

# Appendix A

## Redevelopment Alternatives

Several redevelopment alternatives were prepared and discussed with the *Park Hills Dixie Study* Task Force. The preferred alternative is presented in Chapter 6. This section documents the alternatives that were discussed with the Task Force but not selected. The alternatives and accompanying text presented here serve as a reference to the thought process implemented throughout the study. While none of these scenarios were chosen as a whole, certain pieces of each are displayed in the preferred alternative. As it is unlikely nor is it intended that the preferred alternative will be constructed exactly as depicted by developers these alternatives can still serve as examples of how development in the corridor could take place. While each alternative contains different recommendations there are several overarching themes present in each of the alternatives. These themes include:

### ***Implementing recommendations found in***

#### ***The Dixie Fix (approved June 2006)***

- Redeveloping Dixie Highway from four travel lanes to two travel lanes with a center median
- Creating accommodations for bicycle and pedestrian use (sidewalks and bike lanes)
- Realignment of northern curve near the Fort Mitchell Garage
- Realigning intersection of Arlington and south Arlington at Dixie Highway
- Implementing access management controls such as defining curb cuts and implementing a non traversable median for safety

### ***Added vehicular connectivity within the study area***

- Addition of new connector road between Rosemont Avenue and St. Joseph Lane
- Creation of a new parallel connector road north of Dixie Highway

### ***Pedestrian and bicycle facilities***

- Inclusion of new pedestrian and bicycle connections to Old State Road
- Increased pedestrian facilities throughout study area
- Creation of dedicated bike lanes on Dixie Highway
- Congregated parking areas

### ***Vehicular Parking***

- Existing parking ratios maintained throughout the corridor
- Number of spaces based on parking study (Feb. 2009)
- More direct access and visible parking

### ***Mixed Land Uses***

- Mix of office and retail uses within the same building / area
- Combination of commercial and residential uses

### ***Green Infrastructure Initiatives***

- Work with SD1 to find alternatives to stormwater issues
- Overall goal of reducing flow into combined sewer overflow (CSO)

As described in **Chapter 6**, each alternative is broken down and described in three main sections (north, core and south). The northern section encompasses property along Dixie Highway from the Park Hills / Covington city boundary to the intersection of Arlington / South Arlington Road. The core area consists of the area lying roughly between Arlington / South Arlington Road and St. Joseph Lane. The final section in the southern portion of the study area lies between St. Joseph Lane and the Park Hills / Fort Wright City boundary. Each alternative also includes a list of considerations identified and used in developing the alternative scenarios.

## Alternative One

### *North Area*

The northern section of alternative one recommends a complete redevelopment of property along the corridor. Specific recommendations in this area include:

- Moving structures towards Dixie Highway as redevelopment occurs
- Grouping buildings when possible to make development more walkable
- Congregating parking to allow for use by more than one building

### *Core Area*

The core area of alternative one suggests nearly all structures should be redeveloped. This scenario provides for the most walkable environment out of all the design concepts reviewed by utilizing compact design with few pedestrian / vehicle conflict points. Specific recommendations in the core area include:

- Three signalized access points from Dixie Highway
- Grouping buildings to make development more walkable and to create places and spaces for people to gather
- Inclusion of plazas and green areas to better accommodate the pedestrian
- Clear sightlines from St. Joseph and Arlington intersections to draw motorist's eye into the development
- Inclusion of a landmark structure at the end of sightlines for greater visual impact
- Tiered design of longer buildings to correspond with topography
- Use of angled "off street parking" near Dixie Highway for uses with higher vehicular turnover
- Central parking spine can be made inactive for special events
- Vehicular access across the development that parallels Dixie Highway
- Adaptive reuse of existing structures on south side of Dixie Highway
- Construction of a new service road for existing structures to consolidate access onto Dixie Highway (south side of Dixie Highway)

