

SHORT TERM IMPROVEMENTS

The primary recommendation of the short-term improvements is to modify traffic control measures. Modification of traffic control measures can take several forms, including installation, relocation or removal of stop signs and installation of pavement markings such as centerline striping and/or parking striping. These improvements can be used to increase or decrease the importance of a street within the study area or to provide priority to one direction of travel over the other. In addition, these improvements have minimal cost and can be accomplished within the existing right of way and curb lines. The following sections identify recommended short-term improvements.

As identified above, east-west connectivity is a primary concern. The only viable option for providing this connectivity north of Linden Grove Cemetery is West 13th Street. It is recommended that traffic controls along West 13th Street be reconfigured to identify it as a primary street and provide for the priority of movements along its length.

The following improvements are recommended along West 13th Street:

- Convert West 13th Street to two-way operation between Holman Avenue and Russell Street.
- Install centerline striping and marked on-street parking on the north side of West 13th Street.
- Remove stop control on West 13th Street at Lee Street.
- Remove stop control on West 13th Street at Banklick Avenue.



13th Street looking east

Due to the access restrictions placed on Lee Street and Holman Avenue, the volume of traffic using these streets is expected to be reduced. Currently, these streets have the priority in entering the study area with no stop control at their intersections with Watkins Street. However, due to the need for improved east-west connectivity and redevelopment proposed for Watkins Street, a change in priority of these streets is necessary.

The following improvements are recommended along Watkins Street:

- Remove stop control on Watkins Street at Lee Street
- Install Stop Control on Lee Street at Watkins Street.

East-west connectivity at the south end of the study area is equally as poor as the north near West 12th Street/Martin Luther King, Jr. Blvd. Only three streets provide a connection between Russell Street and Euclid Avenue/Jefferson Avenue. These are West 16th Street, West 17th Street and West 18th Street. The connection provided by West 17th Street is only a one-way operation (westbound) between Russell Street and Holman Avenue. A total of 12 stop controlled intersections are present on these three streets. Therefore, east-west priority in the southern end of the corridor is minimal.

The following improvements are recommended to improve east-west connectivity in the southern portion of the study area:

- Remove stop control on West 16th Street at Banklick Street.
- Remove stop control on West 16th Street at Woodburn Avenue.
- Remove stop control on West 17th Street at Banklick Street.
- Remove stop control on West 18th Street at Banklick Street.

One-way streets are frequently used in the study area; however, there is not a consistent pattern of one-way streets. Streets often are converted to one-way operation at the next block for no apparent reason and couplets are not provided when one-way

streets are used. These inconsistencies can make the street system confusing and hard to navigate. All streets that utilize one-way operation maintain adequate width to provide two-way operation, with the exception of West 17th Street between Holman Avenue and Russell Street, which is only 17-foot wide.

The following improvements are recommended to improve the one-way street system.

- Convert West 13th Street to two-way operation between Holman Avenue and Russell Street.
- Convert West 14th Street to two-way operation between Holman Avenue and Russell Street.
- Convert Banklick Street to two-way operation between West 12th St./Martin Luther King, Jr. Blvd. and West 14th Street.
- Convert Woodburn Avenue to two-way operation between Linden Avenue and West 16th Street.
- Convert St. Clair Street to two-way operation between Linden Avenue and West 16th Street.



Woodburn Street south of Linden Street

The conversion of Woodburn Avenue and St. Clair Street would primarily impact only the local residents of those streets, and therefore these recommendations should be discussed and approved by the residents. However, recommendations for West 13th Street, West 14th Street, and Banklick Street are critical to ensuring improved mobility throughout the study area and to support planned redevelopment. These measures were originally placed as a crime prevention measure in 1998. Therefore, it is recommended that removal of

the one-way street system should be evaluated for increases in crime and/or delayed until a scale of redevelopment has occurred in the area capable of deterring criminal activity. However, these are critical improvements that are strongly recommended.

Another critical component of the short term plan is to modify existing non-auto modes of travel to benefit the changes in the area. Currently, the No. 5 TANK bus route serves the area along Holman Avenue to West 12th St./Martin Luther King, Jr. Blvd. The No. 5 route has the second highest TANK ridership with over 153,000 riders in 2007. The St. Elizabeth Medical Center Covington is expected to generate approximately 250 jobs which could be well served by this route. The No. 1 route, which has the highest ridership, enters the study area on Main Street north of West 12th St./Martin Luther King, Jr. Blvd. and exits on West 12th St./Martin Luther King, Jr. Blvd. With minor modifications, the existing transit service can well accommodate the existing and future demands within the study area.

The following improvements are recommended to improve transit service in the area:

- Re-route the No. 5 route from Holman Avenue to West 13th Street to Main Street to serve the St. Elizabeth Medical Center Covington. A bus stop should be provided as close as practical to the medical center to encourage ridership.
- Provide pedestrian connections along Main Street to the St. Elizabeth Medical Center to West 12th St./Martin Luther King, Jr. Blvd. to provide a connection to the nearest stop on the No. 1 route.
- Provide bus shelters and benches at high activity areas within the study area. Potential locations include West 19th Street, Southside Baptist Church and/or the Goodwill Village.

The study area also contains a portion of the city-wide bike loop identified in the Covington Strategic transportation plan. This section of the bike loop

utilizes Holman Avenue from West 19th Street north to West 12th St./Martin Luther King, Jr. Blvd. No infrastructure improvements are identified in this portion of the plan; however, signing and marking should be provided consistent with the rest of the city-wide loop. In addition, special provisions may be required at public and private facilities to accommodate cyclists.

The following improvements are recommended to accommodate the city-wide bike loop:

- Provide signing and pavement markings consistent with the city-wide bike loop.
- Provide bike racks at all public facilities and points of interest. This may include at a minimum the Linden Gateway Cemetery and other locations, such as commercial areas where bicyclists might want to stop to purchase goods or to sightsee.

AREAS REQUIRING FURTHER STUDY

Traffic volumes in the study area are not significantly high in the context of urban development. A total of ten traffic signals are currently present to serve these needs. Observation of the signal operation indicates that traffic signal warrants, which establish minimum traffic volumes for signals, may not be met at all signals in the study area. The 12th St./Martin Luther King, Jr. Blvd. plan will remove the signal at Lee Street. However, the West 19th Street corridor currently contains 5 signals, which provide poor progression along West 19th Street. In addition, the traffic signal at the intersection of Holman Avenue and West 15th Street may be unnecessary due to the recent closure of the 15th Street Bridge, which may have significantly reduced the amount of westbound traffic along West 15th Street.

The following improvements are recommended for further study:

- Conduct a comprehensive signal warrant analysis of all traffic signals within the study area.
- Conduct a feasibility study to determine the

potential to coordinate traffic signals along West 19th Street.

- Conduct a traffic engineering study of the signals along West 12th St./Martin Luther King, Jr. Blvd. to determine the appropriate cycle length and offsets capable of providing acceptable levels of service and minimal traffic speeds to accommodate the pedestrian friendly goals of the corridor redevelopment plan.

LONG TERM IMPROVEMENTS

The remaining recommendations are expected to have significant associated costs. Due to monetary constraints these recommendations should be considered in light of the needs of the entire city to determine if the projects are worthy of the associated funds.

As noted above the primary concern within the study area is the lack of east-west connectivity. The closure of the West 15th Street Bridge restricts access to the area, with the only access to the east or west being at West 12th St./Martin Luther King, Jr. Blvd. and West 19th Street. This can make accessing the central part of the study area difficult from points within the city. While there exist the possibility of repairing and reopening the West 15th Street Bridge, this alternative may become too costly due to additional improvements needed at the railroad. In this case it may be worthwhile to consider additional alternatives such as a crossing at West 16th or West 17th Streets. These streets provide a connection across the whole of the study area to Jefferson Avenue as opposed to the terminus of West 15th Street at Holman Avenue. The West 17th Street location may be preferred due to the wide crossing at West 16th Street due to the existing railroad spur. However, West 17th Street also provides complications as this street is one of the narrowest in the area with a total width of 17 feet. A connection at this location would certainly require widening of West 17th to provide for two-way street operation.

The following long-term recommendations are made to improve east west connectivity in the study area:

- Repair/Reopen the West 15th Street Bridge to passenger car traffic with restrictions on large vehicles.
- Investigate the feasibility of future crossings at West 16th Street or West 17th Street with appropriate improvements along each corridor.
- Widen West 17th Street to provide two-way operation without an additional crossing over the railroad.



15th Street Bridge

The 12th St./Martin Luther King, Jr. Blvd. corridor redevelopment plan and the West 12th St./Martin Luther King, Jr. Blvd. widening project have identified several “gateway” entry points on the northern end of the study area. However, similar areas have not been identified for the southern end of the study area. The intersection of Russell Street and Augustine Street provides a nice entry to the Peaselburg neighborhood. However, the current configuration provides for a confusing transportation network as well as potential unnecessary pavement in this area. The potential exists to reconfigure this intersection to reduce the amount of pavement providing more green space, while making for a simpler intersection design.

The following long-term recommendation is made to reconfigure the intersection of Russell Street and Augustine Street:

- Investigate the implementation of a single lane modern roundabout at the intersection of Russell Street with Augustine Street.

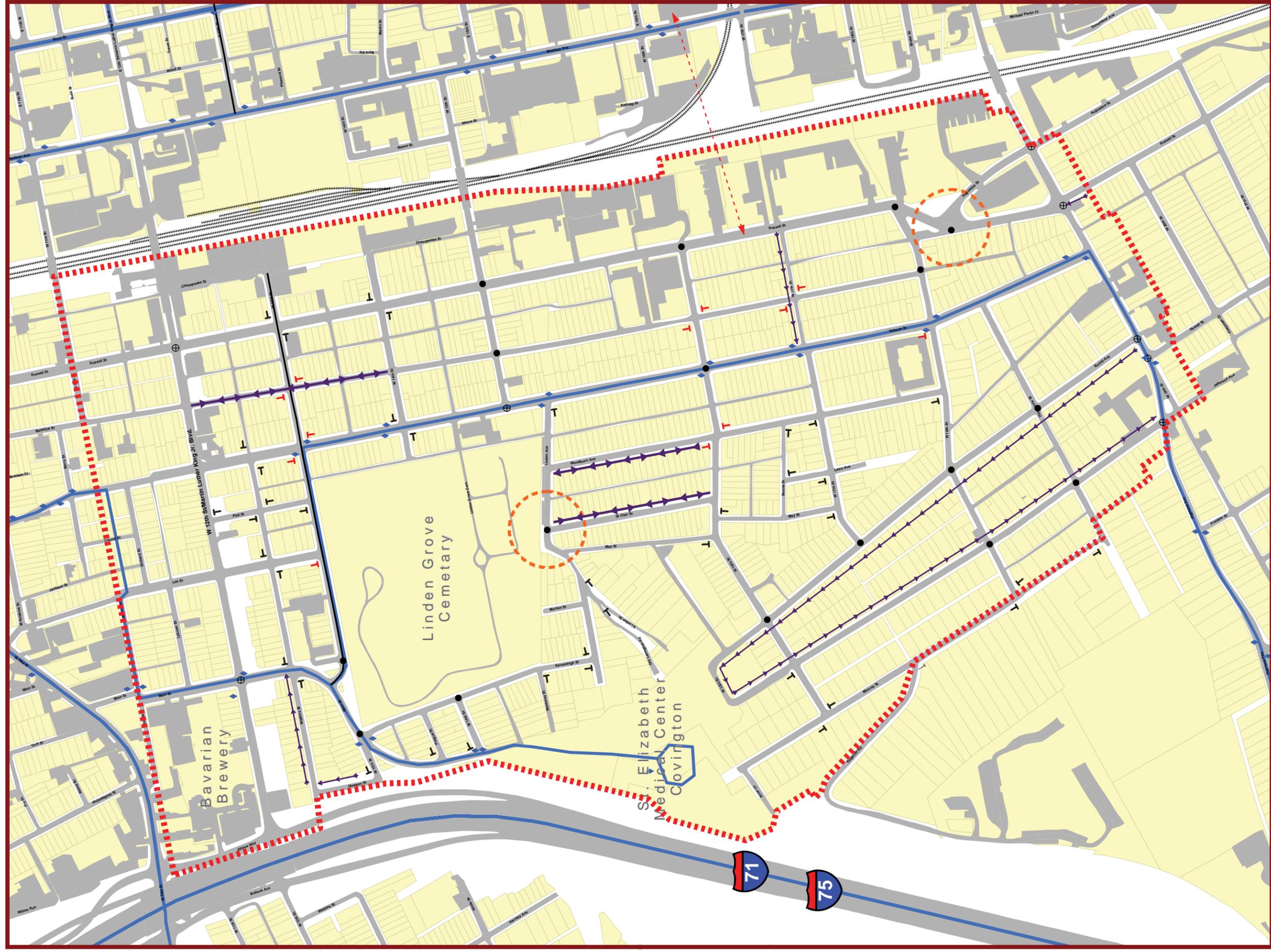
The intersections of Linden Avenue with St. Clair Street and Woodburn Avenue present a severely limited sight distance approaching the intersection from any direction. This creates a potential safety concern for motorists as well as the buildings located close to the corner of the intersections, specifically the corner market at the southeast corner of Linden Avenue and Woodburn Avenue. The current configuration may work well due to low traffic volumes. However, should redevelopment occur in the area and volumes increase, corrective action should be considered.

The following long-term recommendation is made to reconfigure the intersection of Linden Avenue with Woodburn Avenue:

- Increase building setbacks and realign Linden Avenue to improve sight distance and operations at the intersection.

In addition to the improvements above, several streets in the study area should be considered for resurfacing. It is recommended that those streets identified as critical - specifically West 13th Street, Russell Street, Holman Avenue, West 16th Street, West 17th Street and West 18th Street should be given priority within the study area.

Map 5.1 Transportation Systems



Linden Gateway Small Area Study



City of Covington
NKAPC

- Study Area
- Recommended Area for Further Study
- 4-way
- Signal
- TANK Bus Stops
- Existing Directional Stop
- TANK Routes
- Recommended Directional Stop



The study area has always been and will remain primarily a residential neighborhood. Residences make up just over 80 percent of the principal structures in the study area. Even with the widening of 12th St./ Martin Luther King Jr. Blvd., and the building of the St. Elizabeth Medical Center Covington and the new commercial activity these projects are expected to bring, the study area will continue to be predominantly residential. With this being the case, it is very important that attention be paid to the housing situation. It is the intention of this study to make recommendations that will improve the housing stock in the area and make it more appealing to a broad group of people.

The exterior-only building condition survey found 1,090 houses (90 percent) in good condition or needing only minor repairs; 18 structures (1percent) considered dilapidated or with substantial deterioration; and 97 structures (9 percent) with moderate deterioration. This was an exterior survey only and the interior conditions could change a structure's condition category. The 18 structures considered either dilapidated or substantially deteriorated should be considered prime structures for demolition. Because the interior condition is unknown, the 97 structures with moderate deterioration should be inspected further to assess the overall structural integrity of the building

INFILL

Building new housing in older neighborhoods on existing lots, known as infill development, is a common way to improve and broaden the appeal of an inner city neighborhood. New housing can provide the type of living space that is currently in demand, such as condos for empty nesters wanting to move into the city, apartments for young families and individuals, and large homes for more mature families. Usually inner city neighborhoods have large numbers of vacant lots and easily condemned substandard housing to provide space for new housing. However, this study area is rather different. There are few vacant lots available for building and few existing homes are in such poor shape they should be condemned rather than rehabilitated. There are approximately two dozen vacant lots that could be built upon as shown in Map 6.1. Of these about half are owned by neighboring property owners and used as side or back yards making it unlikely they would be available for development. Some of the remaining lots are small and irregular in shape. This leaves only a handful of lots suitable and possibly available for development. With this information at hand a developer should look at acquiring adjoining parcels of land where vacant lots and substandard houses are located. The size of the house should also be considered; a small one story house in moderate condition may be suitable for demolition if its lot can become part of a larger parcel of land for infill development.

CRIME

Safety is one of the most important aspects of a neighborhood's appeal. If a neighborhood is not perceived to be safe then few people will want to live there. This lowers the value of the neighborhood's homes, and leads to an increase in the number of low-cost rentals. Residents of the community have a perception that crime has grown worse over the years. Currently it is not possible to break down the crime data for just the study area. According to the Covington Police Department the northeast section of the study area has had some crime problems in the past. To counter this the police department has made some of the streets

in that area one-way to make it more difficult for motorized traffic to move quickly in and out of that area. The residents of the northeast section of the study area are split in their opinions on the level of crime. Some think crime is still as bad as it ever was and others think it has decreased. The police think crime in the area has decreased to some extent because the number of calls to that area has decreased.



Recently renovated house on Russell Street

There are some things residents can do to reduce crime in the area. Currently there is a Neighborhood Watch program which asks for people to be outside watching their street and reporting anything that looks suspicious. Residents do not have to belong to the program to perform this basic preventive measure. Criminals are less likely to break the law when people are able to see them. Getting to know your neighbors and the entire community also helps reduce crime. Residents that know their neighbors schedules, vacation plans, friends, and family can more easily detect suspicious activity. The best way to learn about a community is to join the neighborhood association. This will enable residents to get to know one another quickly and help with projects and programs focused on improving the neighborhood. Finally the city police department is starting Citizens on Patrol program. This program calls for groups of residents to patrol

their neighborhood and report suspicious activity, code violations, check on commercial businesses, and residents when requested. With these programs and activities residents can increase the level of comfort in their neighborhood.



