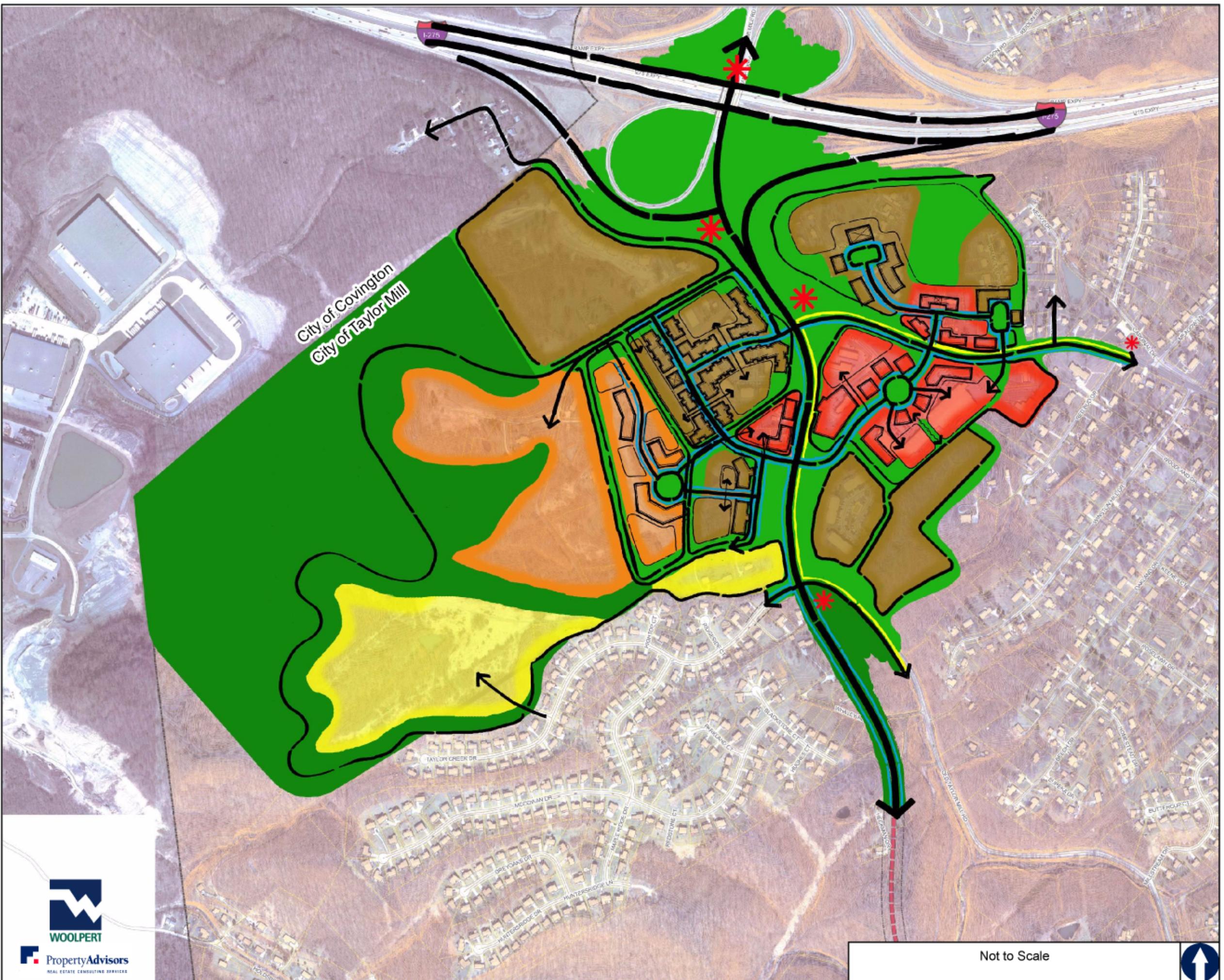
City of Taylor Mill, KY

I-275/KY 16
Improvement Area
Land Use Study

Legend

- Green Space
- Conservation
- Office
- Single Family
- Retail
- Mixed-Use
- Sidewalk
- Bike Path
- * Signage/Gateway and Landscape Development

Figure 22-
Long-Range
Land Use
Development Concept
(10-25 Years)



Long-Range Development Plan

The long-range plan builds on the mid-range plan, and suggests what the build-out of the improvement area could look like in 25 years. It is difficult to predict the strength of the retail and office markets 20 years into the future, therefore, mixed-uses will allow for flexibility and adaptability to changes in the market.

Redevelopment of the Mason Road subdivision and the Farm Apartments for mixed-uses is the most dramatic change in the long-range. If the retail and/or office markets are strong in the long-range, then the site of the Farm Apartments will be the most desirable location for retail and office uses within the improvement area. This is due to the orientation of the site in relation to the new alignment of KY 16 and proximity of the site to the surrounding retail commercial uses. Additionally, the site of the Mason Road subdivision will be a desirable location for these uses, however due to the alignment of KY 16 this area will have less development pressure than the site of the Farm Apartments.

The lands to the southwest of “Main Street” that remain single-family homes in the mid-range plan will also be redeveloped as mixed-use in the long-range.

10.e Traffic and Pedestrian Circulation

Due to the realignment of KY 16, the traffic patterns within the improvement area will be dramatically changed from the existing traffic patterns. With the realignment of KY 16, the Commonwealth of Kentucky has planned two new roads that will provide access for the current residents who live in the southern and western portions of the study area. A new road will be constructed, extending west from the intersection of KY 16 and Old Taylor Mill Road directly south of the “Fast Food Island.” This new road (Identified as Honey Lane according to KDOH) will allow access to Honeysuckle Drive and Sandman Drive from the new KY 16. Additionally, a new connector road will be constructed that provides access to Davis Lane. Figure 23 illustrates the Future Circulation and Parking Plan.

In addition to these planned roadway improvement projects, this plan identifies several additional roads and pedestrian circulation routes that provide access and alternative transportation choices throughout the improvement area and beyond.

KY 16 will be the major thoroughfare through the improvement area and the City of Taylor Mill. With the completion of this roadway, traffic volumes will decrease on Taylor Mill Road and Old Taylor Mill Road. Both of these important roadways will have new intersections with KY 16. Taylor Mill Road will terminate at KY 16 close to the Farm Apartments. Old Taylor Mill Road will terminate at the intersection of KY 16 and Taylor Creek Drive in the short-range and create a four-way intersection. The portion of Old Taylor Mill Road that exists between the “Fast Food Island” and the Shoppes at Taylor Mill will remain, completing a four-way intersection on KY 16 with Honey Lane. In order to limit confusion of the road names, this portion of Old Taylor Mill Road and Honey Lane should be renamed as a single road which for the purposes of this plan will be called “Main Street.” Identifying this road with a single new name will create a new identity for the improvement area, in turn making it more interesting to residents and giving the improvement area a fresh identity.

“Main Street” will become less of a through street and will become an access drive to the retail commercial uses located on both sides of it. A roundabout has also been proposed near the existing

intersection of Sandman Drive and Old Taylor Mill Road, now “Main Street.” This roundabout will help beautify the area by allowing landscaping in the middle of the round-a-bout, and reduce the amount of traffic that will travel on “Main Street” to cut through the improvement area to and from KY 16.

Sandman Drive will be eliminated from this area of the improvement area, and will only be connected to KY 16 via “Main Street” (Honey Lane) and Honeysuckle Drive. At the intersection of Sandman Drive and Honeysuckle Drive, Sandman Drive will allow access to the Farm Apartments, the Spring Hill Village and the residents who live in the City of Covington off of Sandman Drive.

In addition to these new roads, several other new roads exist on the development plans. These roads allow access through the newly developed and re-developed sites while also improving circulation through the improvement area. For the purposes of the development plans, these new roads are conceptual and will be designed and constructed when new development projects are carried out.

To the north of Taylor Mill Road, “Main Street” will be extended to the north creating a four-way intersection. This road will intersect another new road that provides access to the sites of the Mason Road and Walnut Street subdivision. Mason Road will remain through the mid-range plan and then it will be terminated as these lands are developed for retail or office uses. Walnut Street will be terminated in the mid-range plan.