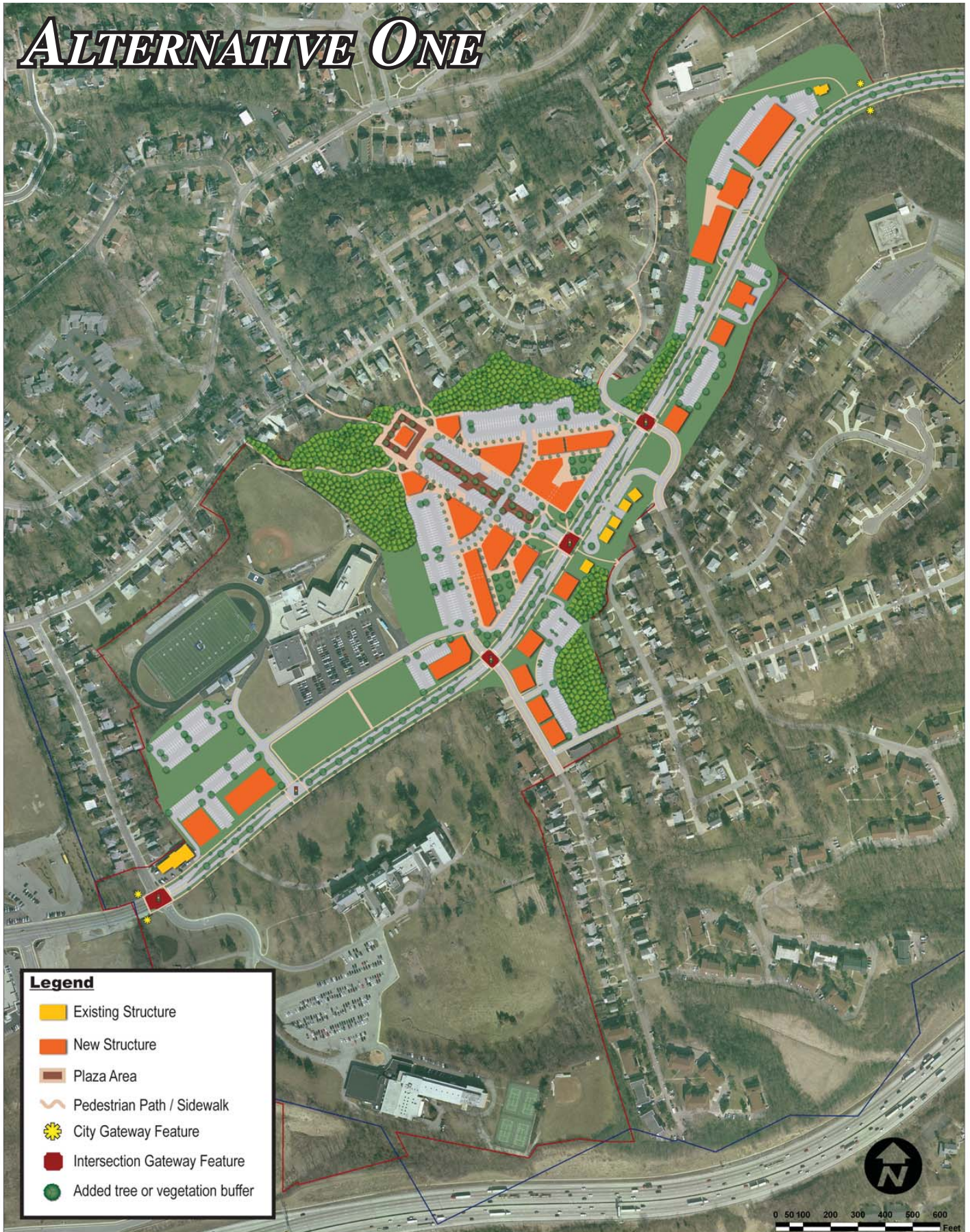
### *South Area*

The southern section of alternative one recommends redeveloping the property immediately adjacent to the corridor. Specific recommendations in this area include:

- Very limited development along Dixie Highway so that a northbound traveler will focus attention toward structures in the core area and not so much along building adjacent to the road in this area.