House in poor condition

HOMEOWNERSHIP

Foreclosures

Based on discussions with neighborhood representatives, home foreclosures are a primary concern for both the Friends of Peaselsburg Neighborhood Association and the Westside Action Coalition. The study area's large percentage of low-income residents and the predominance of single-family housing stock make the study area a prime location for mortgage foreclosures. Foreclosures are occurring within the area but the total number is not known. To help with the foreclosure problem this study recommends the formation of programs to raise awareness, and provide education on sound financial decision making.

Rentals

Many local residents throughout the study area cited an apparent increase in the number of rentals leading to a deterioration of the housing stock as a major problem. The primary cause of this was the big move to the suburbs in the post-war years and the resulting decline in desirability of living in the area. This drove housing prices down and made the housing attractive for rentals. The best way to increase homeownership in a declining neighborhood is to improve the desirability of living in the area. The increase in market demand will increase the value of the housing. The new medical clinic, the widening of 12th Street/Martin Luther King Jr. Blvd. and the additional commercial development these projects will create will accomplish this to some degree. Improving the existing housing stock and beautification of the area are two more ways to improve the desirability of the area and attract people to purchase homes.

At this time the area is considered low income. The average household income in the study area is \$28,600, compared to the entire city of Covington at \$30,735, the county at \$43,906, and the national average is \$43,162. The development projects slated for the area and the additional development expected to ensue could bring gentrification. This is a process where home values rise so high the current low-income renters can no longer afford to live in the area. This outcome may be both good and bad for the city of Covington. Causing the low-income residents to move is an added hardship for them, and usually these residents move to other low-income areas, thereby concentrating the poor in one area again. On the other hand, the increase in taxes and improved residential environment are what city officials want from such developments. There are programs that can help offset the negative aspects of this situation. Two are already in place: assistance for low-income residents to purchase homes and funds to help homeowners make needed repairs on their homes. Another program that can help this situation is to provide incentives for developers to build affordable housing in the area.

RECOMMENDATIONS

Increase Local Awareness of and Advocate for Relevant Issues

- Educate the community on sound homeownership practices to help residents avoid untenable situation.
- Disseminate information on homeownership to residents via newsletter.
- Host an annual home-buying workshop with the Center for Great Neighborhoods (CGN), Housing Opportunities of Northern Kentucky (HONK), local banks and savings and loans, and real estate agencies.
- Organize classes to teach the importance of good home and yard maintenance.

Increase Number of Homeowners

- The City of Covington should establish a Housing Fair (Covington held several in the past) with the City, Realtors, rehabbers, schools, neighbors, banks, etc. on site. This could be combined with house tours such as Rehabarama.
- Educate Realtors and developers about the area. Realtors should know what is happening in the area and the investments being made in the area in order to encourage people to move into the area.
- Hold a Rehabarama in the area. This could showcase newly renovated home sor businesses and could be expanded to include projects currently under renovation.
- Increase participation in existing homeownership programs
 - City of Covington – Homebuyer Assistance
 - HONK – lease to own program, builds and renovates homes
 - CGN – builds and renovates homes, works with banks and city programs for homeownership
 - The two neighborhood associations

(Peaselburg and Westside), act as a connector/recruiter for the City of Covington's, HONK's, and CGN's programs.

- A few people in each neighborhood association should become trained on the details of the various homeownership programs. The knowledgeable neighborhood association members should discuss the homeownership programs with interested residents and help determine if they are eligible. If the person seems eligible, the neighborhood association's member can arrange to take them to the appropriate place with the necessary documentation.
- Each neighborhood association should advertise these programs in its newsletter, placing brochures in public places, and by making one-to-one contact with other residents.
- **Employer Assisted Housing Programs.** An employer in the area helps eligible employees purchase a home in a specific area close to its business locations. This program can be setup in different ways:
 - The employer can provide low-interest loans, no-interest loans, forgivable loans, match funds in a special account, grants, or free home buyer education. Usually an employer works with a lending institution to help setup the program.
 - The advantages for the employer are: less turnover, more loyal employees, less absenteeism, public recognition, and monetary savings.
 - The benefits for the employees: more financially stable, increase feeling of belonging, less commuter time, lower fuel costs, mass transit could be easier to use, and walking could be an option in some cases.

The City of Covington offers home loans to income eligible residents. Currently the amounts are \$5,000 for residents, \$6,000 for certified teachers and administrators, and St. Elizabeth Health System employees, and \$7,000 for City of

Covington employees. Payment on these loans is deferred, but is due upon the sale, transfer, refinance or vacating of the property. The loan becomes a grant if the owner occupies the home for 15 years from the date of purchase.



Rehabilitation of home within the Study Area

- The neighborhood associations should consider creating a limited liability company (LLC) to purchase and refurbish structures.
 - Team with a Community Housing Development Organization (CHDO), such as HONK or CGN to access funds and expertise in housing redevelopment.
 - Pool money to purchase houses.
 - Use CDBG and HOME money to fix up houses.
 - Sell one house and use the profits to purchase another one.

Improve Existing Housing Stock

- Assist residents in learning about and using the home improvement programs currently available. Both the City of Covington and Housing Opportunities of Northern Kentucky (HONK) have home improvement programs. To enhance their effectiveness the neighborhood associations could help local residents become aware and receive funds from the programs

- Create a Tool Library. This would be a collection of hand tools and possibly power tools available for residents to borrow.
- Create a group of people that can help with home repairs. HONK has volunteers working on their homes. This program could be expanded to include all the homes in the study area.
- Targeted Code Enforcement
 - Neighborhood associations could work with the code Enforcement Department by identifying blocks or parts of a block for a very thorough inspection.
 - Those that qualify and need repairs to their homes can apply to the programs mentioned above.
 - To help get the repairs made in a timely fashion cancel the fine if the repairs are completed within a prescribed time.
- Annual inspections of rental properties.
 - Covington has such an ordinance and is in the process of updating it, determining the necessary fees and hiring more inspectors.
- Create workshops to teach local residents how to make basic home repairs and use hand and power tools.

Crime Prevention

- Neighborhood Watch programs are already in place in the study area.
- Citizens-On-Patrol is a new program the police department is working to have in every Covington neighborhood. This program has groups of residents walking around their neighborhoods checking for anything unusual, code violations, and suspicious people. When issues are discovered the appropriate department is contacted.

Linden Gateway Neighborhood Enhancement Program*

The city should consider creating a program to improve the appearance of the study area and make it more attractive to potential residents. This program should be timed to show some results when the medical center is completed and be fully realized when the widening of 12th Street/Martin Luther King Jr. Blvd. is completed.

The program could target code enforcement, landscaping/beautification, street and sidewalk improvements, and enhance police service where needs are known to exist. The program should focus first on the worst and most visible problems in the area. After this the streets should be prioritized for beautification and blocks, or parts of blocks, identified for targeted code enforcement.

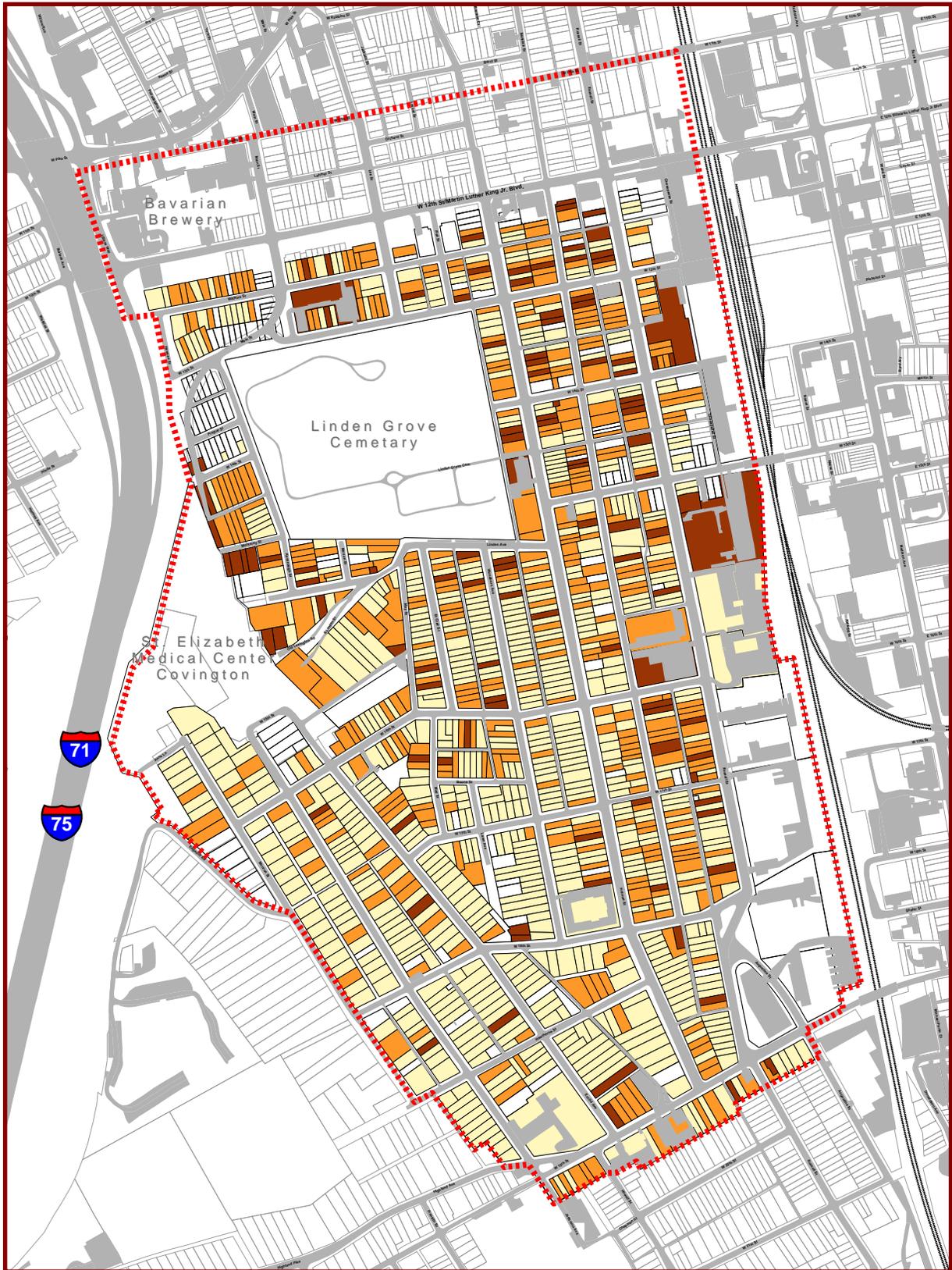
The city should partner with the Center for Great Neighborhoods and both neighborhood associations to assist with this project. Other groups and agencies that could be of assistance are the Northern Kentucky Urban and Community Forestry Council, Kenton County Extension Service Master Gardener Program, local public and private schools, and local businesses.

The city should play a prominent role in establishing this program, setting up the relationships between the city departments and the other agencies, and initiating this first project, but it is the neighborhood associations that will sustain it. Once started the neighborhood associations will need to work closely with the city and other agencies to continue the program.

This could be an outgrowth of the Code Enforcement Response Team (CERT) that the City of Covington already has in place.

*This is almost identical to the program being used in Cincinnati which has been called the best program of its kind in the nation by *Neighborhoods USA*.

Map 6.1 - Vacancy

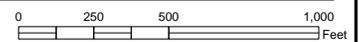


Linden Gateway Small Area Study



City of Covington
NKAPC

Occupation Status		Vacant	
	Owner Occupied		Vacant w/
	Renter Occupied		Vacant Lot
	Study Area		Not Studied



Located in the heart of the City of Covington, 12th St./Martin Luther King Jr. Blvd. is a major east west connector providing convenient access from Interstate 71/75 to the City of Covington, the City of Newport and other cities in Campbell County. The *12th Street Redevelopment Plan* adopted by the City of Covington in 2004 states that “Current traffic volumes have been assessed as ‘operating at undesirable levels’ during peak periods” by the April 1996 *Traffic and Accident Study*. Updates in 2002 indicate increases in traffic levels beyond original projections, thereby further decreasing the level of service. Due to recent improvements, such as the Licking River Girl Scouts Bridge, most traffic projections for 2020 were exceeded by 2002. This condition creates an increased need for improvements to the 12th Street Corridor.”

The long anticipated widening of 12th St./Martin Luther King Jr. Blvd. is estimated to begin in spring 2009. There has been no significant investment in the area in terms of redevelopment or rehabilitation of existing structures due to the uncertainty that surrounded the widening of 12th St./Martin Luther King Jr. Blvd. With the widening now visibly moving forward, it is anticipated that it will bring investment and much needed improvements to the area. Easy access to properties along 12th St./Martin Luther King Jr. Blvd. from Interstate 71/75, makes the area prime for redevelopment. It is essential for the city therefore to establish a vision for the area prior to the completion of the road construction. The recommendations within this section represent the vision for redevelopment that the city and the community have for the 12th St./Martin Luther King Jr. Blvd. corridor.



Homes on the south side of 12th Street prior to demolition

12TH STREET REDEVELOPMENT PLAN – 2004

The *12th Street Redevelopment Plan*, a Kentucky Revised Statute, Chapter 99 Plan, adopted by the City of Covington in 2004 recommended uniform improvements including streetscape, wayfinding and signage for the 12th St./Martin Luther King Jr. Blvd. corridor. A description of the improvements recommended is included in the Interim Report (See Appendix A: Existing Conditions Report – Section 2). The Plan also included land use recommendations and redevelopment concepts for each block on the south side of 12th Street from the interstate to Scott Street and for three blocks on the north side of 12th St./Martin Luther King Jr. Blvd.. Map 2 in Appendix A of the Interim Report illustrates the various redevelopment concepts.

The design of 12th St./Martin Luther King Jr. Blvd. was not complete at the time of preparation of the *12th Street Redevelopment Plan*, and hence several of the recommended redevelopment concepts are being reconsidered at this time for the following reasons:

1. The design for the widening of 12th St./Martin Luther King Jr. Blvd. is now complete and allows for a more accurate analysis of the excess right-of-way that will be available for redevelopment after the widening. Several of the concepts proposed in the *12th Street Redevelopment Plan* may not be viable due to the limited amount of land that will be available after the widening.
2. The location of the new St. Elizabeth Medical Center Covington in close proximity to the 12th St./Martin Luther King Jr. Blvd. corridor influences the type of facilities that might want to locate in the area and the factors that may influence the location of those facilities such

as parking. The construction of this medical facility was not anticipated in the preparation of the *12th Street Redevelopment Plan*.

The redevelopment concepts and related recommendations, and lighting recommendations discussed in this section of the *Linden Gateway Small Area Study* will replace those presented in the *12th Street Redevelopment Plan*. All other recommendations presented in the *12th Street Redevelopment Plan* for gateway features, wayfinding and streetscape improvements not discussed in this section of the study will continue to be applicable for the 12th St./Martin Luther King Jr. Blvd. corridor.



LAND AVAILABILITY ANALYSIS

The design of 12th St./Martin Luther King Jr. Blvd. has been completed at this time. An illustration of the location and acreage of land available for redevelopment after the widening is shown on Map 7.1. The following are analyses of land availability by block for areas south of 12th St./Martin Luther King Jr. Blvd.:

500 Block: Between Interstate 71/75 and Main Street (See Figure 1)

In this block, land located immediately south of 12th St./Martin Luther King Jr. Blvd. is to be preserved as an interpretive park. This is also a recommendation in the 2004 *12th Street Redevelopment Plan*. The Flannery building located at the southwest corner of 12th St./Martin Luther King Jr. Blvd. and Main

Street is proposed to be moved back 50 feet to accommodate the street widening. Several properties along the west side of Main Street and south of 12th St./Martin Luther King Jr. Blvd. up to Kavanaugh Street are presently under single ownership. This area is recommended for Commercial Office/Other Community Facilities in this study (See Chapter 2).



Buildings along West 13th Street



Figure 1: 500 Block: Between Interstate 71/75 and Main Street

400 Block: Between Main and Lee Streets (See Figure 2)

The excess right-of-way that will be available for redevelopment in this block after the widening of 12th St./Martin Luther King Jr. Blvd. is approximately 35 feet deep. The properties south of the excess right-of-way and facing Watkins Street are approximately 90 feet deep. Within the same block, on the south side of Watkins Street, there is only one residential home that is oriented towards Watkins Street. The rest of the properties on the south side of Watkins Street include the Hellman Lumber Building which is recommended in this study for Commercial Office uses and a new Duke Energy substation. A historic building located between Main Street and Lee Street, immediately adjacent to 12th St./Martin Luther King Jr. Blvd. is slated to be relocated to the southeast corner of 12th St./Martin Luther King Jr. Blvd. and Lee Street.



Historic building to be relocated to the southwest corner of Lee Street and 12th Street/Martin Luther King Jr. Blvd.

Another historic building located in the southwest corner of 12th St./Martin Luther King Jr. Blvd. and Lee Street will be rehabbed in place.



