

Chapter Five

Concept Diagram

One of the first steps in the preparation of this plan was the creation of an overall concept diagram for the study area. This diagram was used throughout the subsequent planning process by the Task Force and NKAPC staff as a guide in the creation of redevelopment alternatives and the recommended land use plan. One key purpose of this concept plan is to maintain a logical link between the vision and goals created at the beginning of the planning process and the final recommendations made through this plan. During the course of the planning process two concept diagrams were utilized.

Preliminary Concept Diagram

The preliminary concept diagram (Figure 5.1) was created based on two major components – community input previously gathered at the first public meeting and a focus on the goals and objectives created by the Task Force at the beginning of the *Park Hills Dixie Study* process.

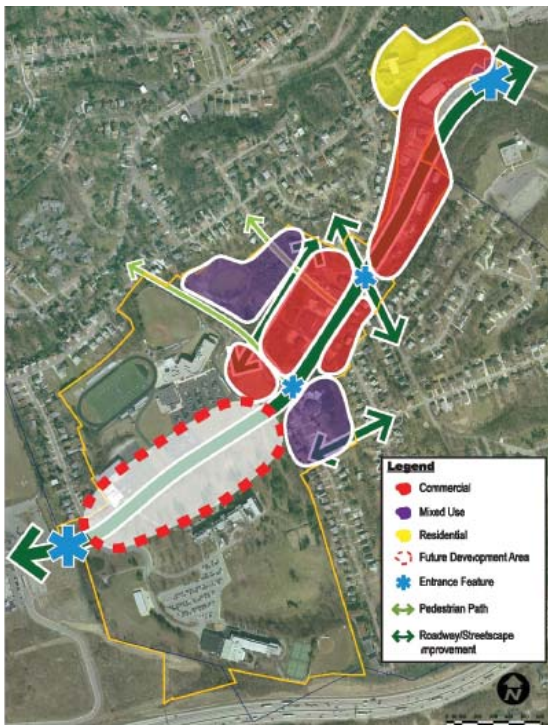


FIGURE 5.1
PRELIMINARY CONCEPT DIAGRAM

The primary vision of the Task Force and city residents includes the desire to create a sense of place and a destination within the corridor. To create this sense of place and provide a way for Park Hills to redevelop into a destination area within the region, the Task Force focused their preliminary thoughts toward promoting a walkable environment with a mix of uses, which provide activity hot spots throughout all different hours of the day.

Identifying gateway areas as well as continuing to

The concept diagram was created with community input and a focus on the goals and objectives created by the Task Force. The primary vision of the Task Force and City residents is to create a sense of place and a destination within the corridor and an economically viable business district within the City of Park Hills.

promote the installation of sidewalks will be some of the first implementable methods to create a sense of place. By creating a destination that defines the City of Park Hills and its unique history within the area, all who travel through this section of Dixie Highway will take note that this is an area that is special. The area will be identifiable as a key city on Dixie Highway which extends approximately eight miles through Kenton County and transverses nine cities.

Priorities

One of the most significant themes identified throughout the concept diagram process was the idea of implementing greenways and connectivity throughout the corridor and surrounding areas. Linking residents from one side of Dixie Highway to the other with both vehicular and pedestrian pathways was a primary goal of the Task Force.

A second priority for the Task Force was to insure and promote the vitality of businesses along the Dixie Highway corridor. This priority prompted the Task Force to envision Dixie Highway as a commercial corridor while maintaining a vision for the implementation process. The northern section of the corridor (from Arlington/S. Arlington to the Covington City limit) was envisioned for commercial uses. The Core Area was identified as the most intense mix of uses that should include retail, offices, and residential uses. The South Area (from St. Joseph's Lane to the Ft. Wright City line) was an area the Task Force viewed as having the potential to develop in a time frame beyond this planning period, or beyond 30 years from adoption. This is supported by information from the market analysis and input from the public at the first two public meetings.

The market analysis conducted for the entirety of Dixie Highway through Park Hills, points out a need for rather limited new development within the planning period that should be focused on small scale and niche type retail land uses. This vision prompted the Task Force to determine that it is best to focus development within the core area to create a destination and move away from the typical strip mall type development seen along Dixie Highway beyond the Park Hills border. Therefore, the preliminary and final concept

diagrams portray the south area as "Potential Future Development Area." In the event the area becomes attractive for development, a preferably after the core area is built out, it may be best suited for further commercial activity.

Better mobility along the Dixie Highway corridor and accessibility from the corridor to adjoining residential areas within the City was a third priority of the Task Force. While this topic will be further discussed in **Section 2 of Chapter 6**, it is important to note that during the concept diagram portion of the study process, the Task Force envisioned new options for motor vehicles, bicycles and pedestrians be considered. A new connection between St. Joseph's Lane and Rosemont Avenue, new ring road through the Core Area, and connection to Old State Road (through the Core Area) have been included to improve vehicular circulation surrounding the core development area. Additionally, two new multi-use paths have been envisioned from the Core Area to the primary residential area to the north of Dixie Highway along Old State Road.

Final Concept Diagram

Two concept diagrams are shown in this chapter; one preliminary and one revised further through the planning process. While they are very similar, it is important to note that slight modifications were made to the overall concept for the area as the planning process progressed. The most notable change between the preliminary concept diagram and the final concept diagram is the land use designations made within the core area. Originally, only commercial activities were anticipated for the property directly abutting Dixie Highway. During the planning process and as a result of findings in the market analysis, it was found that residential uses could be feasible.

Furthermore, some residential uses were found to be desirable as buffers between new commercial and/or office land uses and adjoining residential land uses. Finally, at the second public meeting, residents indicated they liked the idea of mixing residential land use if possible within this area and using them as a buffer from the existing residential uses. As a result the area is now mostly designated as mixed use in the final concept diagram. Two small residential pockets have

also been designated within the Core Area; one on the northeast corner of the Core Area adjacent to Aberdeen Road, and another is located along the southern side of Dixie Highway along St. Joseph's Lane. This second residential pocket is intended to remain as a buffer from Dixie Highway and as a barrier so that commercial development does not encroach into the community along St. Joseph's Lane.

Additionally, the Task Force decided to include the once pedestrian only connection to Old State Road from the Core Area, as a connection that may include vehicular traffic, after hearing comments at the public meeting. More detailed information on land uses and the basis for the plan are found in the following chapters.



Legend

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| ● Commercial | ↔ Pedestrian Path |
| ● Mixed Use | ↔ Roadway/Streetscape Improvement |
| ● Residential | — Study Area Boundary |
| ⋯ Potential Future Development Area | — Park Hills City Boundary |
| ★ Entrance Feature | |

PARK HILLS
 Dixie Study