To the south of the newly constructed portion of “Main Street” and west of the Davis Lane connector, two new roads provide access to the office development planned in the mid-range plan.

In addition to the vehicular roadways, pedestrian circulation has been incorporated into the improvement area. These consist of a designated bikeway and pedestrian sidewalks along the roads. The designated bikeway will run along the north side of Taylor Mill Road and extend east into the City of Taylor. The bikeway will also travel along the east side of the new KY 16, and then continue along Old Taylor Mill Road following the path of the existing bikeway.

Sidewalks will be installed on both sides of all new and existing roadways within the improvement area. These sidewalks will allow safe pedestrian access through the study area, with clearly marked crosswalks at all major intersections. Given the scale of the improvement area, residents, workers and visitors will be able to easily walk to and throughout the entire area with ease.

Parking will also be an important component to the development plans. Parking has been identified throughout the improvement area in appropriate locations. In general, parking should be located behind or to the sides of buildings and should not be contained in large seas of parking. Within the development plans the parking lots are broken up into smaller lots which are located behind, in the middle or on the periphery of the development sites.

10.f Schematic Infrastructure

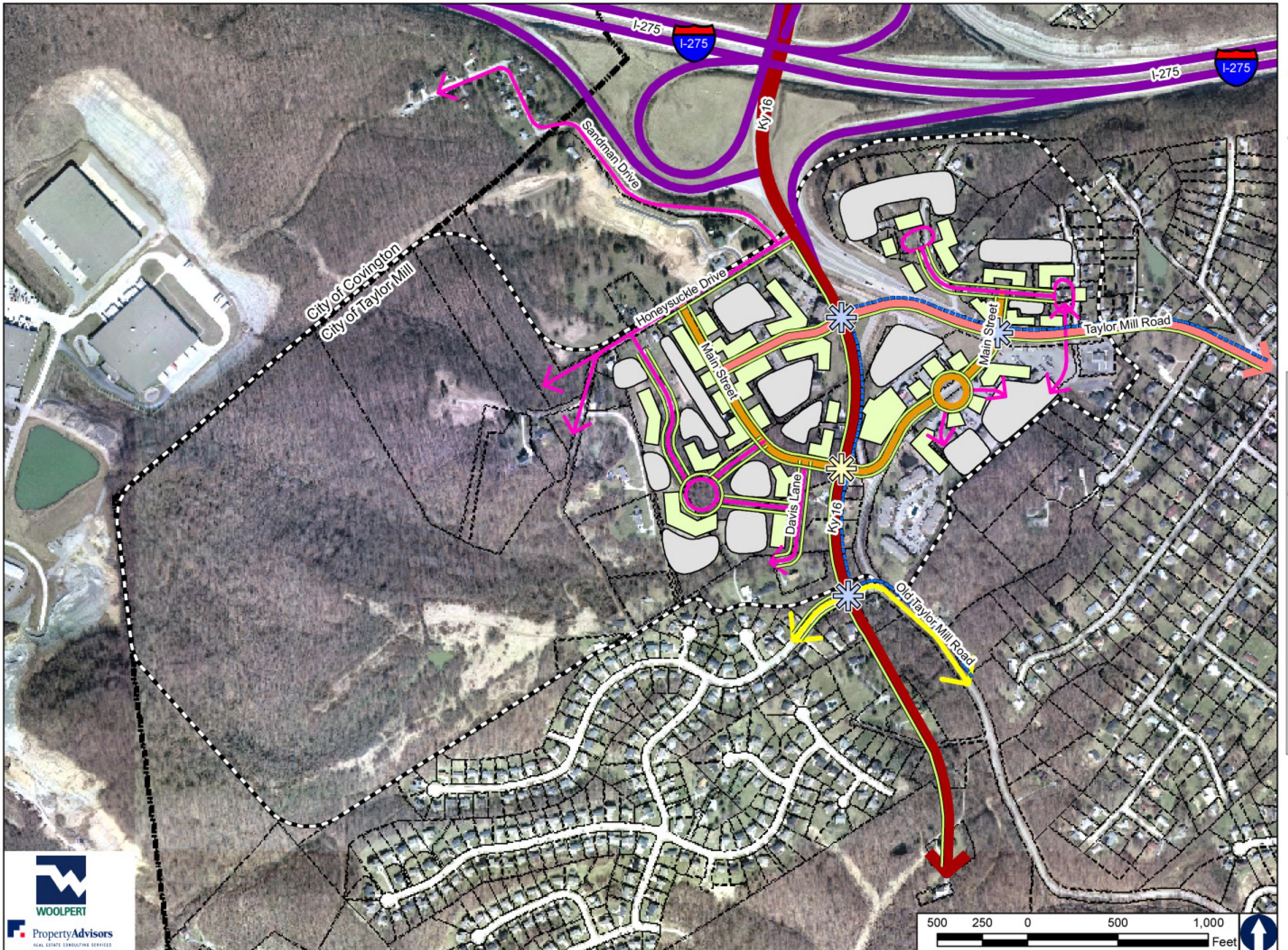
In order to support existing development and potential build-out of the improvement area, the capacities within the utility systems will need to be evaluated to ensure the system has proper capacity to support the improvement area. Currently, the sewer system is the only utility that has capacity issues.



City of Taylor Mill, KY

I-275/KY 16 Improvement Area Land Use Study

DRAFT



Chapter 11 – Improvement Area Design Guidelines

The guidelines have been developed for the purpose of assuring visual continuity for new development within the study area and to establish standards for the design of buildings, related spaces and amenities. These guidelines outline recommended design principles and apply these principles to the I-275 / KY16 Improvement Area. The intent of the guidelines is to encourage quality development, continuity and long-term serviceability within a uniform approach for new additions to the built environment of the study area. The design process should acknowledge the contribution of each element to a cohesive design. The site character is comprised of separate elements, but each element is relative to all others and contributes to the overall design quality of the area.

11.a Improvement Area District Concept

The I-275 / KY 16 Improvement Area is comprised of approximately 260 acres, and bounded by the Taylor Creek subdivision to the south, the City of Covington to the west, I-275 to the north, and several residential subdivisions to the east. In order to create a cohesive design for the study area, these design guidelines will not only apply to new development sites but also streetscape improvements along the public rights-of-ways within the improvement area.

11.b Streetscape Guidelines

While the proposed KY 16 roadway improvements have been designed with accommodation of traffic as a primary objective, the Citizens Advisory Committee and the City of Taylor Mill has worked closely with KDOH to assure that the new KY 16 and connectors will also accommodate pedestrians and a quality landscaped appearance. As new development occurs on adjoining properties, the proposed street right of ways and improvements to existing streets should also be designed to encourage pedestrian use and connectivity while providing safe access to businesses and residents. To establish the improvement area as a district and a destination place, a cohesive image can be created over time. This is accomplished by applying consistent streetscape improvements that include signage, lighting, landscaped tree lawns and medians, site furnishings, and safe, accessible sidewalks and bike trails. These improvements along with architectural standards for new construction will create a distinctive character for the improvements area and a distinct gateway district for the City of Taylor Mill.

Signage

A comprehensive effort to standardize the signage will allow for improved wayfinding, continuity of appearance and identification. Generally, the size of signage is determined by the scale of the structure. All signs should be of consistent type, material and color. A hierarchy of signage should be established for area recognition, business identification, directional, and other related types.

Type

- All signs should be of similar material, texture, color, and shape (excluding the actual sign face).
- All signage should be designed with a consistent theme (Traditional), regardless of size or location and reflect the character established by the City of Taylor Mill.
- Where possible, public street signage should be included in the same standard with street lighting.

- Commercial signage should use either a monument or wall mounted sign, pole signs are discouraged.
- Signage for a multi-tenant facility should have a coordinated character and combine information as much as possible.
- Street signage, consistent with the established City of Taylor Mill standards should be used.
- Signage throughout a multi-tenant facility should be consistent.
- Monument signs should include street number.

Location

- Sign placement at intersections should allow for safe sight distance.
- Street signage should occur between the curb and the walkway.
- No signs should be located adjacent to the edge of the road.