Figure 2: 400 Block: Between Main Street and Lee Street

300 Block: Between Lee and Holman Streets, including Fisk Street (See Figure 3)

A historic building located at the southwest corner of 12th St./Martin Luther King Jr. Blvd. and Fisk Street will be rehabbed in place, the front portion of which has been demolished to accommodate the widening. A historic building from the 400 block will be relocated to the southeast corner of 12th St./Martin Luther King Jr. Blvd. and Lee Street. As per the building conditions survey (See Interim Report: Appendix A-Section 10) the only existing home south of 12th St./Martin Luther King Jr. Blvd., north of Watkins Street, east of Lee Street and west of Fisk Street is moderately deteriorated.



Historic building located in the southwest corner of 12th Street/Martin Luther King Jr. Blvd. and Holman Street that will be rehabbed in place.

There is a vacant piece of land immediately east of Fisk Street, south of 12th St./Martin Luther King Jr. Blvd. and north of Watkins Street that is owned by the Kentucky Transportation Cabinet. The depth of this vacant lot is approximately 130 feet. Two existing homes south of 12th St./Martin Luther King

Jr. Blvd., north of Watkins Street, east of Fisk Street and immediately west of Holman Street, within this block, are moderately deteriorated per the building conditions survey (See Interim Report: Appendix A-Section 10).

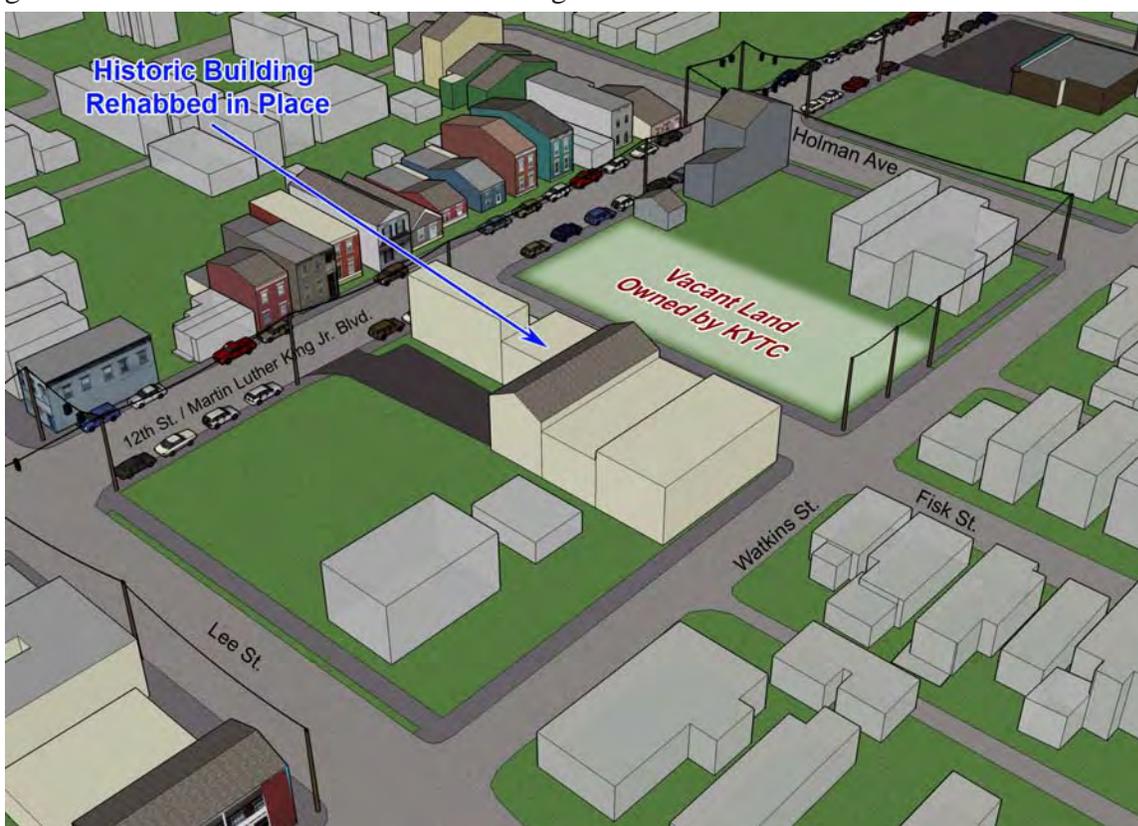


Figure 3: 300 Block: Between Lee Street and Holman Street

200 Block: Between Holman and Russell Streets
(See Figure 4)

There is one vacant lot in the southeast corner of 12th St./Martin Luther King Jr. Blvd. and Holman Street that is presently owned by the Kentucky Transportation Cabinet. This lot is approximately 63 feet deep. Per the building conditions survey all but one building within this block, east of Banklick Street are in good condition (See Interim Report: Appendix A-Section 10). That building is documented as moderately deteriorated.

There are two vacant lots located in this block immediately north of Watkins Street owned by the City of Covington. All the existing buildings in the area located south of 12th St./Martin Luther King Jr. Blvd., east of Banklick Street, west of Russell Street and north of Watkins Street are documented in the Building Conditions Survey (See Interim Report: Appendix A- Section 10) as in good condition.

Map 7.1 is a land availability analysis of the 12th St./Martin Luther King Jr. Blvd. corridor.



Figure 4: 200 Block: Between Holman Street and Russell Street



LEGEND

- Existing Buildings
- Parcel
- Roads
- Excess Right of Way/Vacant Land
- Approx. Road Extension
- 1 Photo Index
- A Historic Mitigation

The land availability analysis illustrates the area of land that will be available for redevelopment after the widening of 12th Street. This land constitutes excess right-of-way and vacant land.

LOT & BUILDING CHARACTER

Average lot size of properties along 12th Street - 25'X90'

Buildings are oriented with their shorter facade along 12th Street and are mostly two storied brick buildings

- HISTORIC MITIGATION**
- A Flannery Building- Rehabbed and relocated 50' back
 - B Building rehabbed in place
 - C Building relocated
 - D Front portion of building torn down. Rest of building rehabbed in place

Adaptive reuse of historic buildings for recommended uses along the corridor is essential.

Drawing not to scale
Dimensions in map obtained from drawings provided for 12th Street by KYTC.

Photo Index



REDEVELOPMENT CONCEPTS

As mentioned previously, the redevelopment concepts presented in this section are meant to replace the concepts presented in the *12th Street Redevelopment Plan*. Several redevelopment concepts were prepared for each block south of 12th St./Martin Luther King Jr. Blvd. from Interstate 71/75 to Russell Street and discussed with the Linden Gateway Task Force as documented in Appendix 2. This section discusses, by each block, only the concepts that were recommended for the 12th St./Martin Luther King Jr. Blvd. corridor by the Linden Gateway Task Force. All other concepts are presented in Appendix 2 for reference so that they can be referred to, in whole or in part, as potential alternatives during the redevelopment process.

The recommendations for streetscape improvements including gateway features, signage and wayfinding made in the *12th Street Redevelopment Plan* are carried forward in this study. In addition, the

following are recommendations that should be implemented along the entire 12th St./Martin Luther King Jr. Blvd. corridor within the study area:

Median

The average width of the median that will be constructed as part of the 12th St./Martin Luther King Jr. Blvd. widening project is 16 feet. At this time it is anticipated that the median will be grass but will provide the opportunity for further landscaping in the future if the city wishes to pursue it.

This study recommends that the median be landscaped with trees and shrubs to make the corridor more visually appealing. Street trees can act as a visual element that would break the expansive impervious nature of the widened roadway as shown in Figure 5. The median also provides the opportunity to be used as a stormwater feature if landscaped with rain gardens, an element of green infrastructure that can retain stormwater and



Figure 5: Landscaped median and mid block crossing

reduce runoff. It is recommended that the City of Covington explore this opportunity in collaboration with Sanitation District No.1.

It has been mentioned by the Linden Gateway Task Force members and public meeting attendees that it would be a challenge to encourage 12th St./Martin Luther King Jr. Blvd. as a pedestrian friendly corridor due to the expansive width of the roadway. Mid-block pedestrian crossing opportunities should be provided to make the corridor more pedestrian friendly as shown in Figure 5. The median can act as a pedestrian refuge effectively reducing the number of lanes of traffic crossed by half for those wishing to cross the roadway mid-block making uses and amenities on either side of the widened roadway more accessible.

Lighting

The 12th Street Redevelopment Plan recommended a lighting fixture similar to the acorn style fixture which is simple in detailing for the corridor.

While the style of the acorn fixtures is compatible with the historic character of the surrounding neighborhoods, these fixtures do not provide adequate light for roadways as wide as 12th St./Martin Luther King Jr. Blvd.. In addition these fixtures do not prevent light from spilling onto buildings adjacent to the roadway. Careful consideration should be given to the amount of light that spills onto buildings, particularly on the north side of 12th St./Martin Luther King Jr. Blvd. where the average width of the sidewalk is less than 5 feet and the buildings are located close to the lights.



Tear drop style lighting fixture

This Study recommends that historically compatible lighting fixtures be used that fit in with the character of the area. The fixtures chosen should adequately



Figure 6: Recommended lighting fixture along the corridor

light the roadway and sidewalk but prevent light from spilling onto adjacent buildings. Figure 6 shows the type of fixture that should be installed along the 12th St./Martin Luther King Jr. Blvd. corridor, Main Street and the new access road to the St. Elizabeth Medical Center Covington facility. It is also recommended that full cut-off lighting fixtures be installed to minimize the amount of light that spills above the fixture.

Parking

The widening of 12th St./Martin Luther King Jr. Blvd. includes the installation of 10 foot wide parking lanes on either side of the roadway. These will provide approximately 110 on-street parking spaces. However, on-street parking spaces alone will not adequately serve the parking needs of the businesses that are anticipated to locate along the corridor. Off-street parking areas will need to be interspersed throughout the corridor.

Off-street parking accommodations while needed along the corridor, also occupy valuable land that could be used for buildings. This study recommends that a comprehensive parking study be pursued for the entire corridor. This study should take into consideration such elements as the location of a mid-corridor, conveniently located parking garage, improved bus access and shared parking opportunities. Any off-street surface parking lots located within the corridor should be located to the side of rear of buildings and buffered with landscaping or street walls from public streets.

Form District Regulations

The 12th St./Martin Luther King Jr. Blvd. corridor is recommended to redevelop with mixed uses including offices, retail and residential as discussed in Chapter 2. Excess right-of-way, vacant lots and the potential for land acquisition to assemble lots for redevelopment within the corridor provides the opportunity for several infill buildings to be built. The existing buildings located north of 12th

St./Martin Luther King Jr. Blvd. are historic in character. Several rehabbed historic buildings are interspersed throughout the southern portion of the corridor between 12th St./Martin Luther King Jr. Blvd. and Watkins Street. In order to ensure that infill and other new development conforms to the character and architecture of the existing buildings, it is recommended that form district regulations be adopted for the corridor.

Form district regulations are a graphic based and design approach to outlining regulations, including design typologies for homes, shop fronts, public spaces, streetscapes, and other details. It outlines exactly what is expected of development, especially in regard to form and function. These regulations generally downplay uses and dimensional standards and focus more on building mass, orientation and how buildings and design relate functionally to the area. Advantages to form districts are that graphics are more readily understood by public, public officials and professionals, and that the prescriptive approach outlines design visually. Principles of mixed use and pedestrian orientation are also integrated into regulation. The key to successful implementation is clear and concise standards, style neutral, easy to read format, and streamlined permitting. Regulations should be tailored to meet the unique needs of the corridor, and to meet requirements as set forth in Kentucky Revised Statutes.

The Section 106 report prepared for 12th St./Martin Luther King Jr. Blvd. (See Appendix 2) documents the traditional character of buildings found along the corridor and provides a foundation on which to base the form district regulations. In addition, a Memorandum of Agreement between the City of Covington and the Kentucky Transportation Cabinet (KYTC) stipulates that the KYTC will prepare design guidelines that would be applicable to historic and infill buildings along the corridor. It is recommended that these design guidelines be used as the basis to prepare the form district regulations. In addition, the regulations should take

into consideration the redevelopment concepts that are recommended in this Study for the corridor (See Chapter 7).

The following are a list of considerations that should be noted in the preparation of form district regulations:

- Buildings should be located at the street with off-street parking areas located on the side or rear of the property. For properties that have double frontage, a street wall is recommended when off-street parking areas are located in the rear but face a public street. A minimum of 70 percent of the street frontage should be occupied by a building in order to be compatible with the historical character of existing development in the area.
- The maximum height of buildings along the corridor east of Main Street is recommended to be 3 stories or 40 feet and a minimum height of 2 stories is recommended. The maximum height of buildings south of the interpretive park, north of 13th Street and west of Main Street is recommended to be 4 stories.
- While larger building footprints may be permitted, the façade of the building should vary at a minimum every 100 feet to reflect the character of the existing buildings on the north side of 12th St./ Martin Luther King Jr. Blvd.
- A tiered building design is recommended for the area south of the interpretive park, north of 13th Street and east of Main Street to confirm with the topography of the area.
- Outdoor amenities such as plazas and courtyards are recommended to provide gathering spaces along the corridor.
- The architecture of the buildings should be compatible to those that presently exist on the north side of 12th St./Martin Luther King Jr. Blvd. Building materials, color, roof shapes, fenestration and other architectural elements should be specified.
- The adaptive reuse of historic structures along the corridor is recommended.
- Parking garages should be encouraged to off-set the need for off-street parking areas however commercial retail or office uses should be incorporated on the first floor of the structure. Underground parking should be encouraged where feasible.
- Buildings located at the corner should provide an angled entrance as traditionally seen in corner buildings within the area.
- No blank walls should be permitted on the sides that face a public street.
- Green infrastructure practices such as green roofs and rain gardens are recommended to be incorporated into the design.
- Shared parking is recommended and parking studies should be encouraged.
- Lighting fixtures that are full cut-off are recommended.



500 Block: Between Interstate 71/75 and Main Street

This block as discussed in the Land Availability Analysis section of this chapter includes a proposed interpretive park along 12th St./Martin Luther King Jr. Blvd. The interpretive park was required as part of historic mitigation for the 12th St./Martin Luther King Jr. Blvd. widening project. The park is proposed to interpret the history of 12th Street with elements that are historically found along the corridor such as stone walls and cast iron fences. The *12th Street Redevelopment Plan* includes a conceptual plan for the park and states that the park will include a lawn, shrubbery, trees and small paved areas for seating.

In Spring 2008, Sanitation District No. 1 proposed an innovative stormwater park in the location of the interpretive park that could function both for stormwater management and incorporate elements that would interpret the history of 12th Street. Discussions are ongoing between city officials, Sanitation District No. 1, Kentucky Transportation Cabinet and the Kentucky Heritage Council regarding this proposal. It is recommended that the City of Covington continue to pursue the opportunity to work with all parties involved to implement the stormwater park.

The Flannery building located at the southwest corner of 12th St./Martin Luther King Jr. Blvd. and Main Street will be moved back 50 feet to accommodate the widening. This study recommends the adaptive reuse of this historic building, which represents the rich architecture of corner buildings along the corridor and the City of Covington, for mixed uses.

The following factors have to be taken into consideration while proposing redevelopment in the area north of 13th Street, west of Main Street and south of the interpretive park:

- The land use recommended for this area is Commercial Office/ Other Community

Facilities (See Chapter 2).

- This area is highly visible from Interstate 71/75 and 12th St./Martin Luther King Jr. Blvd. and is anticipated to be prime land for redevelopment.
- The topography of the area includes a gradual slope from Main Street to the east down towards Hewson Street to the west.
- Several of the properties currently in this block are under single ownership.
- There is an existing pedestrian connection between 12th St./Martin Luther King Jr. Blvd. and Watkins Street along the western edge of this block.

The redevelopment concept proposed for this block is illustrated in Figures 7, 8 and 9. Any redevelopment that occurs in this block should complement the topography of this area. A tiered building design should be considered for this block representing the existing fabric of the buildings while adding visual interest to the area as seen from Interstate 71/75 and 12th St./Martin Luther King Jr. Blvd.

This area has the potential to either redevelop as a single development with few large buildings or with multiple users in several smaller buildings. It is important that in either redevelopment scenario, parking be provided on the side or in between buildings, underground or on the ground floor with offices or commercial space above, so as to not be visible from Interstate 71/75 or Main Street. The potential for a parking garage that serves the needs of the development within this block and that of the St. Elizabeth Medical Center Covington facility should also be considered. The use and configuration of Watkins Street will be a prime consideration as this area redevelops. Watkins Street is currently one way to the east and is narrow so reconfiguration and/or redirection may be necessary. Watkins Street could be widened to provide on-street parking or removed to consolidate more land for future development provided adequate access is provided from other public streets.

A greenway connection should be provided along the existing pathway towards the western boundary of this block connecting the interpretive park, the development in this block and the new St. Elizabeth Medical Center Covington facility. This greenway link when combined with the existing right-of-way forms a significant buffer between the interstate and this area. Green infrastructure ideas discussed in Chapter 4 should also be considered when redevelopment occurs.

Careful consideration should be given to the design of the buildings within this block particularly if larger building footprints are considered. A Form District is proposed for this area to ensure compatibility with

that of surrounding neighborhoods as discussed in Chapter 2. It is recommended that the maximum height of the buildings within this block be limited to 4 stories or approximately 40 feet. This would be compatible in building height to that of the Bavarian Brewery building located across on the north side of 12th St./Martin Luther King Jr. Blvd..