# ALTERNATIVE ONE



ALTERNATIVE ONE



# Alternative Two

## *North Area*

The northern section of alternative two recommends retaining and revitalizing nearly all the original structures along the corridor. Specific recommendations in this area include:

- Retention of nearly all existing structures along the corridor
- Implementation of street screening through landscaping and a street wall
- Creation of new parking areas that service multiple structures
- Employ service roads where appropriate to reduce access points onto Dixie Highway

## *Core Area*

The core area of alternative two suggests nearly all structures should be redeveloped. Specific recommendations in the core area include:

- Adaptive reuse of existing structures on south side of Dixie Highway
- Implement infill structures on the south side of Dixie Highway where possible
- Construction of new parking areas that are accessed from South Arlington Road and Rosemont Avenue (south side of Dixie Highway)

- Majority of new structures are constructed farther from Dixie Highway
- Focus of the redeveloped area becomes new parallel connection road
- Central parking spine can be made inactive for special events
- Inclusion of a landmark structure within the development for greater visual impact
- Three signalized access points along Dixie
- Pedestrian and bicycle access into residential neighborhood that connect to Old State Road

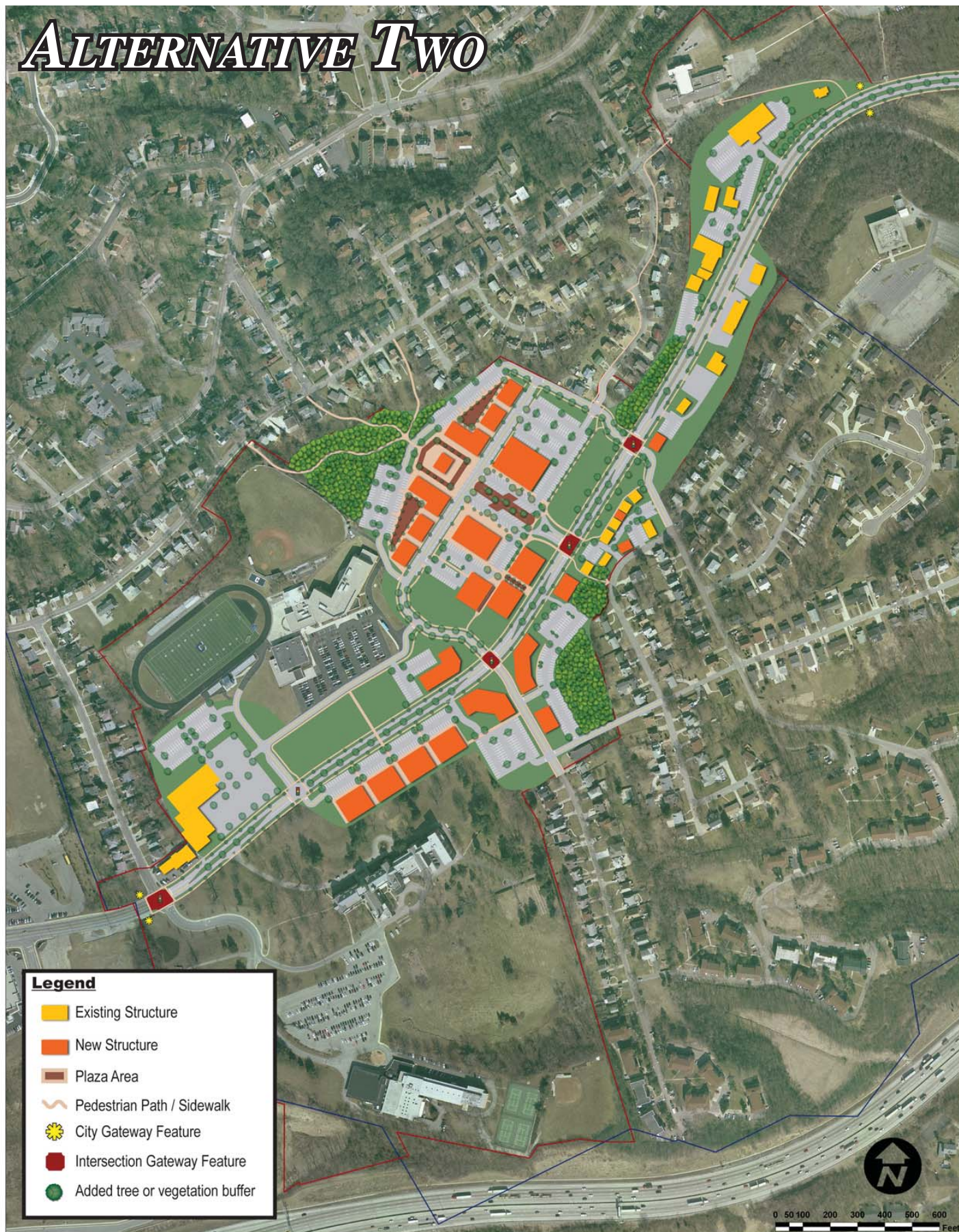
## *South Area*

The southern section of alternative two recommends retaining original structures and creation of new buildings along the corridor. Specific recommendations in this area include:

- Existing structures are revitalized and maintained
- New development predominantly located on south side of Dixie Highway
- Maintain visibility of CCHS
- Creation of a mid-block pedestrian crossing in between CCHS and NDA



# ALTERNATIVE TWO



ALTERNATIVE TWO



# Alternative Three

## *North Area*

The northern section of alternative three recommends a complete redevelopment of property along the corridor. Specific recommendations in this area include:

- Moving structures towards Dixie Highway as redevelopment occurs
- Grouping buildings when possible to make development more walkable
- Congregating parking to allow for use by more than one building
- Creation of small public gathering spaces along the highway to promote a more walkable environment

## *Core Area*

The core area of alternative three suggests nearly all structures should be redeveloped. Specific recommendations in the core area include:

- New cohesive development along the south side of Dixie Highway with parking and access via St. Joseph Lane and South Arlington Road
- New development on the north side of Dixie Highway has been brought closer to the street to allow for ample parking behind the structures
- Two signalized intersections on Dixie Highway and two “right in – right out” access points to Dixie Highway

- Construction of a new parallel road allows controlled access through the new development
- New structures are organized around a public gathering space which can be isolated from traffic through the development
- Pedestrian and bicycle access into residential neighborhood that connect to Old State Road