Signage Lighting

- To improve legibility, wash lighting is encouraged, with directional light fixtures being as subtle as possible. Directional glare and light pollution onto adjoining properties and roadways should be considered.

Building Façade (Wall) Signage

- Wall signage should be consistent in design and theme.
- Wall signage should not conflict with the architectural style of the building.
- Landscaping should not block wall signage.

Signage Height

- No sign should extend higher than 24 feet above ground level.
- No wall sign should extend above the eave line or parapet wall of a building, whichever is higher.

Size

- Allowable size of wall signage is a ratio of 0.5 square feet per lineal feet of building frontage to 200 feet. An additional 0.75 square feet per foot of lot frontage over 200 feet to a maximum of 250 square feet.
- The bottom of any pole sign should not be less than seven feet above grade, and not more than ten feet above pedestrian walkways.

Appropriate Signage

- Monument signs.
- Wall signs.
- Wayfinding markers and signage.
- Transportation safety and street signage.

Inappropriate Signage

- Flashing, audible signs.
- Highway oriented billboards.
- Sign benches.

- Neon signs.
- Portable signs.
- Signs on roofs, dormers, or balconies.
- Signs painted directly on structure.

Lighting

Lighting can serve a multitude of functions from providing a sense of safety to directing pedestrians and/or vehicular traffic. Lighting can focus attention and accentuate a sign, feature or building. Consistent lighting is an important factor in tying together disparate areas and a formal lighting district is recommended for the study area. All lighting, including but not limited to building lighting, security lights, and architectural lights should be from the same family of fixtures to maintain continuity. Material color, texture and design should be maintained.

Street & Pedestrian Lighting

- Light fixtures should be consistent throughout the area; both pedestrian-oriented and street-oriented. Pedestrian-oriented lighting should be at smaller scales to light walkways and plazas while street-oriented lighting should be at larger scales to light streets.
- Light fixtures should be spaced at regular intervals and offer continuous ground plane overlap.
- Light fixtures should be located at least two feet and preferably five feet back from the curb.
- Lighting should be combined with signage standards and other elements where possible.
- Lighting should be coordinated with street tree plantings for proper integration.
- Lighting should be maintained along the length of both sides of the roadways.

Parking Lot Lighting

- Parking lot lighting should provide for pedestrian and vehicular safety.
- Overlighting should be avoided, lighting should not cause excessive illumination beyond the property line or road Right-of-Way (ROW). Consider establishing a .5 foot-candle lighting limit at abutting property lines.
- Incorporate energy saving lighting controls that scale back light levels during times businesses are closed.
- Recommended fixtures should complement street lighting fixtures and be of a neutral color; bronze, black, or charcoal.

Building Lighting

- Lighting used to accentuate architectural form or signage should be indirect and the source hidden from view.
- Security lighting should not overflow into another property. Consider establishing a .5 foot-candle lighting limit at abutting property lines.

Pedestrian Lighting

- Use a light hierarchy to distinguish between illumination requirements.
- Street lighting should be placed to also offer illumination along any adjacent walkways.
- Walkway lighting should employ a combination of overhead and bollard fixtures.

Inappropriate Lighting

- Flashing/strobe-type lighting.
- Colored shields or lighting fixtures.

Site Furnishings

Streetscape furniture should be considered in terms of compatibility with the architectural character of the study area as well as consistency with other streetscape elements such as landscaping and paving.

Site furnishings include items such as benches, bollards, banners, trash receptacles, bus shelters, planters, bicycle racks and phone booths.

- Site furnishings should be consistent in design, and if possible, from the same family of materials and design elements.
- Site furnishings should be constructed of similar materials; metal, stone or other natural materials that coordinate with the building facades.
- Site furnishings such as benches, news kiosks and trash receptacles should be clustered together in areas of activity.

Pedestrian Walkways

Pedestrian walkways are an important feature, and communicate to visitors that pedestrians are welcome and encouraged to walk from business to business. Walkways include sidewalks along roads and walkways that connect the surrounding land uses to the improvement area that are not along roadways. Pavement type is very important, it serves to differentiate between pedestrian and vehicular circulation and cues the visitor to appropriate paths between uses. Walkways should connect every business in the improvement area to the surrounding uses and area.

- Pedestrian walkways are recommended along both sides of any roadway within new developments and along existing streets.
- Pedestrian walkways should be located an average of ten feet and no less than five feet from any curb edge for new development, but as vehicle speeds and traffic volumes increase the walkway distance should increase.
- Where existing development does not allow for the standards listed above, variations should be allowed to complete the walkway.
- Pedestrian connections should be provided into the study area from the streets and adjacent uses.
- Walkways should be wide enough to accommodate comfortable passing, and should not be less than six feet wide, with a preferred width of ten feet. In areas that are adjacent to retail uses, the walkways should be 15 to 20 feet wide to encourage street activities such as outdoor seating for restaurants and other appropriate outdoor activities. Areas of 15 to 20 foot walkways need to be incorporated into the designs of the development and should be included on all application submittals.
- Plaza areas should be encouraged where appropriate, allowing for outdoor seating and activities.
- Pavement materials should vary to distinguish pedestrian circulation from vehicular traffic. Brick pavers, textured concrete, or a combination of brick and concrete are a recommended paving material where pedestrian and vehicular circulation overlap.
- Brick or concrete pavers should be within the color range that matches other recommended brick materials within the study area.

Bikeways

In addition to pedestrian walkways, a designated bikeway has been recommended through the improvement area and beyond. The bikeway is equally as important as the walkways and gives residents an alternative transportation mode to access the improvement area and to travel through it. The following guidelines establish the standards for the bikeway.

- The bikeway should be a minimum of eight (8) feet wide and a maximum of 14 feet wide.
- The bikeway should be designed as a bicycle path (separated from the roadway by landscaping) where possible.
- If the bikeway must be a bicycle lane, pavement separators must be included to ensure safety and should only be used by bicyclists. Pedestrians should not be permitted to use the bicycle lanes.
- Permanent bikeway designation signs should be included in the design and placed at appropriate intervals along the bikeway.
- Wayfinding signage should also be encouraged along the bikeway.
- The bikeway should be designed to minimize vehicular and bicyclist conflicts.
- Where vehicular and bikeway crossings are necessary, they should be designed in a way that alerts bicyclists and motorists and allows for safe crossings.
- Drainage gates and other hazards along the bikeway must be bicycle friendly.

Fences and Walls

Fences and walls can be used as an organizing feature in the streetscape by delineating a separation in uses or focusing attention on a gateway or signage. These elements can also provide a sense of security from adjoining land uses or safety from vehicular traffic. Fences or walls are very effective at gateways and can provide a support for signage or a logo, an enclosure for site furnishings, or can delineate a bus stop. Low masonry or stone faced walls can also be useful for screening parking areas where space for a landscape buffer or screening is limited.

- Fences should be constructed of natural materials, such as wood or iron rod.
- Any wood fences should be traditional in design, split-rail type wood fences are not permitted.
- Site and signage monumentation walls should be constructed of natural materials such as limestone, brick, or fieldstone.
- Finished concrete wall structures should not be used in public areas.
- Concrete unit retaining walls should use buff colored units. Use of ornamental units and bond patterns is encouraged.
- Chain link fences are permitted for security purposes only, in areas that are not along a public circulation route or viewable from a public walkway.

Public Streetscape

The streetscape along public roads is the element that can most influence perception about character of an area. By establishing guidelines that promote a unified design, the study area will be perceived as an economically progressive area. A formal treatment is suggested for the street tree planting and light fixture location.



- Roadways where the street frontage guidelines apply include the realigned KY 16, Taylor Mill Road, Old Taylor Mill Road, and all new roadways within the study area.
- Street trees should be spaced at 45 foot maximum intervals.
- Street trees should be of the same species along the length of block but can vary from block to block to promote diversity of tree species.
- Lighting should occur at equally spaced intervals and be from the same family of fixtures and standards.
- Trees should be located at a constant distance from the curb edge continuously along the roadways.
- Utility services should be placed underground along streets and right-of-ways where possible.