Due to this location there is strong potential to initiate redevelopment and investment along this section of the 12th St./Martin Luther King Jr. Blvd. corridor. It is essential that form district regulations be adopted prior to any development within this block to set the standard for redevelopment along the rest of the corridor.

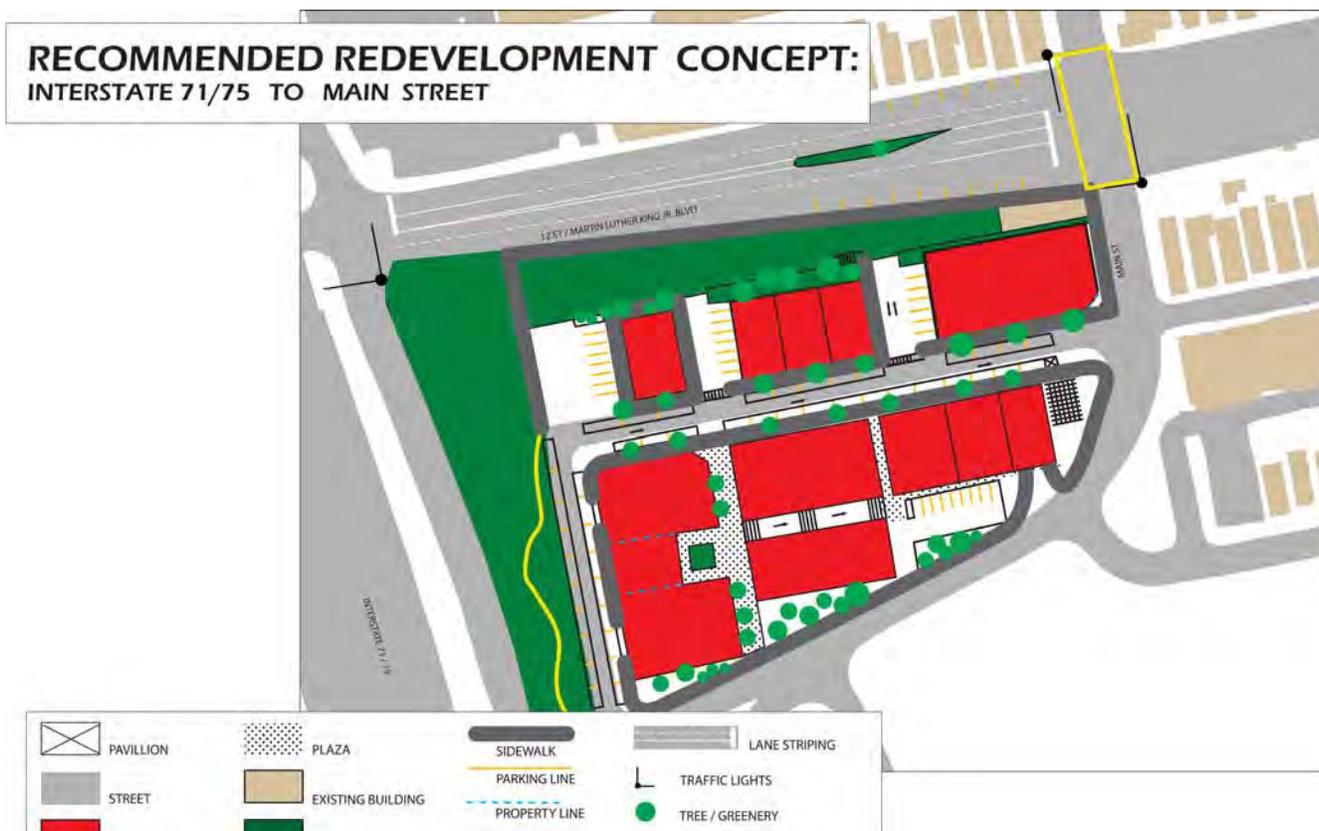


Figure 7: 500 Block: Between Interstate 71/75 and Main Street



Figure 8: 500 Block: Between Interstate 71/75 and Main Street



Figure 9: 500 Block: Between Interstate 71/75 and Main Street

400 Block: Between Main Street and Lee Street

Three redevelopment scenarios were considered for this block between 12th St./Martin Luther King Jr. Blvd. and 13th Street as documented in Appendix 2. The redevelopment concept chosen for this block by the Linden Gateway Task Force is discussed below as shown in Figures 10, 11 and 12.

This study recommends that approximately 35 feet of green space be provided on the south side and adjacent to 12th St./Martin Luther King Jr. Blvd. within this block. This green space would be an extension of the green space within the interpretive park and the green link concept connecting Main Street, the Interpretive Park, Linden Grove Cemetery and St.Elizabeth Medical Center Covington presented in Chapter 2 and discussed further in Chapter 4. This green space should be landscaped and improved to function as a gathering space that could serve multiple purposes as shown in Figure 12. It could serve as leisure space for

the employees of the businesses that would locate along the corridor or could serve as a gathering space for neighborhood association events. This recommendation may be implemented best as a public private partnership between the City of Covington and private businesses that might want to locate within the block. In order to do so, the City should consider acquiring the excess right of way from the Kentucky Transportation Cabinet. Adaptive reuse of the historic building located in the southwest corner of 12th St./Martin Luther King Jr. Blvd. that will be rehabbed in place should be encouraged. There is a potential for outdoor dining/seating area to serve the uses that could potentially locate within the historic building.

This study recommends the redevelopment of properties between the recommended green space area within this block and Watkins Street. As per the building conditions survey (See Interim Report: Appendix A-Section 10) half of the existing homes on the north side of Watkins Street within this block

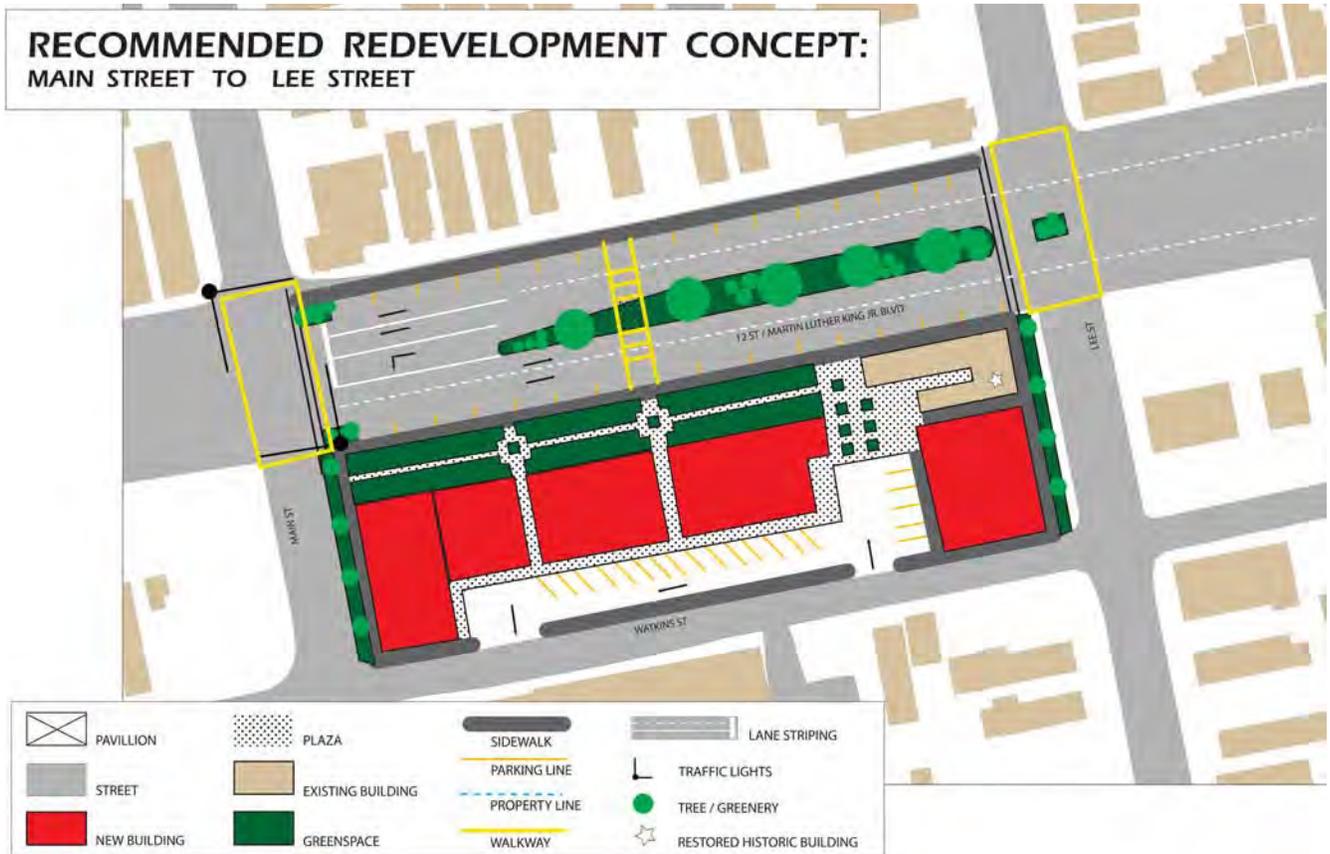


Figure 10: 400 Block: Between Main Street and Lee Street



Figure 11: 400 Block: Between Main Street and Lee Street

are moderately deteriorated and half have minor deterioration. While the rehabilitation and reuse of existing homes is strongly encouraged, this block also provides the opportunity for demolition and reconstruction of new buildings that are compatible in character to that of the surrounding neighborhood. It is recommended that form district regulations be adopted for this block prior to any development. It is also recommended that any off-street parking considered in this block be oriented to the side or to the rear of the buildings and accessed from Watkins Street. Off-street parking spaces should be buffered with landscaping or street walls.



Figure 12: 400 Block: Green Space along 12th St./Martin Luther King Jr. Blvd.

300 Block: Between Lee Street and Holman Street

Three redevelopment scenarios were considered for this block as documented in Appendix 2. The redevelopment concept chosen for this block by the Linden Gateway Task Force is discussed below as shown in Figure 13 and 14.

This block between Lee and Holman Streets is bisected by Fisk Street. The portion of this block west of Fisk Street will mostly be occupied by a historic building that will be rehabbed in place and a historic building that will be relocated to this block and rehabbed as shown in Figure 14. This study recommends the adaptive reuse of both of these historic buildings. There is an opportunity to provide a few off-street parking spaces within this portion of the block to serve the businesses that might locate here. As mentioned previously, the building conditions survey (See Interim Report: Appendix A-Section 10) documents the condition of the only existing buildings south of 12th St./Martin

Luther King Jr. Blvd., north of Watkins Street, east of Lee Street and west of Fisk Street as moderately deteriorated. While this study strongly encourages the rehabilitation and reuse of the existing home, an opportunity exists for a new building to be constructed with some additional off-street parking spaces.

The acquisition and demolition of the two existing buildings whose condition has been documented as moderately deteriorated would provide the opportunity for the redevelopment of the western portion of this block. If this block were to be completely redeveloped an internal pedestrian circulation system using plazas, courtyards and walkways should be encouraged. It is also recommended that any off-street parking considered in this block be oriented to the side or to the rear of the buildings and accessed from Watkins Street. Off-street parking spaces should be buffered with landscaping or street walls. It is also recommended that form district regulations be adopted for this block prior to any development.



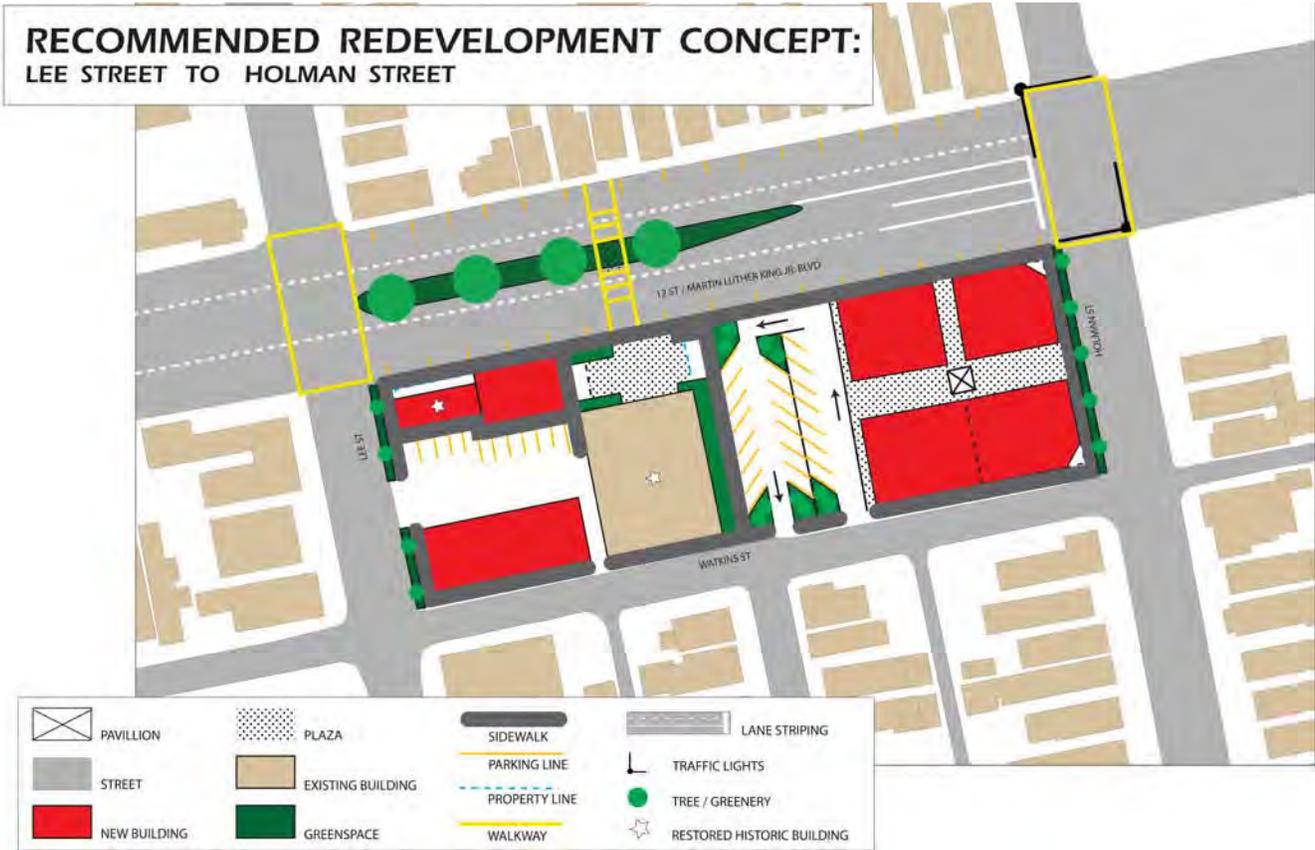


Figure 13: 300 Block: Between Lee Street and Holman Street



Figure 14: 300 Block: Between Lee Street and Holman Street

200 Block: Between Holman Street and Russell Street

Two redevelopment scenarios were considered for this block as documented in Appendix 2. The redevelopment concept chosen for this block by the Linden Gateway Task Force is discussed below as shown in Figures 15, 16 and 17.

This block presents a challenge in terms of redevelopment due to the location of existing businesses and residences. However, two vacant properties immediately west of Russell Street and north of Watkins Street are presently owned by the City of Covington. The city could assemble land as and when parcels become available to add on to the properties they already own to encourage redevelopment by facilitating property acquisition and consolidation. The two existing businesses, a convenience mart and an auto repair garage located within this block provide services to residents in the

surrounding neighborhoods. Façade improvements to the two structures would enhance their presence along the corridor while fitting in with any new development that might occur within the block.

The existing homes within this block could be rehabbed, and adapted for mixed uses. There is a potential to acquire the back portions of the residential lots between Holman and Banklick Streets to provide shared off-street parking spaces as shown in Figures 15 and 16. If this block were to be completely redeveloped, an internal pedestrian circulation system using plazas, courtyards and walkways should be encouraged. It is also recommended that any off-street parking considered in this block be oriented to the side or to the rear of the buildings and accessed from Watkins Street. Off-street parking spaces should be buffered with landscaping or street walls. It is also recommended that form district regulations be adopted for this block prior to any development.