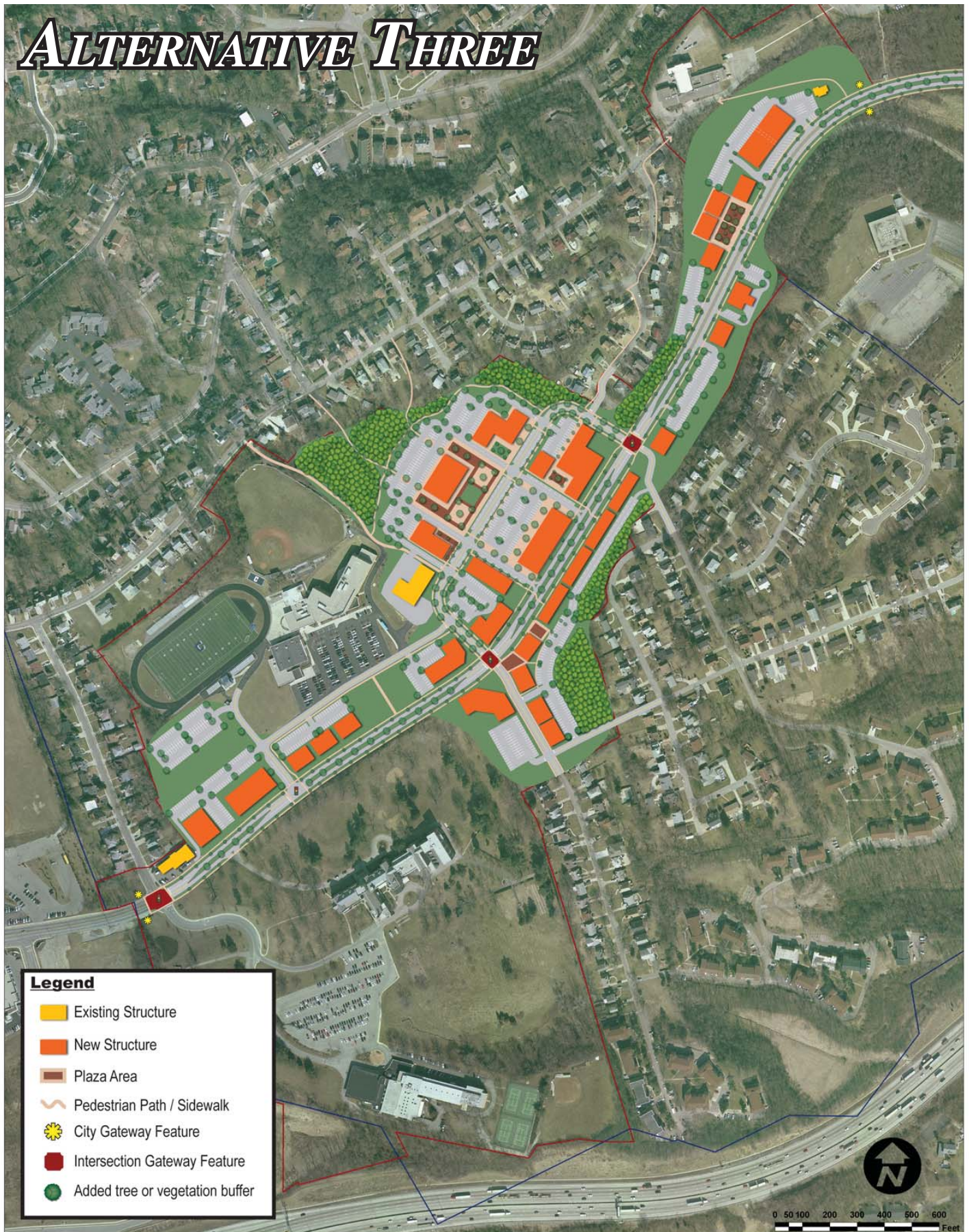
## *South Area*

The southern section of alternative three recommends retaining one original structure and creation of new buildings along the corridor. Specific recommendations in this area include:

- One existing structure is revitalized and maintained
- New development predominantly located on north side of Dixie Highway in front of Covington Catholic High School
- Maintain visibility of the Sisters of Notre Dame Convent
- New commercial structures with parking located behind and off of Dixie Highway
- Land swap of current Covington Catholic parking with vacant land behind existing commercial property to create a prime commercial location directly on Dixie Highway



# ALTERNATIVE THREE



ALTERNATIVE THREE



# Alternative Four

## *North Area*

The northern section of alternative four recommends a complete redevelopment of property along the corridor. Specific recommendations in this area include:

- Moving structures towards Dixie Highway as redevelopment occurs
- Grouping buildings when possible to make development more walkable
- Congregating parking to allow for use by more than one building

## *Core Area*

The core area of alternative four identifies that several existing structures are to remain during the redevelopment process. Specific recommendations in the core area include:

- New cohesive development along the south side of Dixie Highway with parking and access via St. Joseph Lane and South Arlington Road
- New development on the north side of Dixie Highway is located behind existing structures and additional structures have been located near the intersection of St. Joseph Lane to create a node of activity and gateway into the Core Area.
- New development on the north side of Dixie Highway has been brought closer to the street to allow for ample parking behind the structures

- Two signalized intersections on Dixie Highway, a full access non-signalized access point, and two “right in – right out” access points to Dixie Highway
- Construction of a new parallel road allows controlled access through the new development
- New structures are organized around a public gathering space with can be isolated from traffic through the development
- Pedestrian and bicycle access into residential neighborhood that connect to Old State Road
- Vehicular access to Old State Road
- Multi family residential structures which act as a buffer to the existing residential

## *South Area*

The southern section of alternative four recommends retaining one original structure and creation of new buildings along the corridor. Specific recommendations in this area include:

- One existing structure is revitalized and maintained
- New development located on both sides of Dixie Highway
- Maintain visibility of CCHS through opening between new buildings
- Provide as much opportunity as possible for new development



# ALTERNATIVE FOUR



ALTERNATIVE FOUR