Gateways

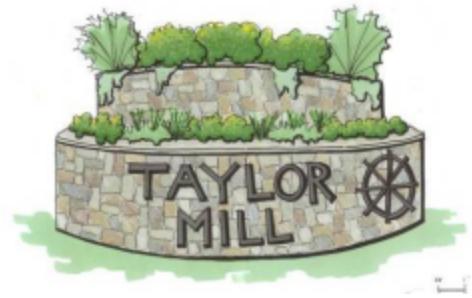
Gateways can provide a point of recognition for the community. At appropriate locations, a gateway can give a sense of community character, mark the edge of a boundary, and encourage visitation by passersby.

- Gateway areas should incorporate appropriate identification signage.
- Appropriate coordinated lighting should be provided at gateway locations.
- Gateway areas should be punctuated with landscaping, signage, paving, and other significant structures such as walls or columns.
- Landscaping should follow the *Landscape Guidelines* recommendations.

Major Gateways

The major gateways to the study area occur at the intersections of I275 and KY 16, KY 16 and Taylor Mill Road, Taylor Mill Road and Old Taylor Mill Road, and Taylor Mill Road and Meadow Lane. A concentration of landscape elements is recommended at these gateway locations.

- In the gateway area, signage identifying the City and improvement area should be incorporated with other landscape elements.



- Landscaping should be concentrated at these locations but still allow for adequate sight distances at intersections.
- Landscaping should follow the landscaping guidelines.
- Lighting should be integrated into the gateway area in the form of ornamental street lighting or signage wall lighting and should follow lighting guidelines.
- Low walls or other structural elements should be used to emphasize the gateway area.
- Major gateway areas should incorporate a mix of plantings from the acceptable plant list, including trees, shrubs, and groundcovers with seasonal interest, adding color and horticultural interest to the gateway.
- Water features are appropriate for the focal point or an element of major gateways.

Minor Gateways

Minor gateways are located in the interior of the study area along KY 16 and Old Taylor Mill Road. Additional minor gateways should be located at the intersections of new roadways with KY 16. Elements used at the major gateways should be replicated here but at a subdued or reduced scale.



- Signage should be included at these gateways.
- Lighting should be integrated into the gateway arrangements.
- If appropriate, pedestrian crossings can be coordinated with minor gateway locations.

Medians

Medians are recommended the length of KY 16 and will be included to a limited extent within the improvement area where the layout of turning lanes and space allows. There is also an opportunity to establish landscaped medians in the existing asphalt stripped medians along KY 16 north of I-275. While not currently a component of the KY 16 realignment project, ornamental street lighting and landscaping is recommended along the length of KY 16 within the improvement area. Lighting and landscaping within the medians and along the right-of-ways should be consistent with street frontage guidelines.

- To accommodate adequate tree planting width, the median should be a minimum of ten feet wide.
- Lighting should be incorporated into the median strip and staggered to allow for street trees.
- Tree planting and spacing should replicate street frontage guidelines.



11.c Site Development Guidelines

Site development guidelines involve consideration of elements on a larger scale than either streetscape or architectural guidelines. The locations and appearance of some site elements can complement or disrupt the character of the study area.

Internal Vehicular Circulation

Internal circulation and access to and through individual development sites is an important component of the improvement area to consider. This portion of the design guidelines establishes guidelines that should be considered for internal circulation routes through individual development sites only. This section does not specify guidelines for public roads.

- Where necessary, traffic calming measures should be encouraged through road design, landscaping, and locations of parking spaces.
- Speed bumps are discouraged.

Parking

Parking areas in the improvement area should be accessible to visitors but should also be screened from circulation routes and adjacent residential properties. Parking areas should not interrupt the general character of the study area.

- Parking at the building side should maintain the build-to line, or for setback requirements refer to *Setbacks* in the *Architectural* section of this document.
- Allow shared parking between uses that have distinctly different peak load times.
- Promote TANK use by improving accessibility and rider accommodations at designated bus stops.
- Encourage minimum parking area requirements with a “reserve area” that can be used at a later time.
- Screen all areas of parking from circulation routes and adjacent residential properties.
- Parking lot screening should follow those recommendations in the landscape guidelines found in *Parking Lot Perimeter Planting* in the *Landscape Guidelines* section of this report.
- Bicycle parking is recommended at commercial, office, or mixed-use areas.
- Distinctive pedestrian routes through parking lots are recommended. This can be achieved through the use of a variation in pavement material, color and location.
- Cart carousels should be screened and constructed of high quality materials that complement other site amenities and furnishings.

Detention/Retention

Detention and retention systems within a development are required to direct and control runoff from hard surfaces such as parking lots, roads and building roofs. These systems can be treated in a manner to make them aesthetic site assets rather than a functional response to storm water management.

- Wet basin retention is preferred to dry basin detention to offer a more aesthetic treatment of storm water management techniques and to allow for some degree of water quality treatment prior to discharge.
- Provide landscaping around detention/retention ponds from approved plant list.

- Landscaping should include a minimum ratio of plants to linear feet of perimeter measured at high water level.
- Refer to *Landscape Guidelines* section.

Screening and Buffering

Any accessory elements such as ground equipment including HVAC units, storage areas or accessory storage structures, satellite dishes, dumpsters, etc. should be screened by means of landscaping, walls, fences, natural rock formations, berms. See *Fences and Walls* in the *Streetscape Guidelines* section of this report.

- Screening and buffering elements should complement and enhance the character of the architecture, site furnishings, and overall design of the improvement area.
- Screening and buffering should be used to limit noise and light pollution from commercial and office uses.
- Utility services should be placed underground where possible and for all new development.

11.d Landscape Guidelines

The successful use of plant materials to create a harmonious design depends on an understanding of several general principles. The location and land use of a particular site determines whether a formal or informal landscape design is appropriate. Areas where a formal design layout is appropriate can include gateways, civic use areas, street intersections, and occasionally street corridors. Informal arrangements typically favor open spaces, wooded edges, and housing areas.

Trees are an effective landscaping material because of their size and visual impact. It takes several shrubs to equal the impact of a single tree. Trees and other plants are effective in reducing the scale of large buildings and parking lots, while at the same time they help to soften views onto parking lots and buildings. Plant materials offer the opportunity to introduce color, texture, and form to the environment. Shrubs should be massed and grouped to create pleasing forms. Shrubs spaced individually in a linear fashion are not particularly effective.

If implemented appropriately, a landscape planting can weave circulation, the building and the larger site together to create a complete and enjoyable environment.

General Guidelines

A landscape plan should be required for all multi-family, commercial, professional office and mixed-use development, redevelopments, additions, or change in uses. All landscape materials should be maintained in a healthy condition and replaced if required. The landscape plan should establish a planting theme or site identity and designed and signed by a licensed landscape architect.

Some issues to be considered when designing a landscape planting include the projected mature size of plants and trees, selection for drought tolerance species, hardiness zone (Zone 6 for Northern Kentucky), maintenance required, seasonal color, and blooming time. Appropriately placed trees and shrubs can provide an aesthetically inviting appearance to a site, as well as an effective means for visually screening surface parking lots, trash dumpsters and loading dock areas.

Scale

- Plant materials of varying heights should be used.
- Larger canopy trees should be placed closer to sidewalks and streets.
- Informal foundation plantings of shrubs of various sizes are encouraged.

Form and Massing

- Shade/canopy trees should be placed between the sidewalk and parking lots to provide a consistent vertical element.
- Shrubs should be clustered to create a massing effect.
- Strategically place plantings to provide shade and to reduce heat gain from hard surfaces.

Earth Mounds/Berming

- Berms can be used for screening or buffering between uses or used to accentuate signage or monuments. However, berms should not obstruct views within the sight triangle of an intersection.
- Design berms with a maximum 3 to 1 slope, shape berm so the edges are rounded at the top and bottom.

- Berms can be landscaped to gain a more accentuated sense of height.
- Landscape boulders can also be incorporated into the design.