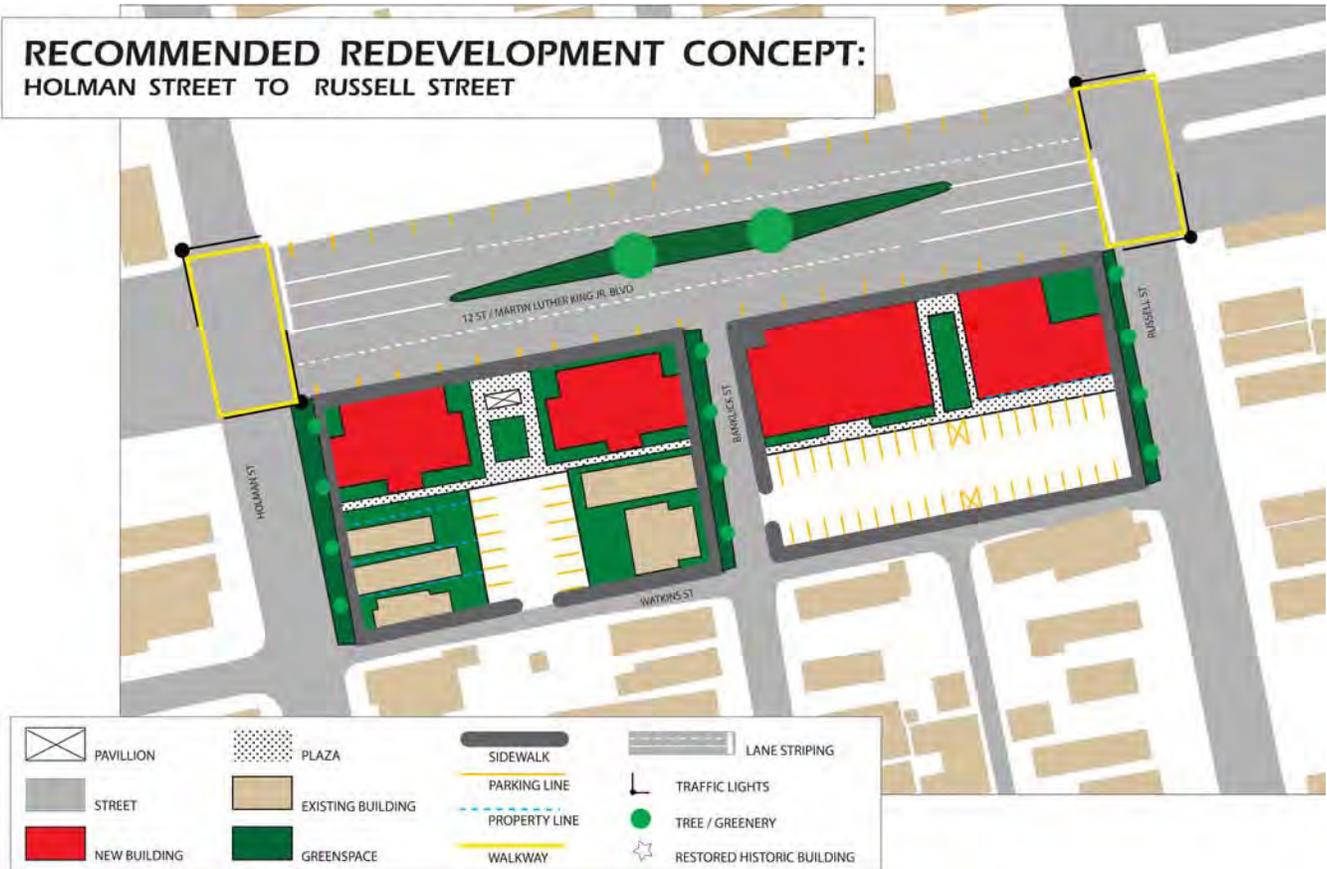


Figure 15: 200 Block: Between Holman Street and Russell Street



Figure 16: 200 Block: Between Holman Street and Russell Street



Figure 17: 200 Block: Between Holman Street and Russell Street

Implementation of the plan is the next important step after its adoption. The study area is located within the two neighborhoods of Westside and Peaselburg. Extensive coordination between the two neighborhood associations will be needed to implement the recommendations within this study. This study recommends that a Linden Gateway Oversight Committee be formed that would coordinate with both the neighborhood associations, the city and responsible parties identified in this section to initiate and implement the recommendations of this study. The Linden Gateway Task Force that consists of members representing various interest groups would be best suited at this time to continue to evolve into the oversight committee. The committee should consider adding a few additional members from the two neighborhoods of Westside and Peaselburg and any other interest groups that might help implement the plan. The oversight committee could then identify sub-committees that could assist in implementing various recommendations in the study.

In addition, the oversight committee could also explore the possibility of creating a new neighborhood group whose role will be focused on the boundaries of the Linden Gateway study area. This would enable the group to work closely with various entities such as the Linden Grove Cemetery Board and St.Elizabeth Medical Center Covington to implement the recommendations of this study. The Center for Great Neighborhoods could provide staff support in terms of organizing meetings, providing general guidance and so on to the Linden Gateway Oversight Committee.

This chapter provides guidance for the oversight committee, City of Covington, the neighborhood association and all others who may be involved or interested in implementing this plan. Below is a list of the recommendations, categorized as long or short term or general, and a listing of the organizations or agency that should be the lead in accomplishing each recommendation. Long term recommendation are those that may generally take approximately 10 to 20 years to begin or complete; short-term are recommendations that could take approximately 0 to 2 years to begin or complete; and general refers to recommendations that are either already underway or when they do get started will be of an ongoing nature. More detailed information regarding these recommendations is provided in each chapter.

The Northern Kentucky Area Planning Commission and other agencies such as the Northern Kentucky Area Urban and Community Forestry Council, Kenton County Conservation District, Sanitation District No. 1, Northern Kentucky Area Development District and the Kenton County Extension Office may be contacted for further assistance or may offer grant opportunities that may assist in implementing these projects.

Recommendations	Implementation	Status	Responsible Party
A Linden Gateway Oversight Committee should be formed to implement the recommendations of this study.	This committee would coordinate with both the neighborhood associations, the city and other responsible parties.	Short-term	City/ Center for Great Neighborhoods
Land Use			
After the study is adopted as part of the <i>Area-wide Vision for Kenton County: 2006-2026</i> all the land use changes recommended for the study area will be changed.	The zoning within the study area should be evaluated and any zone changes required to implement the land use recommendations of the study should be pursued.	Short-term	City/NKAPC
A new land use classification that is a combination of two land uses - Commercial Office/Other Community Facilities is recommended for portions of Area 4 within the study as discussed in Chapter 2.	The adoption of this study as part of the <i>Area-wide Vision for Kenton County: 2006-2026</i> will create the new land use classification.	General	-
Create Form District Regulations for the area identified in Chapter 2 for areas south of 13th Street, west of Kavanaugh Street, east of the new access road and north of Linden Avenue.	The regulations should include specifications for building facade, fenestration, height, landscaping, parking, outdoor amenities such as courtyards and plazas and exterior finishes. The form of new infill buildings should be compatible with that of the surrounding historic neighborhood and also that of the new St.Elizabeth Medical Center Covington.	Short-term	City/NKAPC
Adaptive reuse of historic buildings within the study area including the historic portion of the Bavarian Brewery building, the Hellman Lumber building and other historic buildings located on the south side of 12th St. / Martin Luther King Jr. Blvd. that will be rehabbed, is encouraged.		General	City



<i>Recommendations</i>	<i>Implementation</i>	<i>Status</i>	<i>Responsible Party</i>
Historic Preservation			
Nominate area for a National Register Historic District	The area should be divided into sub-areas and several applications submitted. It is important that area residents be involved in this process and smaller sub-areas will help accommodate this process.	General	City
Consider use of Historic Overlay zone(s) to preserve and enhance existing historic structures	Following a similar process used previously to identify and nominate the area for the National Register of Historic Place, it will be important to involve property owners in determining the timing, location and extent of any historic overlay zone.	Long-Term	Residents
Green Infrastructure			
Establish a greenway corridor along Main Street from Linden Grove Cemetery to Pike Street.		General	City/NA
Establish a greenway corridor along 12th St./ Martin Luther King Jr. Blvd, from Russell Street to I 71/75, and between Hewson Street and I 71/75, from 12th St./Martin Luther King Jr. Blvd. to the medical center		Short-term	City/KYTC/NA
Establish a greenway corridor from the Lance Corporal Justin Sims Memorial Park to Linden Grove Cemetery via east side of St. Elizabeth Medical Center Covington		General	City/St. E/NA
When new parks are created establish green corridors leading from parks to Linden Grove Cemetery, and/or other areas of interest.	Coordinate with the city public works department	General	NA/City
Create mini-parks, community gardens and gateways to serve the recreational needs of area residents	A special committee may need to be created to implement this recommendation. To improve the possibility of obtaining grants apply a marketing strategy as discussed in the chapter.	General	NA/City

<i>Recommendations</i>	<i>Implementation</i>	<i>Status</i>	<i>Responsible Party</i>
Green Infrastructure (Cont'd)			
Pursue the possibility of purchasing land for park space.	Primary locations - lots to the south of 1323 Russell St. and the empty lot on the southwest corner of 15th St. and Russell Street.	General	City
Explore the potential of preserving the greenspace along the railroad tracks on the east side of study area.		General	City
Any redevelopment including infill or reuse of historic buildings within the study area should explore the potential to incorporate green building techniques discussed in Chapter 4	The potential for green roofs, rain gardens, use of pervious pavement and obtaining LEED certification should be explored.	General	City
Establish workshops for landscaping, tree planting, and reducing stormwater runoff for the residents.	Coordinate with urban forestry, SD #1, conservation district, and CGN	General	NA/City
Remove excess concrete from planting strips		General	City
Mobility			
<i>The following improvements are recommended along West 13th Street:</i>			
Convert West 13 th Street to two-way operation between Holman Avenue and Russell Street.		Short-Term	City
Install centerline striping and marked on-street parking on the north side of West 13th Street.		Short-Term	City
Remove stop control on West 13 th Street at Lee Street.		Short-Term	City
Remove stop control on West 13 th Street at Banklick Avenue.		Short-Term	City
<i>The following improvements are recommended along Watkins Street.</i>			
Remove stop control on Watkins Street at Lee Street/Install Stop Control on Lee Street at Watkins Street.		Short-Term	City
Remove stop control on West 16 th Street at Banklick Street.		Short-Term	City
Remove stop control on West 16 th Street at Woodburn Avenue.		Short-Term	City
Remove stop control on West 17 th Street at Banklick Street.		Short-Term	City
Remove stop control on West 18 th Street at Banklick Street.		Short-Term	City



<i>Recommendations</i>	<i>Implementation</i>	<i>Status</i>	<i>Responsible Party</i>
Mobility (Cont'd)			
<i>The following improvements are recommended to improve the one-way street system.</i>			
Convert West 13 th Street to two-way operation between Holman Avenue and Russell Street.		Short-Term	City
Convert West 14 th Street to two-way operation between Holman Avenue and Russell Street.		Short-Term	City
Convert Banklick Street to two-way operation between West 12th Street/Martin Luther King, Jr. Boulevard Street and West 14 th Street.		Short-Term	City
Convert Woodburn Avenue to two-way operation between Linden Avenue and West 16 th Street.		Short-Term	City
Convert St. Clair Street to two-way operation between Linden Avenue and West 16 th Street.		Short-Term	City
<i>The following improvements are recommended to improve transit service in the area.</i>			
Re-route the No. 5 route from Holman Avenue to West 13 th Street to Main Street to serve the St. Elizabeth Medical Center. A bus stop should be provided as close as practical to the medical center to encourage ridership.		Short-Term	TANK
Provide pedestrian connections along Main Street to the St. Elizabeth Medical Center to West 12th Street/Martin Luther King, Jr. Boulevard Street to provide a connection to the nearest stop on the No. 1 Route.		Short-Term	City
Provide bus shelters and benches at high activity areas within the study area. Potential locations include West 19 th Street, Southside Baptist Church and/or the Goodwill Village.		Short-Term	TANK
<i>The following improvements are recommended to accommodate the city-wide bike loop.</i>			
Provide signage and pavement markings consistent with the proposed city-wide bike loop.		Short-Term	City
Provide bike racks at all public facilities and points of interest. This may include at a minimum the Linden Gateway Cemetery and other locations, such as commercial areas where bicyclist might want to stop to purchase goods or to sightsee.		Short-Term	City and Linden Grove Board of Overseers

Recommendations	Implementation	Status	Responsible Party
Mobility (Cont'd)			
<i>The following improvements are recommended for further study.</i>			
Conduct a comprehensive signal warrant analysis of all traffic signals within the study area.		Long-Term	City
Conduct a feasibility study to determine the potential to coordinate traffic signals along West 19 th Street.		Long-Term	City
Conduct a traffic engineering study of the signals along West 12 th Street/Martin Luther King, Jr. Boulevard Street to determine the appropriate cycle length and offsets capable of providing acceptable levels of service and minimal traffic speeds to accommodate the pedestrian friendly goals of the study.		Long-Term	City/Kentucky Transportation Cabinet
<i>The following long term recommendations are made to improve east west connectivity in the study area.</i>			
Repair/Reopen the West 15 th Street bridge to passenger car traffic with restrictions on large vehicles.		Long-Term	City
Investigate the feasibility of future crossings at West 16 th Street or West 17 th Street with appropriate improvements along each corridor.		Long-Term	City
Widen West 17 th Street to provide two-way operation without an additional crossing over the railroad.		Long-Term	City
<i>The following long term recommendations are made to reconfigure the intersection of Russell Street and Augustine Street.</i>			
Investigate the implementation of a single lane modern roundabout at the intersection of Russell Street with Augustine Street.		Long-Term	City
<i>The following long term recommendations are made to reconfigure the intersection of Linden Avenue with Woodburn Avenue.</i>			
Increase building setbacks and realign Linden Avenue to improve sight distance and operations at the intersection.		Long-Term	City
Housing			
<i>Increase Local Awareness of and Advocate for Relevant Issues</i>			
Educate the community on sound homeownership practices	This should include programs to raise awareness, and provide education on sound financial decision making.	General	City/CGN/NA
Disseminate information on homeownership via newsletter		General	NA
Host an annual home buying workshop		General	NA/CGN

<i>Recommendations</i>	<i>Implementation</i>	<i>Status</i>	<i>Responsible Party</i>
Housing (Cont'd)			
<i>Increase Number of Homeowners</i>			
Housing Fair	For a day or weekend bring together realtors with listings, all the agencies that help people fix and/or purchase homes, banks, building supply cos., professional construction people,	General	City
Educate Realtors	Give realtors information on the neighborhood, quality of the houses, what city and na's are doing to improve the area, the new medical center and redevelopment of 12th St./Martin Luther King Jr. Blvd.	General	City/Realtors
Rehabarama	Open house of homes rehabbed or undergoing rehabilitation.	General	City
Increase participation in existing homeownership programs		General	City/CGN/NA
Employer Assisted Housing Program	Local employers assist employees in purchasing a home in the area.	Long-Term	City/CGN/NA
Limited Liability Company	Allows neighborhood associations to purchase homes for rehab and sell.	Long-Term	NA
<i>Improve Existing Housing Stock</i>			
Assist residents in learning about currently available programs		General	CGN/NA
Establish a tool Library		Short-Term	CGN
Organize a Home Repair Crew		General	CGN/HONK/NA
Targeted Code Enforcement		Short-Term	City/NA
Annual inspections of rental properties		Short-Term	City
Conduct home improvement workshops		Short-Term	City/CGN/NA
<i>Crime Prevention</i>			
Establish a neighborhood watch program		General	City/NA
Establish a citizens on patrol program		General	City/NA
<i>Linden Gateway Neighborhood Enhancement Program</i>			
Create a program to improve the appearance of the area and make it more attractive to potential residents	The program could target code enforcement, landscaping/beautification, street and sidewalk improvements and enhanced police service where needs are known to exist.	General	City/NA

<i>Recommendations</i>	<i>Implementation</i>	<i>Status</i>	<i>Responsible Party</i>
12th Street/Martin Luther King Jr. Blvd.			
Create Form District Regulations for the area identified in Chapter 2 Land Use for areas along 12th St./Martin Luther King Jr. Blvd.	Create Form District Regulations as discussed in Chapter 7 for the 12th St./ Martin Luther King Jr. Blvd. corridor to ensure that the character of new infill development is compatible with that of the surrounding neighborhoods. As part of this effort, the existing zoning along the corridor should be evaluated to determine if the land uses recommended for the corridor by this study would be permitted. Any necessary zone changes should then be pursued to permit the recommended land uses to locate within the corridor. The regulations should include specifications for building facade, fenestration, height, landscaping, parking, outdoor amenities such as courtyards and plazas and exterior finishes. All off-street parking areas should be located to the side or rear of the buildings and when located on the side should be buffered with street wall or landscaping. An internal pedestrian circulation system using plazas, courtyards and walkways should be encouraged. The Section 106 report prepared for 12th St./ Martin Luther King Jr. Blvd. (See Appendix 2 in the 2004 <i>12th Street Redevelopment Plan</i>) should be used as a foundation on which to base the form district regulations.	Short-term	Task Force/City
TIF-Parking Structure/s - TIF is somewhat limited at this time for use within the context of this type of redevelopment. It may be necessary for the city to work within the state legislative process to amend state statutes to enable more effective use of TIF along the 12th Street/Martin Luther King Jr. Blvd and the Linden Gateway area.		General	City



<i>Recommendations</i>	<i>Implementation</i>	<i>Status</i>	<i>Responsible Party</i>
12th Street/Martin Luther King Jr. Blvd. (Cont'd)			
Historicly compatible lighting fixtures should be used for the corridor.	Fixtures that fit in with the historic character of the area should be installed.	Short-term	City
Encourage the use of the Interpretive Park for innovative stormwater management practices		General	Task Force/City/ Sanitation District No.1
A comprehensive parking study should be pursued for the corridor.	The study should take into consideration such elements as the location of a mid-corridor conveniently located parking garage, improved bus access and shared parking opportunities.	Short-term	City
The median that will be constructed as part of the widening should be landscaped with trees and shrubs. It also provides the opportunity to be used as a stormwater feature if landscaped with rain gardens.			City/Sanitation District No.1



12th STREET/KY 1120

Covington, Kenton Co., KY

Project Report

Kentucky Transportation Cabinet, District 6, Covington, KY

Newsletter No. 6 – Fall 2007

IN THIS ISSUE

1	PROJECT RIGHT OF WAY ACQUISITION NEARLY COMPLETE
1	PLANS AND STUDIES CONSIDER OLD AND NEW
2	ARCHAEOLOGICAL SURVEY COMPLETED
2	ENGINEERING ACTIONS COMPLETED
2	ROADWAY, BRIDGE AND UTILITY PLANS ONGOING



PROJECT RECAP

Project Right of Way Acquisition Nearly Complete

The Kentucky Transportation Cabinet has nearly completed acquisition of the right of way needed to reconstruct 12th Street. About 90% of the land identified in the Cabinet's right of way plans has been acquired and they continue in negotiations to complete purchase of the remainder.