Screening and Buffering

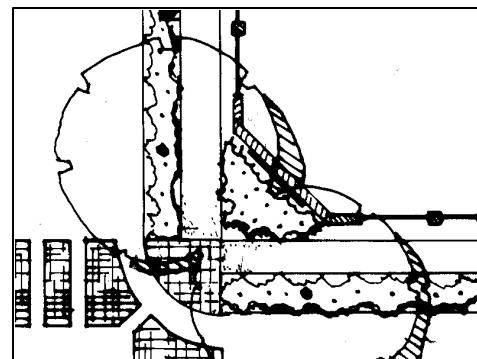
- All parking lots and vehicular use areas should be screened from view from public rights-of-ways and adjacent residential land uses.
- Landscaping should be placed to screen surface parking lots, trash dumpsters, and loading dock/service areas to a minimum height of 4 feet at the time of installation. Plant material opacity should be 90% during the growing season.
- Service areas may use landscape plantings or a combination of opaque fencing, or walls for screening purposes.

Street Frontage Planting

- Street frontage trees should be planted at 35 feet maximum intervals and be planted preferably within 5 to 25 feet of the property line. Coordinate street frontage plantings so they do not interfere with existing or future potential street tree plantings within the public right-of-way.
- Parking lots visible from the public right-of-way should be screened with plant materials to a minimum height of 4 feet and 90% opacity during the growing season.
- Lawn or other groundcover plant materials should be planted on all areas not covered by other plant material. Large mulched areas are not appropriate.
- All egress points should maintain adequate sight lines and should be planted to cue entrances.
- Entrances and exits should include plantings that do not obscure sight lines between a height of 3 feet to 7 feet.

Development Site Gateways and Entrances

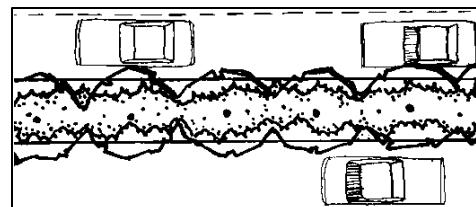
- Development site gateway areas and vehicular entrances should incorporate a mix of plantings from the acceptable plant list, including trees, shrubs, and groundcovers.
- Major gateway areas should have a minimum of 80 percent coverage of area with plant material.
- Maintain adequate sight line at intersections and egress points when placing plant material.
- Sight triangle should be unobstructed by plantings or other elements between a height of 3 feet to 7 feet.
- Provide safe and accessible pedestrian crossings at sidewalk and street intersections.



Gateway example of paving, signage, fence, and plantings.

Median Plantings

- Consider incorporating medians as a traffic calming and entrance feature on internal streets and drives.
- Maintain a 10 foot width for medians to accommodate tree plantings.
- Median street trees should be equidistant from one another spaced at 45 feet maximum.



Median planting showing tree placement and shrubs.

- At vehicular access cuts in the median, maintain low groundcover to allow for adequate sight distance.
- At intersections, plants or groundcover should be maintained at a height of 18 inches maximum.

Parking Lot Interior Island Landscaping

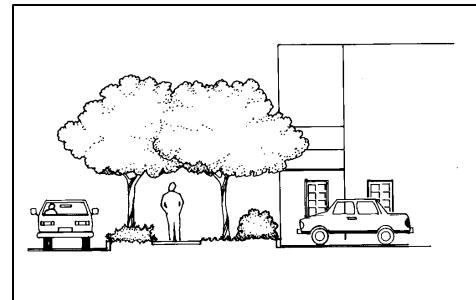
In large areas of parking consisting of 150-200 spaces (parcels over 5 acres), a minimum of 1 shade tree and 5 shrubs should be planted for every 9 parking spaces required, or not less than 18 trees per acre of parking. 25 percent of shade trees may be 1.5 inch caliber DBH while the remaining 75 percent should follow landscape standards. Groundcover should be planted on all areas not covered by other plant material.

Parking Lot Perimeter Planting

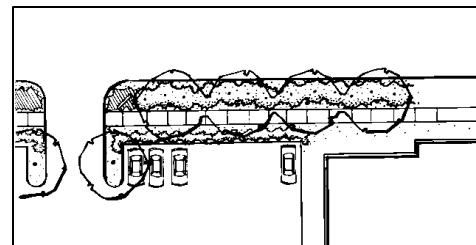
Where parking areas are located adjacent to street frontage, refer to the *Street Frontage Planting* section. Parking areas that adjoin an access drive should include a minimum 15 foot wide perimeter planting area. An access drive/road is defined as any road serving two or more parcels and serving another circulation aisle.

The perimeter planting area adjacent to access road plantings to include a minimum of three (3) ornamental trees or evergreens and thirty (30) shrubs (minimum 3 feet tall) per 100 linear feet of lot curb edge or property line. The shrub ratio should include 30 percent evergreen material. Groundcover or lawn should be planted on all areas not covered by other plant material.

Rear or parking lot perimeter planting should be a minimum 5 foot wide area from property line or ROW. The required planting for rear and side areas equal three (3) ornamental and twenty (20) shrubs per 100 feet of parking curb edge to property line.



Suggested planting at parking lot perimeter/street frontage.



Planting example at lot perimeter and vehicle entry.

Detention/Retention Planting

Where detention/retention basins can be viewed by pedestrians or are on a circulation route, these areas should be planted with a minimum of thirty (30) shrubs per 100 feet, measured at high water level. Plants should be massed in naturalistic groupings.

Utility/Service Planting

These areas should be screened from view with landscaping if other methods are not used. The required planting consists of 60 percent evergreen screening to 5 feet tall around perimeter of area that can be viewed by the public.

Landscaping Standards

The interior dimensions and design of any planting area or planting median should be sufficient to protect and insure proper growth of the landscaping materials. Interior widths of planting areas should not be less than:

- 9 feet wide for canopy trees.
- 9 feet wide for ornamental trees.
- 5 feet wide for shrubs (without other plantings).

All plant materials should meet the following specifications:

Shade Trees:

- Minimum trunk diameter 2.5 inches at DBH.
- Minimum height of 8 feet.
- Branching height of not less than 1/3 and not more than ½ of tree height.

Ornamental Trees:

- Minimum trunk diameter 1.5 inches at DBH.
- Minimum height of 6 feet.
- Branching height of not less than 1/3 and not more than ½ of tree height.

Evergreen Trees:

- Minimum height of 6 feet.
- Width not less than 3/5 of height.

Deciduous Shrubs:

- Minimum height of 18 inches.
- No less than 6 main branches upon planting.

Evergreen Shrubs:

- Minimum height of 18 inches.
- No less than 6 main branches upon planting.

It should be noted that evergreen tree species should not be planted near drives or parking areas, as they have sensitivity to salt spray from winter de-icing applications.

Preservation of Trees

Preservation of trees on a given site is encouraged to preserve some of the site's aesthetic appearance especially on steep hillsides within the improvement area. Trees larger than 4 inch caliper should be considered an asset to the landscape. Retention of these trees provides economic advantages by allowing the site developer to calculate these specimens as part of the landscape requirements. In particular, retention of native species is encouraged.

- A reasonable effort shall be made to preserve the existing trees on each building site.
- Provide a tree inventory and survey of all existing trees in excess of 6 inch caliper.
- Reduce number of new trees required (except in street tree requirement and parking lot buffering) in response to voluntary preservation by a developer of any existing trees on the site as follows:

Trunk Diameter of Single Preserved Tree Measured at 4 Feet Above Grade Level	Reduction in Number of New Trees Required
4-6 inches	1 Trees
6-14 inches	2 Trees
14-20 inches	3 Trees
20 inches +	4 Trees

Replacement of existing site trees is as follows:

- Replace existing trees with a caliper of 6 inches or larger at a rate of two new trees to every one existing tree removed.
- Replace existing native trees with a caliper of 20 inches or larger at a rate of three new trees to every one existing tree removed.

Preferred Plan List

The preferred plant list on the following page identifies appropriate plants that should be used to landscaping within the improvement area. The plant list is comprehensive, however additional plants not on the list may be acceptable based on the following criteria:

- Plant availability
- Plant maturity
- Seasonal color
- Bloom time

Preferred Plant List

Common Name	Botanical Name
Shade Trees	
Red Maple	<i>Acer rubrum</i>
Sugar Maple	<i>Acer saccharum</i> (for areas greater than 10')
'Heritage' River Birch	<i>Betula nigra 'Heritage'</i>
European Hornbeam	<i>Carpinus betulus</i>
Yellowwood	<i>Cladratris kentuckea</i>
Thornless Honeylocust	<i>Gleditsia triacanthos inermis</i>
Kentucky Coffeetree	<i>Gymnocladus dioicus</i>
Tuliptree	<i>Liriodendron tulipifera</i>
Sweetgum	<i>Liquidambar styraciflua</i>
Ironwood	<i>Ostrya virginiana</i>
Bur Oak	<i>Quercus macrocarpa</i>
English Oak	<i>Quercus robur</i>
Shingle Oak	<i>Quercus imbricaria</i>
Chinkapin Oak	<i>Quercus muehlenbergii</i>
Red Oak	<i>Quercus rubra</i>
Littleleaf Linden	<i>Tilia cordata</i>
American Linden	<i>Tilia americana 'Redmond'</i> (for areas greater than 10')
Homestead Elm	<i>Ulmus x Homestead</i>
Frontier Lacebark Elm	<i>Ulmus Parvifolia</i>
Small Trees	
Hedge Maple	<i>Acer campestre</i>
Amur Maple	<i>Acer ginnala</i>
Paperbark Maple	<i>Acer griseum</i>
Ironwood/American Hophornbeam	<i>Ostrya virginiana</i>
Sourwood	<i>Oxydendron arboreum</i>
Flowering/Ornamental Trees	
'Autumn Brilliance' Serviceberry	<i>Amelanchier x grandiflora</i>
Red Bud	<i>Cercis canadensis</i>
Kousa Dogwood	<i>Cornus kousa</i>
Winter King Hawthorne	<i>Crataegus viridis</i>
Sweetbay Magnolia	<i>Magnolia virginiana</i>
'Sugar Tyme' Crabapple	<i>Malus 'Sugartyme'</i>
'Prairiefire' Crabapple	<i>Malus 'Prairiefire'</i>
'Bob White' Crabapple	<i>Malus 'Bob White'</i>
Sargeant Crabapple	<i>Malus sargentii</i>
'Chancellor' Callery Pear	<i>Pyrus calleryana 'Chancellor'</i>
Japanese Lilac Tree 'Ivory Silk'	<i>Syringa reticulata 'Ivory Silk'</i>
Evergreen Trees	
White Fir	<i>Abies concolor</i>
Norway Spruce	<i>Picea abies</i>
Serbian Spruce	<i>Picea omorika</i>
White Pine	<i>Pinus strobus</i>
Canadian Hemlock	<i>Tsuga canadensis</i>
Large Shrubs	
Possumhaw	<i>Ilex decidua</i>
Doublefile Viburnum	<i>Viburnum plicatum tomentosum</i>
Burkwood Viburnum	<i>Viburnum x burkwoodii</i>
Mohican Viburnum	<i>Viburnum lantana 'Mohican'</i>
Medium Shrubs	
Red Chokeberry	<i>Aronia arbutifolia 'Brilliantissima'</i>
Spreading Cotoneaster	<i>Cotoneaster divaricatus</i>
Rockspray Cotoneaster	<i>Cotoneaster horizontalis</i>

Common Name	Botanical Name
Oakleaf Hydrangea	<i>Hydrangea quercifolia</i>
Northern Bayberry	<i>Myrica pensylvanica</i>
Meyer Lilac	<i>Syringa meyeri</i>
American Cranberrybush Viburnum	<i>Viburnum trilobum</i>
Small Shrubs	
'Wintergreen' Boxwood	<i>Buxus microphylla 'Wintergreen'</i>
Cranberry Cotoneaster	<i>Cotoneaster apiculata</i>
Anthony Waterer Spirea	<i>Spirea x bumalda 'Anthony Waterer'</i>
Perennials/Grasses	
Blazingstar	<i>Liatris</i> sp.
Black-Eyed Susan	<i>Rudbeckia</i> sp.
Purple Coneflower	<i>Echinacea purpurea</i>
Fountain Grass	<i>Pennisetum</i> sp.
Little Bluestem	<i>Schizachyrium scoparium</i>
Ground Covers	
Bronze Beauty Bugleweed	<i>Ajuga reptans 'Bronze Beauty'</i>
'Minimus' Wintercreeper Euonymus	<i>Euonymus fortunei 'Minimus'</i>
'Shademaster' Periwinkle	<i>Vinca minor 'Shademaster'</i>
Native or Preservation Trees	
Shagbark Hickory	<i>Carya ovata</i>
Hackberry	<i>Celtis occidentalis</i>
White Ash	<i>Fraxinus americana</i>
Kentucky Coffeetree	<i>Gymnocladus dioicus</i>
Walnut	<i>Juglans nigra</i>
American Hophornbeam	<i>Ostrya virginiana</i>
Oaks	<i>Quercus</i>
Bald Cypress	<i>Taxodium distichum</i>
American Linden	<i>Tilia americana</i>
Unacceptable Trees	
Box Elder	<i>Acer negundo</i>
Silver Maple	<i>Acer saccharinum</i>
Tree-of-Heaven	<i>Ailanthus altissima</i>
Russian Olive	<i>Elaeagnus angustifolia</i>
Female Ginkgo	<i>Ginkgo biloba (Female)</i>
Osage Orange, Hedge Apple	<i>Maclura pomifera</i>
Cottonwood, Aspen	<i>Populus</i> spp.
Elms (Other than Approved Hybrids)	<i>Ulmus</i>

11.e Architectural Guidelines

Buildings should be designed with an overall design character consistent with neo-traditional design elements. Generally, this design character borrows material, proportion, and detail types from classical examples such as Federal, Georgian, Italianate, and Greek Revival Periods. These architectural guidelines are intended to be used for new commercial, office, and mixed-use structures. The architectural style of new residential units should maintain and reflect the residential character established within the City of Taylor Mill.

Color

Paint colors should harmonize with the natural material color of the building material. Do not paint concrete, brick, stone, split-faced concrete masonry unit (CMU), or clay tile unless historically applicable. Paint colors that are metallic or neon are discouraged.

Massing

Any new construction should avoid long, monotonous uninterrupted walls or roof planes. Articulation of the façade can reduce the perceived size of the structure. This articulation can be achieved through the appropriate placement of windows, doors, or offsets. New commercial, office and mixed-use structures should be a minimum of two stories, allowing for greater density and more massing (See *Building Height*).

Roofs

Roofs should be symmetrically pitched in the configuration of gables and hips. Pitch slopes should range from 4:12 to 14:12. Shed roofs are permitted if the ridge is attached to an exterior wall and should fall within the 4:12 to 14:12 range. Flat roofs are permitted if historically consistent with style of architecture, and should be edged with a parapet or railing.

- Rooftop equipment should not, at any time, be visible from adjoining uses.
- Pitched roofs should be clad in slate, composition asphalt shingle or standing-seam metal panels.
- Asphalt shingles should be colored to resemble gray slate or be of neutral, earth tone colors.
- Standing seam panels should be either gray, black, dark blue, dark green, or barn red.
- Roof elements such as vents, flues, turbines, or other penetrations should be painted to match roof color.
- Gutters should be in accordance with the structure's architectural style and visually integrated.



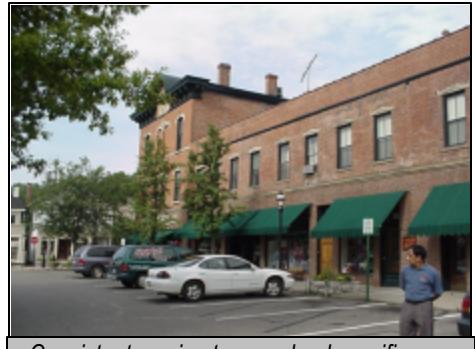
Buildings with appropriate roof pitch.

Awnings

Awnings can be used very effectively to accent a building's façade without changing the building structure. A system of awnings can tie together dissimilar facades and lend consistency to the street frontage. Color, pattern and text can be added to convey a logo or title.