Accompanying the right of way acquisition has been the demolition of structures. Again, approximately 90% of the structures slated to be removed for reconstruction of 12th Street have been demolished. Four buildings remaining on the south side of 12th Street have been identified for mitigation per the Memorandum of Agreement between the Kentucky Heritage Council/State Historic Preservation Cabinet, the Federal Highway Administration, and the Kentucky Transportation Cabinet.

This mitigation is to help the City, local neighborhoods, and two National Register of Historic Places-listed or –eligible Historic Districts (Helentown and East Lewisburg) maintain some of their historic character despite demolitions that have impacted the Districts' historic integrity. The mitigation takes the form of relocation and rehabilitation of two historic structures and the rehabilitation of two historic structures in place. The building at 1201 Main Street will be relocated directly south to the new corner of 12th and Main Streets. The building at 423 W. 12th Street will be relocated to the new southeast corner of Lee St. and 12th Street and turned to face Lee Street. The buildings at 321 W. 12th Street and 1205 Lee Street will be rehabilitated in place.

CURRENT ACTIONS

Plans and Studies Consider Old and New

Plans have been completed for the relocation and rehabilitation of the four buildings identified in the Project Memorandum of Agreement. The MOA is the document developed to address mitigation for the Project's impacts to the Helentown and East Lewisburg historic areas.

With approval of these plans by the Kentucky Heritage Council/State Historic Preservation Office, the Transportation Cabinet may let the contract for services be advertised. A number of specialized contractors have been in contact with the Cabinet and are interested in developing bids to perform the work as described in the relocation and rehabilitation plans.

St Elizabeth Hospital's access planning and implementation is proceeding around the Main Street, Watkins Street, and 13th Street area. Full plans for hospital access improvements continue to be developed and will range from the entrance at south Main Street to access points further south in Covington.

The Northern Kentucky Area Planning Commission (NKAPC) has initiated two studies that include focus on 12th Street. The Linden Gateway Small Area Study addresses the effects of the St. Elizabeth medical facility on neighborhoods, streets and traffic, and development of other sites in the Study area. The Study area is roughly bounded by I-75 and CSX railroad from 12th Street to 19th Street.



Local News » Cincinnati.com » Community Press & Recorder » Public comments help shape Linden Gateway study
Last Updated: 6:05 pm | Tuesday, December 4, 2007

Public comments help shape Linden Gateway study

BY JASON FELDMANN | JFELDMAN@COMMUNITYPRESS.COM

COVINGTON - A community center for teenagers and more shops and retail businesses along 12th Street are among the most popular suggestions, according to the on-going Linden Gateway Small Area Study.

An interim report on the study was presented to the project task force in late November, following the first public forum held in late October. The updated report will soon be posted online at www.nkopc.org/CovingtonStudy.html.

Covington officials contracted with the Northern Kentucky Area Planning Commission (NKAPC) to conduct the study for portions of the Westside and Peaseburg neighborhoods.

Each area will be impacted by the state's plan to widen 12th Street and the construction of the new St. Elizabeth Medical Center ambulatory care facility.

Project manager Sharmili Sampath, a senior planner with NKAPC, said the most repeated public comments were those stressing the importance of Linden Grove Cemetery, the potential re-use of the Bavarian Brewery building (formerly Jillian's) and re-opening the 15th Street bridge.

In general, most residents are in favor of the state's plan to widen 12th Street and the construction of the new St. Elizabeth medical facility, said Sampath.

Initial recommendations call for a mix of office, retail and residential uses along the widened portion of 12th Street. Residents suggested a variety of possibilities during the Oct. 25 meeting, including bakery, pub, ice cream parlor, coffee shop or upscale restaurant.

Dozens of buildings have been razed in the area around 12th Street and Linden Grove Cemetery, including former corner stores.

Over the next 60 days, NKAPC staff will make more specific land use recommendations for the area in question. Their ideas will be presented during a second public meeting, scheduled for late January or early February 2008.

Working from public comments generated in previous forums, the task force will guide staff towards the next steps in the process.

"The final plan will lay out a plan for what's to happen in the area once 12th street is widened and St. Elizabeth goes in," said Sampath.

The Small Area Study is scheduled to be completed by July 2008.

E-mail this | Printer-friendly



Stay in touch with what's happening in your neighborhood with maps from Cincinnati.com's Data Center



JASON FELDMANN/STAFF

Road improvements and other work continue on a new access road located off the Interstate-75 Pike Street/12th Street exit in Covington. Construction of the new St. Elizabeth Medical Center ambulatory care center, located near Linden Grove Cemetery, is scheduled to begin in January 2008.



E-mail this | Printer-friendly

Cincinnati.com » Community Press & Recorder » Public comments help shape Linden Gateway study

Allstate logo and text: "You can make a little green go a long way" with a "LEARN HOW" button.





Local News

Cincinnati.com » NKY.com » Local News » Linden Gateway to change
Last Updated: 4:53 am | Wednesday, April 16, 2008

Linden Gateway to change

Questions to be addressed Thursday

BY MIKE RUTLEDGE | MRUTLEDGE@NKY.COM

COVINGTON - The area just west of Interstate 71/75 and south of West 11th Street is about to undergo major change in the next few years. The question for residents, city leaders and planners is: What should that change be like?

That will be the topic Thursday when Northern Kentucky planners unveil their preliminary suggestions for the Linden Gateway Small Area Study, which is examining the area and possibilities for its future.

This much is certain: St. Elizabeth already is building a hospital facility within the area, and West 12th Street will be widened into a broad boulevard and major entrance to Covington and Newport from I-71/75. Meanwhile, the former Bavarian brewery complex, which more recently housed the Jillian's entertainment destination, might someday be the site of a casino.

"What we're hoping to do on Thursday night is basically give a presentation of all of our recommendations for land use, transportation, parks, housing and green infrastructure," said Sharmili Sampath, senior planner for long-range planning at the Northern Kentucky Area Planning Commission.

Aside from 11th and 19th streets, the study area also is bounded by the interstate highway to the west and railroad tracks to the east.

The recommendations already have been discussed with the task force that is guiding the study, and "we wanted to get out to a public meeting and get some feedback from the people and what they think about the recommendations we've come up with," Sampath said.

The meeting will be 6-8 p.m. at the Center for Great Neighborhoods, 1650 Russell St. Key issues will include: How far south of 12th Street should a commercial zone be extended? What should 19th Street look like? Where could future parks be located?

"Now we want to take it out to the residents and see what they think," Sampath said.

Print | Go back | Copyright 2008, NKY.com

<http://news.nky.com/apps/pbcs.dll/article?AID=/AB/20080416/NEWS0103/804160389&t...> 4/16/2008

Several redevelopment scenarios were prepared and discussed with the Linden Gateway Task Force. The preferred scenarios are presented in Chapter 7: 12th St./ Martin Luther King Jr. Blvd.. This section documents those scenarios that were discussed with the task force but not selected. These scenarios and accompanying information is presented here for reference; and, because there are elements of each of these scenarios that may be useful alternatives for further consideration as land is developed along the 12th Street/Martin Luther King Jr. Blvd.

These alternative scenarios are presented by block and include brief descriptions of recommendations previously made in the *12th Street Redevelopment Plan* that have been modified by this study (See Chapter 7: 12th St./ Martin Luther King Jr. Blvd. for further explanation). Each scenario also includes a list of considerations identified and used in developing the alternative scenarios.

500 BLOCK: BETWEEN INTERSTATE 71/75 TO MAIN STREET

One redevelopment scenario was presented to the task force for this area.

12th Street Redevelopment Plan recommendations:

- The Plan covered only the area south of 12th Street and north of properties along Watkins Street
- Recommended use for the area is mixed use with office and retail uses.
- The potential for 2 new buildings one on either end of block with park in between was discussed.
- An interpretive park in between buildings with on-street parking spaces was illustrated.

Considerations for alternative redevelopment scenario:

- Recommended uses in the *Linden Gateway Small Area Study* for this block is Commercial Office/ Other Community Facilities (includes area north of 13th Street, west of Main Street and east of the interstate)
- Topography of area includes a gradual slope from Main Street down towards Hewson Street
- This area has high visibility from Interstate 71/75
- A portion of the area immediately south of interpretive park is visible from 12th St./ Martin Luther King Jr. Blvd.
- There is an existing pedestrian connection along western boundary from 12th St./ Martin Luther King Jr. Blvd. to Watkins Street

Redevelopment design concepts presented for this area is shown in Figure 1 and included the following:

- A tiered design of buildings to correspond with topography
- Buildings at the street with parking on the sides to get a larger building frontage along the street
- Pedestrian connection from interpretive park and internal pedestrian circulation within block
- Off street parking area broken up into smaller surface lots
- Size of building footprint and height of buildings to be compatible with that of the surrounding neighborhood
- Facades of buildings located north of Watkins Street is visible from 12th Street and should include fenestrations
- Provide on-street parking by widening Watkins Street and Hewson Street to allow for on street parking on both sides.

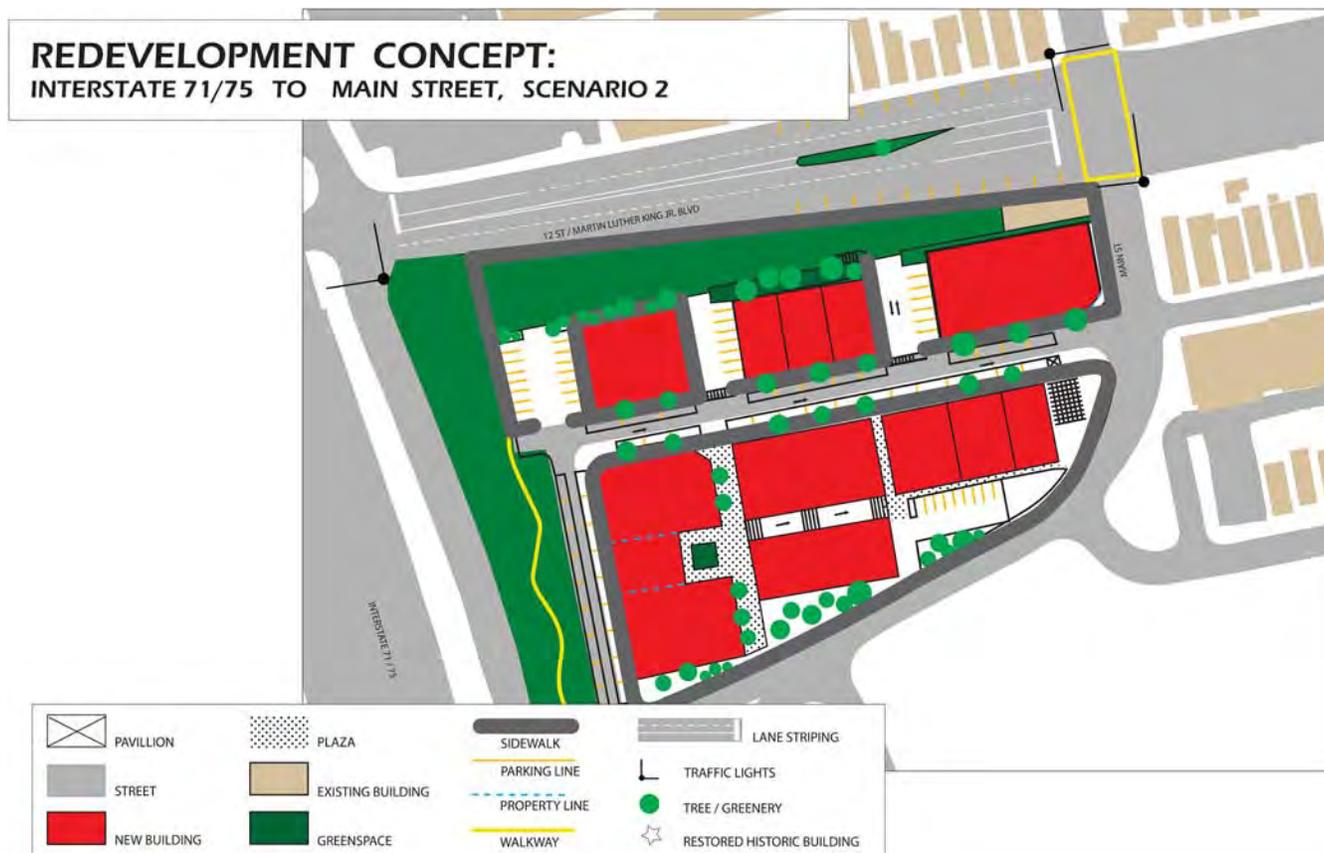


Figure 1: Redevelopment Design Concept - Interstate 71/75 to Main Street

400 BLOCK: BETWEEN MAIN STREET AND LEE STREET

Three redevelopment scenarios were presented to the task force for this area.

12TH Street Redevelopment Plan recommendations:

- Recommended use for the area is Mixed Use with office and retail uses
- A potential for one new corner infill structure is illustrated with one historic building rehabbed in place
- Off street parking area is accessed through alley north of homes on the north side of Watkins Street
- Trees and park areas buffer parking from street edge

Considerations for alternative redevelopment scenario:

- Recommended use in the *Linden Gateway Small Area Study* is mixed use with a green corridor along Main Street linking Bavarian Brewery, landscaped island, Linden Grove and St.Elizabeth Medical Center Covington.
- Land that will be available after the widening is approximately 35 feet deep
- There are existing homes along Watkins Street
- There is only one residential building on south side of Watkins facing Watkins Street. The rest of the block includes the vacant Hellman Lumber building and the new Duke Energy substation
- The future plans for Linden Grove Cemetery includes a new entrance at Lee Street

Redevelopment design concepts presented for this area included the following:

Scenario 1: 400 Block (See Figure 2)

- Retain existing homes along Watkins Street
- Extend the green corridor along 12th Street creating a connection to Linden Grove Cemetery
- Provide a mid block crossing along the median to encourage pedestrian movement between the north and south side of 12th St./ Martin Luther King Jr. Blvd.
- Landscape the median to include rain garden and trees. Curb extensions along 12th St./ Martin Luther King Jr. Blvd. can serve as stormwater outlets.
- The green space area can include tree benches, seating, gazebo providing lunch space for business employees. Neighborhood groups can use the space for gatherings and events.
- Adaptive reuse of historic building for restaurant type uses with some outdoor seating
- Angled off-street parking to be buffered with street wall
- Buffer for homes along Watkins – A reconstructed brick wall with landscaping can act as a buffer between homes along Watkins Street and 12th St./ Martin Luther King Jr. Blvd..
- This area could also be an alternative location for a stormwater park proposed by Sanitation District #1 if the interpretive park location is not feasible

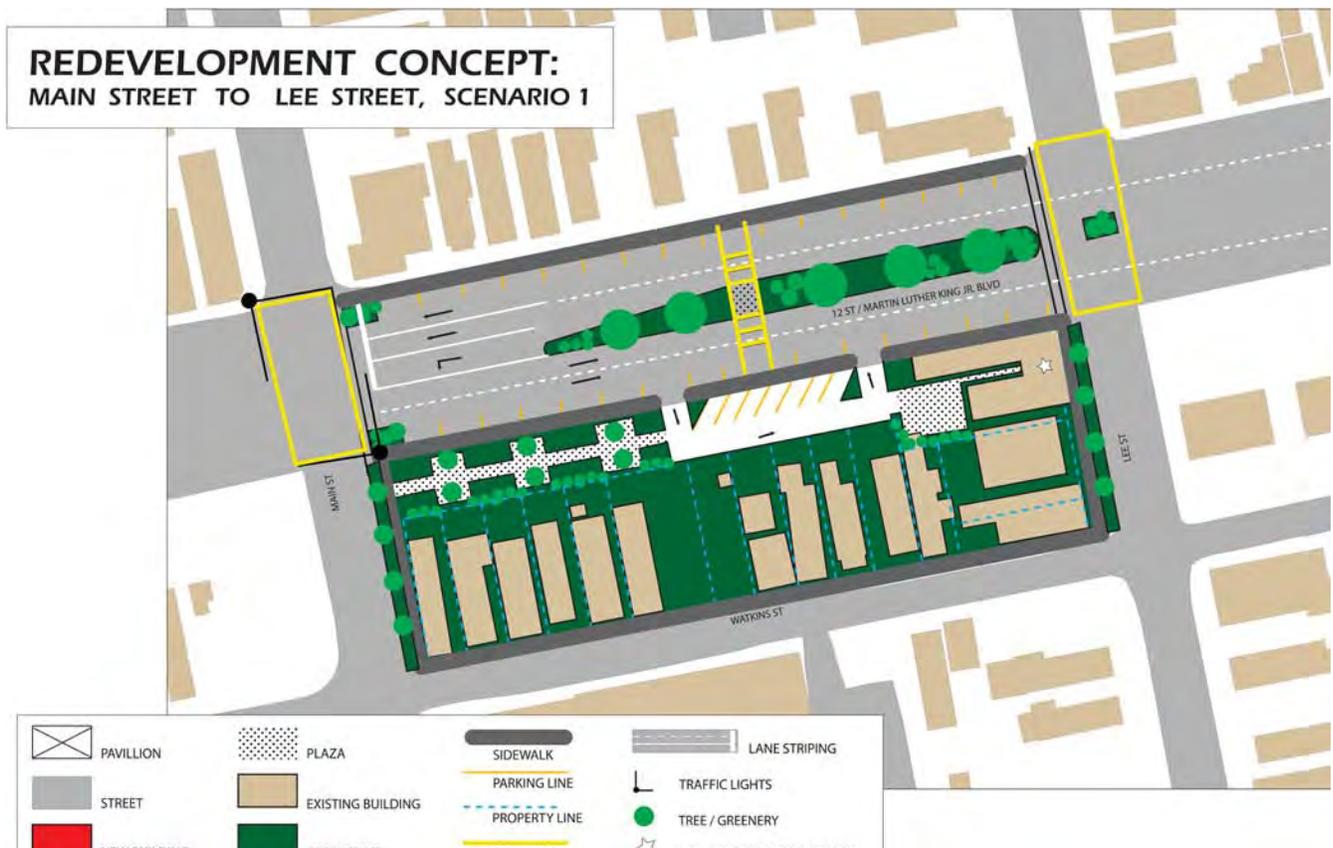


Figure 2: Main Street to Lee Street - Scenario 1

Scenario 2: 400 Block(See Figure 3)

- Retain existing homes along Watkins Street
- Provide a mid block crossing along the median to encourage pedestrian movement between the north and south side of 12th St./ Martin Luther King Jr. Blvd.
- Landscape the median to include rain garden and trees. Curb extensions along 12th St./ Martin Luther King Jr. Blvd. can serve as stormwater outlets.
- Smaller buildings [100'x35'] with zero setback may be located within the narrow excess right-of-way. For comparison purposes the Flannery building is 75'x45'. In terms of façade length along 12th Street, the existing historic building is 83' along 12th Street.
- The space between buildings can be improved as green space, used for off-street parking or for another building.
- If the buildings are 2 stories in height there could be potential buffer issues on the residential side
- The buildings can be occupied by a single tenant or multiple tenants

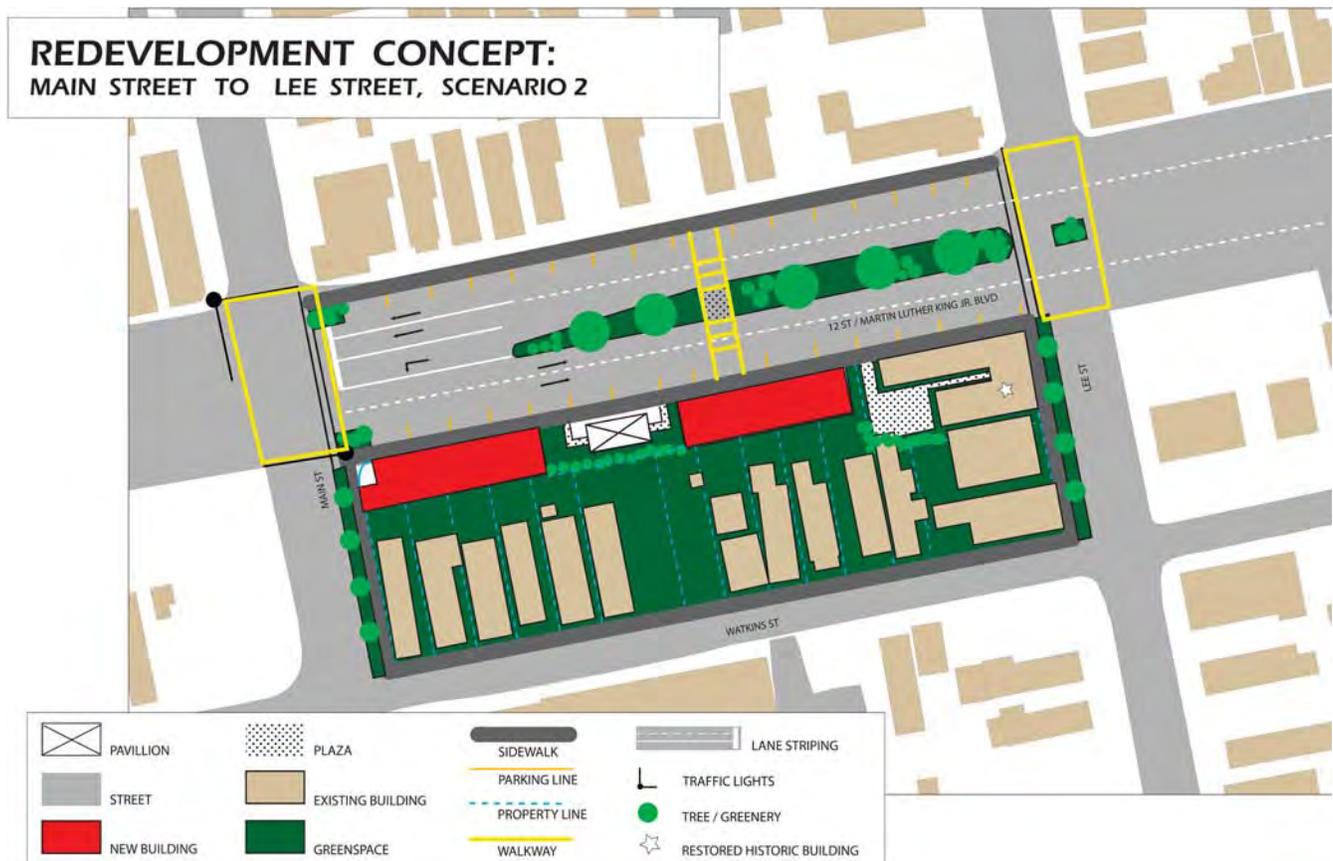


Figure 3: Main Street to Lee Street - Scenario 2

Scenario 3: 400 Block (See Figure 4)

- This scenario provides the most acreage for redevelopment and includes properties north of Watkins Street
- Provide a mid block crossing along the median to encourage pedestrian movement between the north and south side of 12th St./ Martin Luther King Jr. Blvd.
- Landscape the median to include rain garden and trees. Curb extensions along 12th St./ Martin Luther King Jr. Blvd. can serve as stormwater outlets.
- No access is provided off-of 12th St. / Martin Luther King Jr. Blvd. to parking areas
- Building façade should be broken up to give appearance of smaller buildings
- The architecture of infill buildings should reflect or compliment exterior characteristics visible in structures north of 12th Street
- Street frontage along Watkins Street should be made interesting with double façade buildings and off street parking areas. Off- street parking areas can be screened by a street wall

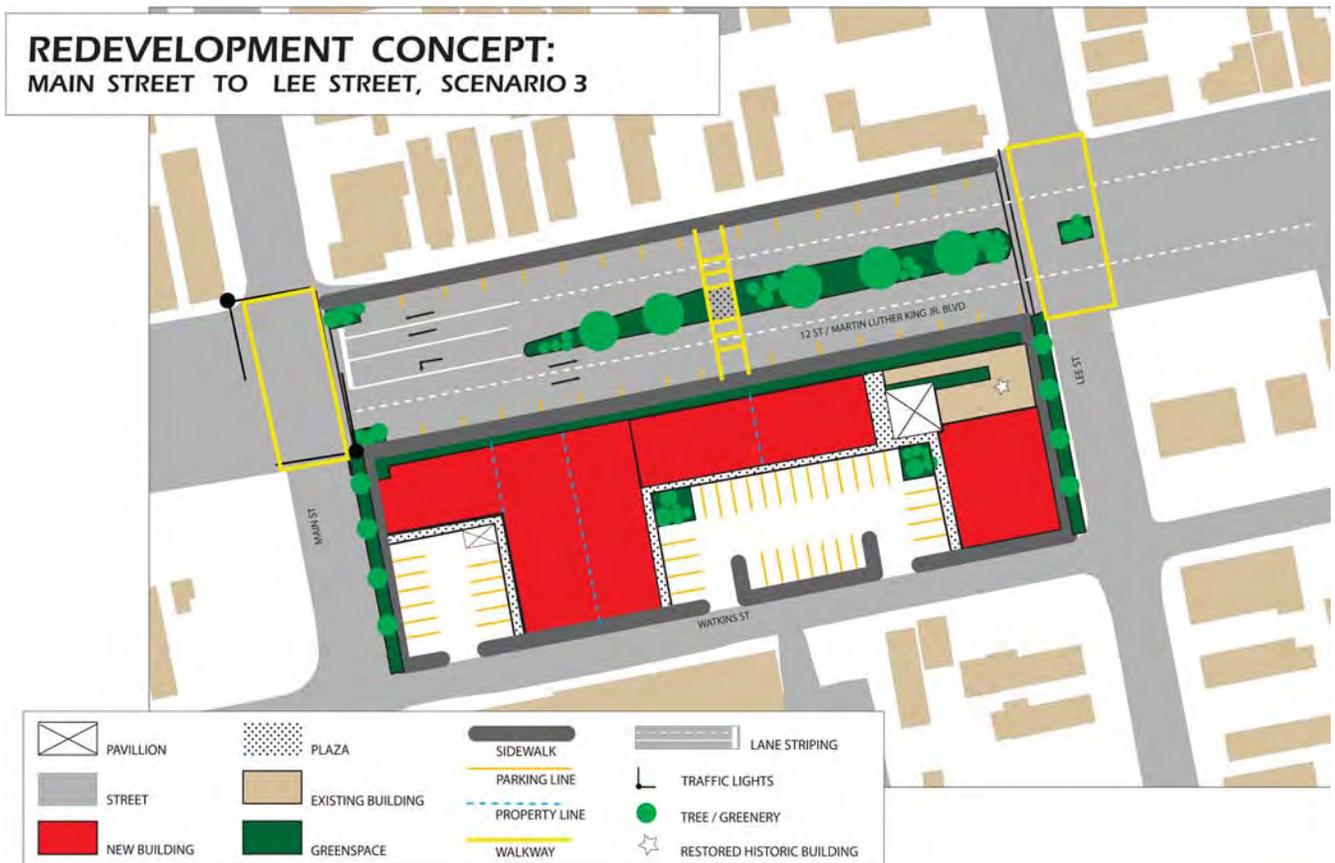


Figure 4: Main Street to Lee Street - Scenario 3

300 BLOCK: BETWEEN LEE STREET AND HOLMAN STREET

Three redevelopment scenarios were presented to the task force for this area.

12TH Street Redevelopment Plan recommendations:

- Recommended use for the area is mixed use with office/residential and Restaurant/dining
- Closing Fisk Street to create a significant redevelopment site
- Includes relocated and rehabbed historic structures
- Illustrates a complex of new infill structures, centered around a plaza
- Parking is provided off existing brick alleys

Considerations for alternative redevelopment scenario:

- Recommended use in the *Linden Gateway Small Area Study* is mixed use
- One rehabbed and relocated historic building at the corner of Lee & 12th Streets and one historic building rehabbed in place at the corner of Holman and 12th Streets.
- Closure of Fisk Street mentioned at earlier public meeting was seen favorably
- Prime property east of Fisk Street is presently owned by KYTC
- Building conditions survey documented conditions of existing homes within this block as moderately dilapidated.

Redevelopment design concepts presented for this area included the following:

Scenario 1: 300 Block (See Figure 5)

- Retain existing structures within the area and leave Fisk Street open

West of Fisk Street

- Adaptive reuse of historic buildings
- Provide off-street parking spaces between the two historic buildings to serve parking needs of uses that might locate within the buildings
- Outdoor seating/dining space for historic building immediately west of Fisk Street so it can be reused as a restaurant
- Retain residential building immediately east of Lee Street which has the potential to be an office space with building addition and two off-street parking spaces.

East of Fisk Street

- There is a potential for two new buildings with 3000 sq.ft building footprint and 11 off street parking spaces.
- There is a potential for existing homes immediately west of Holman Street to be reused as office space

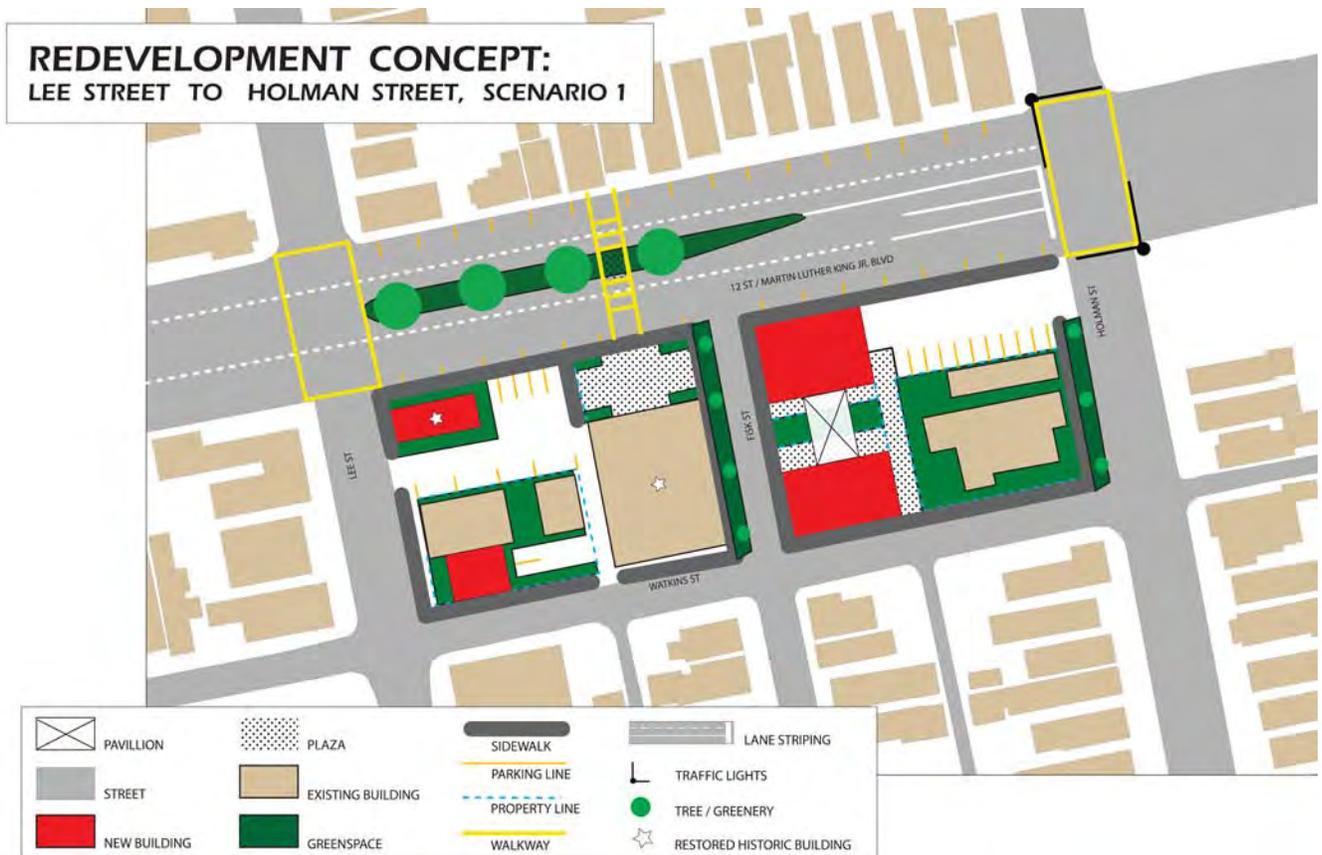


Figure 5: Lee Street to Holman Street - Scenario 1

Scenario 2: 300 Block (See Figure 6)

- Removing existing homes and leave Fisk Street open

West of Fisk Street

- Adaptive reuse of historic buildings
- Provide off-street parking spaces between the two historic buildings to serve parking needs of uses that might locate within the buildings
- Outdoor seating/dining space for historic building immediately west of Fisk Street so it can be reused as a restaurant
- There is a potential for a new 3,400 sq.ft building with 7 off-street parking spaces.
- Secondary access to this block is through an existing alley.