- Fixed or retractable awnings are permitted if they complement the building's architectural style, material, color, and details.

- An awning should not conceal architectural features (such as cornices, columns, pilasters, or decorative details).
- Metal and aluminum awnings are not recommended.
- Awnings should be made of solution-dyed acrylic awning or marine fabric, the material should be opaque.
- Awning signage text should be consistent with other signage and should conform to the City signage regulations.
- Awning colors should complement the color of the building by matching or accenting the trim.
- Awnings should not be underlighted.
- Awnings over an entrance should be centered on the entrance with a 7 foot clearance between bottom of skirt and the pavement.
- Perpendicular canopies should match the slope of any existing stairs or ramps.



Consistent awning type and color unifies the façade.

Building Utilities and Equipment

Building equipment is necessary to the function of a building, but it is not usually aesthetically appealing. Various methods can be used to maintain consistency in appearance and screen undesirable views.

- Relocate overhead utilities underground where possible.
- Screen visible utility elements and ground equipment.
- Ground equipment should be screened by landscaping, fencing, or wing walls of buildings.
- Roof equipment must be screened from front and side view with the same building materials.
- Utilities must be covered with a box or concealed from view with material that matches the façade.

Setbacks

Consistent setbacks can enhance the sense of continuity within a development. Buildings, other structures and parking lots should be built to the build-to line to ensure spatial consistency along the sidewalk edge or road front. Refer to the *Landscape Guidelines* section for recommended street frontage guidelines.



Commercial Uses with a 10-20 foot setback from the ROW and on-street parking.

KY 16 and Taylor Mill Road

Setbacks along KY 16 should be maintained at 20 feet from ROW and incorporate a minimum of 75 percent open greenspace area that includes landscaping and landscape elements.

Proposed Roadways

Building setbacks along all proposed roadways should be maintained at a minimum of 15 feet from the curb line, and a maximum of 25 feet from the curb line. Street tree plantings should meet requirements from the *Street Frontage Landscaping* section of this report. Outside seating areas may dictate some variations from these dimensions.

Building Height

The preferred height of new structures in the study area should be between two story (20 feet minimum on major roadways) and three stories (30 feet). The maximum height of buildings should not exceed 35 feet, with the exception of office buildings near I-275, and signature or civic buildings with clock towers or other architectural amenities. Building height will be predicated by developers and market conditions.



Two story office buildings with Awnings, Landscaping and Architectural detailing.

Façade Cladding

Historically, cladding materials were chosen for their appropriateness to building type. Materials for new construction may be used if they emulate the appearance and quality of traditional materials. No more than four and no less than three basic materials should be used in any façade. Facades should have a tripartite configuration; a base or foundation, a middle or modulated wall, and a top portion formed by a pitched roof or articulated cornice. Materials should not be changed in the same plane, unless separated by a detail, such as a reveal, and change should occur along a horizontal or vertical line. The lighter material should occur above the heavier material in all cases. Building facades located on corner lots should continue the same material on both sides and detail those facades similarly.

Smaller Scaled and Detached Structures

In the study area, buildings can include a variety of office and commercial uses. An appearance of continuity in materials and design aesthetic will lend a cohesive character to the various attached and detached small commercial buildings.

Appropriate Cladding

- Residential-size, jumbo or utility, brick, traditional red color or other neutral, non-glazed type. Brick size should relate to scale of the building.
- Horizontal wood siding.
- Stone facing material.
- Exterior Insulation and Finish System (EIFS) (i.e. Dryvit) is permitted only above 36 inches on any elevation of the building. EIFS should not exceed 40 percent of the overall non-window façade area on the front or any street facing elevation.
- Exposed foundation may be constructed of split-face CMU if maintaining the appearance of stone.



Commercial building with brick façade and appropriate awnings.

Inappropriate Cladding

- Heavily rusticated stone veneer.
- Glass curtain wall.
- Vertical siding.
- Standard CMU.
- Metal cladding.

Larger Scaled and Attached Structures

Buildings of this scale have a different visual impact on the image and character of the City. The size of these buildings can lend to the area's sense of continuity by detailing the façade to address a more human-size scale. Buildings that are more than 80 feet in horizontal length should have offsets to interrupt the monotonous plane. This can be achieved by dividing the façade into smaller units, projecting or recessed, to give the appearance of smaller street front shops. Buildings shall use a minimum of three (3) different materials on the front façade or any street facing elevation.



Brick building with appropriate window detailing.

Appropriate Cladding

- Residential-size, jumbo or utility, brick, traditional red color or other neutral shade, non-glazed.
- Stone facing material.
- EIFS (i.e. Dryvit) is permitted only above 36 inches on any elevation of the building. EIFS should not exceed 40 percent of the overall non-window façade area on the front or any street facing elevation.
- Exposed foundation may be constructed of split-face block if maintaining the appearance stone.
- Glass curtain walls may be used as a design feature but should not comprise more than 60 percent of the façade.



Doors and windows are proportionate building style.

Inappropriate Cladding

- Residential siding.
- Metal panels or metal cladding.
- Concrete Masonry Units (CMU).

Doors and Windows

Detail elements such as lintels, pediments, pilasters, columns, and other design elements appropriate to the style of the building should be used to articulate entrances to buildings. The window proportion and placement should be compatible with the proportion of the building.



Large scale building example showing articulation of the façade.

Doors

- Commercial style doors, with wide stiles and glazing are typical.
- Entry doors should be glazed for at least a third of the total area, and have either wood or metal frames.

Windows

- Windows should not exceed 75 percent of the total ground level façade area.

Inappropriate Doors and Windows:

- Ribbon windows that span the façade.
- Spandrel panels.
- Reflective panels on the base of a storefront.

Chapter 12 – Master Plan Implementation

12.a Implementation Tools

The City of Taylor Mill has a variety of tools at its disposal for influencing and guiding land use changes in the improvement area. Land use changes are influenced through a combination of public and private actions and investments. Tools at the City's disposal for implementation land use change include:

- Public investment as a means to leveraging private investment through improvements to the public realm (street and transportation improvements, streetscape, pedestrian accommodations, landscaping in public right-of-ways, utility and infrastructure improvements)
- Application of design guidelines for new development in the district
- Application of zoning and planning tools
- Providing leadership and advocating for projects that build on the quality and synergies of the district.

Public Investment

The following section on capital improvements further defines corridor enhancements along the major roadways, gateway areas and infrastructure needs within the improvement area. The greatest and most obvious public investment that will occur is the realignment of KY 16 and its associated traffic benefits. Transportation projects are traditionally major drivers for land development. Access is significant to the relative desirability of development parcels. The City and community's involvement with the details of the project in the form of sidewalks, medians, tree lawns and use of materials, have added a dimension to this project which will support future enhancements and connectivity in the community. Another consideration when planning for future public investments is the adequacy of not just the road network to support the City's and development needs but also to plan for necessary upgrades to the infrastructure of the City.

Design Guidelines

The design guidelines outlined in *Chapter 11* are intended to communicate the City's level of expectation for the appearance and quality of new development projects. It should be noted that in some cases, the guidelines represent a departure from current City of Taylor zoning requirements in building setback dimensions and parking lot placement requirements in order to promote a more pedestrian oriented district where buildings and not parking lots present themselves to the public streets. The appearance of future development sites and their function within not just individual sites but within the overall district, is an important consideration. Exercising the design guidelines in the development review process allows for incremental changes to result in a more unified appearance for the improvement area.

Zoning and Planning Tools

The City's primary tools for implementing land use changes are the Kenton County Comprehensive Land Use Plan and the City of Taylor Mill Zoning Ordinance. These documents define procedure and requirements for land use and development with review functions at both the City level and the County level. Recommendations for amendments to these documents are outlined in *Chapter 10*. The current study which is intended to be adopted as an update to the Kenton County Comprehensive Plan will

also serve as a future guide for decision making and communicate the desired outcome for land use in the improvement area.