East of Fisk Street

- Potential for three new buildings designed around an internal plaza/walkway to encourage pedestrian movement.
- Provision for 14 off street parking spaces to serve the infill building.
- There is also a potential for 1100 sq.ft space that can be leased to seasonal tenants.
- Access to off-street parking spaces is from Watkins Street

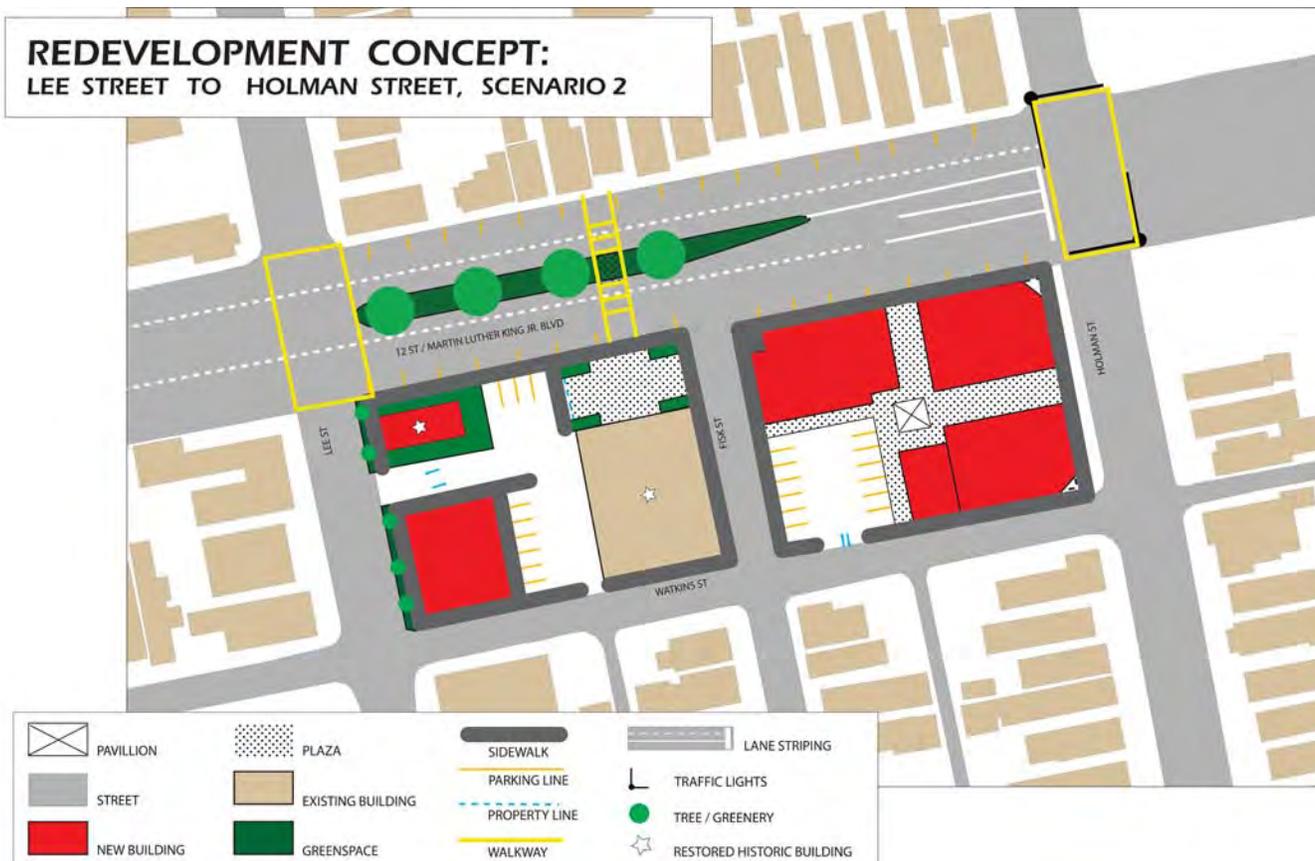


Figure 6: Lee Street to Holman Street - Scenario 2

Scenario 3: 300 Block (See Figure 7)

- Removing the existing homes and closing Fisk Street to make more land available for redevelopment
- Allow for adaptive reuse of historic buildings
- There is a potential for a 1500 sq.ft building between historic buildings
- Ten off-street parking spaces are provided to serve the needs of the businesses that might locate within the historic buildings
- Outdoor seating/dining space for historic building immediately west of Fisk Street so it can be reused as a restaurant
- There is a potential for new 3,500 sq.ft infill building.
- There is a potential for three new interconnected infill buildings with corner entrances at 12th Street and Watkins Street.
- There is a provision for 31 parking spaces to serve entire development
- Access to off-street parking spaces is from Watkins Street

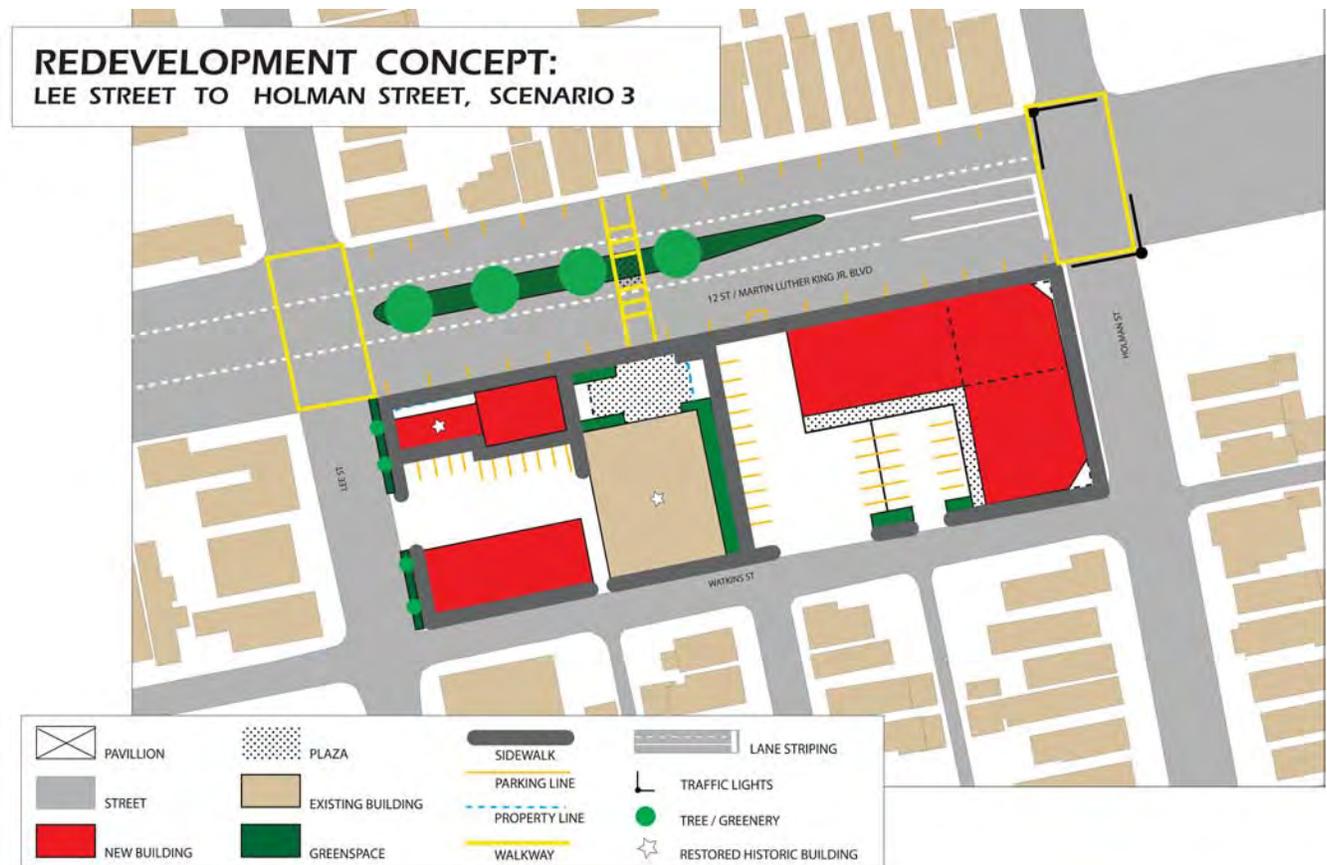


Figure 7: Lee Street to Holman Street - Scenario 3

200 & 100 BLOCK: BETWEEN HOLMAN STREET AND RUSSELL STREET

Two redevelopment scenarios were presented to the task force for this area.

12TH Street Redevelopment Plan recommendations:

Holman Street to Banklick Street

- Recommended use for the area is mixed use with Office/Retail on 12th Street side and offices and residential uses in buildings closer to Watkins Street
- Redevelopment is linked to parking lot that is accessed from Watkins Street and buffered by landscaping and a plaza
- A plaza is created along 12th Street between the infill structures on the south side

Banklick Street to Russell Street

- New infill buildings face 12th Street with off-street parking off alley accessed from Watkins Street
- Mixed use buffers residential structures from 12th Street

Considerations for alternative redevelopment scenario:

- Recommended use within the *Linden Gateway Small Area Study* is mixed use
- Ameristop will lose their front parking area after the widening and Hammonds garage at corner of 12th St./Martin Luther King Jr. Blvd. and Russell Street will remain after widening
- Two lots east of Banklick Street and north of Watkins are presently owned by the City of Covington
- The building conditions survey documented conditions of existing homes as in good condition.

Redevelopment design concepts presented for this area included the following:

Scenario 1: 200 and 100 Block (See Figure 8)

- Retain existing structures

West of Banklick Street

- There is a potential for a new 3,800 sq.ft infill building at the corner of Holman and 12th St./ Martin Luther King Jr. Blvd.
- Five off-street parking spaces are provided for Ameristop
- There is a potential for 14 off-street parking spaces if needed by acquiring 30' of property from owners on either side with access from Watkins Street
- Existing homes can be reused as office spaces

East of Banklick Street

- There is a potential for 10 off street parking spaces accessed from Watkins Street to serve the needs of the redevelopment
- There is a potential for one infill building immediately west of Russell Street

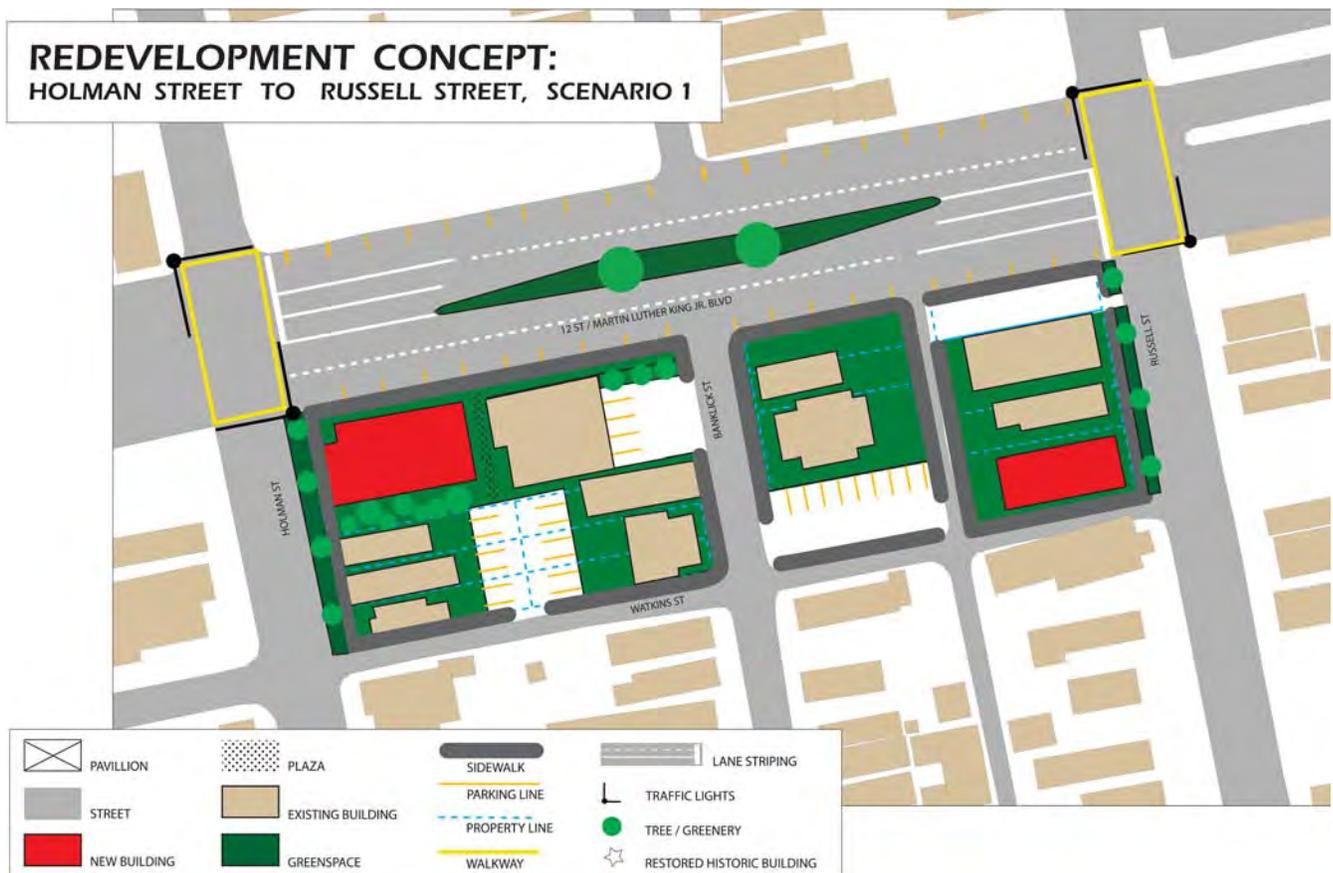


Figure 8: Holman Street to Russell Street - Scenario 1

Scenario 2: 200 and 100 Block (See Figure 9)

- Remove existing structures immediately south of 12th Street (Ameristop, Hammonds and one residential building) to assemble more land for redevelopment

West of Banklick Street

- There is a potential for two new infill structures of approx. 3,600 sq.ft with a central courtyard that will encourage pedestrian movement between buildings
- There is a potential for 14 off-street parking spaces if needed by acquiring 30' of property from owners on either side with access from Watkins Street
- Existing homes can be reused as office spaces

East of Banklick Street

- There is a potential for three new infill structures with 22 parking spaces accessed from Banklick Street

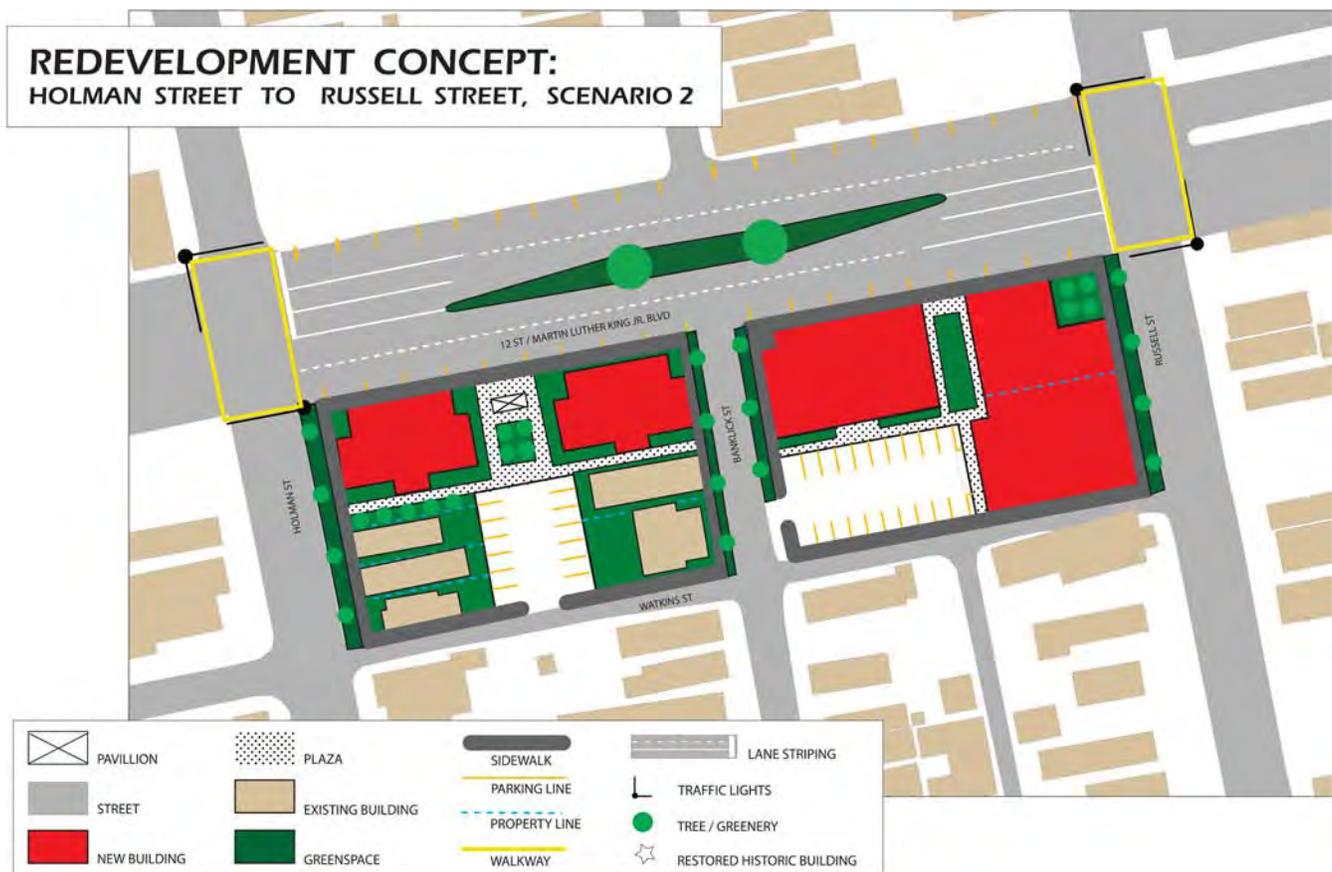


Figure 9: Holman Street to Russell Street - Scenario 2