City Leadership

The City of Taylor Mill has an opportunity to shape the character and diversity of the improvement area through means of advocating for desirable development projects within the study area. This process has already begun by initiating the land use planning process. Adoption of the land use plan and guidelines will further define the desired outcome of development projects. Throughout this process it has been stated repeatedly that the City and community do not wish to see "big box" development within the improvement area. This is a response to the traffic impacts and character of these types of developments which are perceived as not compatible or desirable rather than expressed opposition to retail land uses in general. Educating developers and the public of the desired character of future land uses will be an ongoing task for the City.

In addition to improvements to the public right-of-ways and gateway areas, projects such as a potential Kenton County Public Library or other community destinations will build synergies for both the existing and future land uses and residential districts. A mixture of private and public uses that are mutually supportive will serve not only Taylor Mill's residents but the thousands of commuters that pass through the improvement area daily. This is a quality that can make the gateway to Taylor Mill a destination different than any other highway interchange area in Northern Kentucky.

Evaluating Projects

The land use study process represents the initial step in defining and communicating the City's intent and vision for Taylor Mill's gateway and land uses adjacent to the new I-275 and KY 16 realignment. The Land Use Plan will serve as a guide in the future for new development in the district. Major changes in the district's appearance will occur with the redevelopment of KY 16. Identifying the desired outcome of adjacent land uses is an important component of this study. Evaluating new land development and public improvement proposals with criteria established during this planning process will help guide decision making in the future. Basic criteria and goals for evaluating proposals for future development include:

- Is the proposal consistent with the future land use plan?
- Are design guidelines addressed in the areas of site, landscape and architecture?
- Are abutting residential properties and public right-of-ways adequately buffered?
- Are traffic impacts addressed and accommodated?
- Does the project promote walkability in the community?
- Does the project represent a quality development that will contribute to the City's core of services and long term economic base?
- Does the project contribute to the appearance and desirability of the City's important gateway area?

12.b Capital Improvements

Priority public projects will build on the framework created by the new KY 16 realignment and establish the district as a distinct destination. Investments in the appearance and function of the public realm such as sidewalks, gateways, lighting and landscape improvements will support quality future development in the district.

KY 16 Project Enhancements

The Kentucky Transportation Cabinet's I-275 / KY 16 improvements project does not provide for certain enhancements which are typically locally funded or financed through a combination of local funding and grants. Desired enhancements within the study area include items such as burial of overhead utilities along KY 16 to Taylor Creek Drive; street lighting; street trees and median landscaping. An important item which is not currently in the KY 16 project scope and funding is the provision for a traffic signal at the new KY 16 and the new Honey Drive/Old Taylor Mill Road Connector intersection. A sidewalk on the south side of the new connector to Taylor Mill Road is also an important addition to the road realignment project.

Gateways and Landscape Development

Landscape development of public right-of-ways, particularly at important gateway locations will be an ongoing effort as the road project is completed. The proposed land use plan identifies opportunities for significant landscape and gateway development locations both with the public right-of-ways and adjacent properties. These areas include:

- Major City gateways along KY 16 both north and south of I-275 and at the new intersection of new KY 16 and Taylor Mill Road.
- Minor City gateways at the intersection of Taylor Mill Road and Cardinal Drive on the east edge of the district and on the south edge of the district at the intersection of new KY 16 and Old Taylor Mill Road.
- Preservation of steep hillsides
- Landscaped right-of-ways along new KY 16

Pedestrian Accommodations

Providing safe and comfortable sidewalks and a bikeway with connections to the rest of the City are important goals of the land use plan. The proposed bikeway along the north side of Taylor Mill road between the improvement area and Pride Park to the east is a significant first project that the City has already undertaken. Much of the infrastructure for pedestrian accommodations is already provided for within the scope of the KY 16 project or can be implemented as an integral piece of future land development projects. Connectivity between the various projects will require the City's ongoing oversight as improvements are proposed. Other pedestrian accommodations that should be considered include improved TANK stop areas with safe connections to residential streets or commuter parking areas; benches at community gathering areas; and safe, well demarcated pedestrian crossings at intersections.

Infrastructure Improvements

The utility assessment conducted during Phase I of this study identified the City's sanitary sewer system within the improvement area and the Sanitation District #1 area lift station as nearing capacity. Any new development proposal for the improvement area should include an evaluation of existing and proposed sanitary needs to determine capacity of the current system and required upgrades to the sanitary sewer system.

Capital Improvements

The following capital improvement costs present a range suitable for initial capital planning. Costs do not include R.O.W. or property acquisition as it is anticipated that the majority of projects will be contained within existing and newly created street rights-of-ways. Detailed master plans should be completed for each project in order to establish firm capital cost projections and to address actual infrastructure needs associated with adjacent development. Detailed cost breakdowns for each project area are included in the *Appendix*.

I-275 / KY 16 Capital Improvements Summary	<u>Low Range</u>	<u>Mid Range</u>	<u>High Range</u>
A. New KY 16 Corridor Enhancements Total:	\$748,536	\$935,670	\$1,122,804
B. Taylor Mill Road Corridor Enhancements Total:	\$468,072	\$585,090	\$702,108
C. Main Street Corridor Enhancements Total:	\$372,024	\$465,030	\$558,036
Proposed Capital Improvements Total:	\$1,588,632	\$1,985,790	\$2,382,948

12.c Funding Alternatives

There are two sources of funding for municipal improvement projects: grants and low interest loans. These grant funds are managed from Frankfort through the Kentucky Transportation Cabinet, the Governor's Office for Local Development (GOLD) and the Kentucky League of Cities (KLC). Specific information about each of the funds can be found on the website for the Kentucky Transportation Cabinet (<http://transportation.ky.gov>), the Governor's Office for Local Development (<http://www.gold.ky.gov>) and the Kentucky League of Cities (<http://www.KLC.org>).

Kentucky Transportation Cabinet-Funding Sources for Bicycle and Pedestrian Projects

The primary source of federal funding for greenways, pedestrian and bicycle paths is through the Transportation Equity Act of 1998 (TEA21). TEA21 funding that applies to greenway enhancement and pedestrian/bicycle paths includes the following:

- STP funds
- Transportation Enhancement Program
- Recreational Trails Program
- Federal Lands Highway Program
- National Scenic Byways Program
- Transit Enhancement Activity
- Renaissance on Main
- TCSP Program

Governor's Office for Local Development

The City of Taylor Mill is eligible for two grants offered through the GOLD program: The Area Development Fund (ADF) and the Kentucky Small Cities Community Development Block Grant (CDBG) program. The ADF can be used for capital projects that range from the acquisition of real property to the installation of water, gas, sewer and electrical lines to public facilities and industrial sites. The Small Cities CDBG program is funded through the U.S. Department of Housing and Urban Development (HUD). It provides assistance to small communities for the use in revitalizing

neighborhoods, expanding affordable housing and economic opportunities, providing infrastructure and improving community facilities and services.

Kentucky League of Cities

The KLC provides financial assistance in addition to other services to cities in the Commonwealth of Kentucky. The Financial Services Department of KLC provides tax-exempt financing to communities through tax-exempt bond pools. KLC has been a provider of low-cost financing to Kentucky communities since 1987 funding more than \$500 million in capital improvement projects and equipment purchases.

Additional Funding Strategies and/or Resources

There are additional funding strategies that other municipalities have successfully implemented over the years. Some of those mechanisms are listed below. Additional information can be found on the Kentucky Transportation Cabinet website listed previously. The strategies are listed below:

- Local Capital Improvement Program Funds Taxes – funding through sales tax revenues
- Impact Fees – monetary one-time charges levied by local government on new development
- Bond Referendums – required public support of the voting population
- Local Capital Improvement Program – solicit financial support from local foundations and businesses and conservation-minded benefactors
- Local Businesses – Cash donations, donation of services for installation, reduction of material costs, etc. to reduce the cost of installation and maintenance of local greenways
- Trail Sponsors – a sponsorship program for trail amenities
- Volunteer Work – community volunteers for construction and fund raising
- “Buy-a-Foot” Programs – citizens are encouraged to buy one linear foot of the greenway by donating the cost of construction
- Developer dedications – used to either obtain land for the greenway system or have a developer pass the cost of new sidewalks, trails and amenities to the new owner
- American Greenway DuPont Awards – small grants for mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, building trails, and other projects