

City of Fort Thomas, KY

Update of the Zoning and Subdivision Ordinances

Phase I – Diagnostic Report (Part 2)

February 10, 2022





Table of Contents

Chapter 6 - Non-Residential Districts – Form-Based Districts	3
Chapter 7 - Non-Residential Districts – Neighborhood Commercial/Office District	22
Chapter 8 - Alexandria Pike Districts	28
Chapter 9 – Other Zoning and Subdivision Topics	36
Appendix.....	39



Chapter 6 – Non-Residential Districts – Form-Based Districts

The *Community Plan* discusses the use of Form-Based Codes for the Town Center (Downtown), Midway, and Inverness business districts. Form-based codes are an alternative to traditional zoning codes, such as the existing Zoning Ordinance for Fort Thomas, that use land use or the use of land and buildings as the organizing principle. With traditional zoning codes, there is usually a strict separation of land uses and less emphasis on the form and siting of buildings. Whereas, form-based codes use the form and placement of a building on a lot as the organizing principle with land use being a secondary concern. In short, form-based codes regulate both the form of development and the use of buildings and land. Below, in Table 6A, is a chart summarizing the differences between form-based and traditional zoning codes.

Table 6A – Traditional Zoning vs Form-Based Codes	
Traditional Zoning (Conventional or Euclidean Zoning)	Form-Based Codes
Foundation is land uses	Foundation is building form
Emphasizes uses and broad dimensional regulations for individual lots	Emphasizes physical form of development and the relationship of buildings to the street
Applies uniform setback, height, lot size, and other dimensional requirements in each zoning district	Zoning districts & sub-districts are based on desired character
Accommodates different land uses and densities by separation	Stresses the importance of public realm & the transition between public & private spaces
Uses minimum setbacks to create building envelopes on a lot, but the ultimate location & form of a building is unpredictable	Uses prescriptive regulations such as build-to lines and minimum & maximum setbacks, resulting in more predictable building siting – Stipulates where buildings must be located on a lot
Typically used for suburban type development	Facilitates mixed uses

Form-based codes are a much more finely grained approach to regulating development. In addition to detailing where a building must be located on a lot, some form-based codes also prescribe what type of building is appropriate within each form-based zone or sub-zone. With the building type approach to form-based codes, specific building types are defined along with detailed development standards for each building type that are tailored to each form-based

zoning district within a community. Below, in Figure 1, is an example of a Rowhouse Building Type with the accompanying development standards.

Figure 1
Example of Building Type Regulations for Rowhouses

2. Development/Lot Configuration	Development Area	2 ac min	
	Lot Area Per Unit	3,800 sq ft min	
	Lot Width Per Unit	20 ft min; 40 ft max	1
	Lot Coverage	60% max	
3. Building Placement	Setback from ROW	5 ft min; 20 ft max	2
	Side Setback [1]	5 ft min	3
	Separation between buildings	10 ft min	
	Rear Setback [1]	20 ft min	4
4. Building Configuration	Townhouse Units per Building	3 min; 8 max units attached	
	Number of stories	1.5 min	
	Height	35 ft max	5
5. Parking Location	Parking location	Rear yard [2] or within building	6
	Entry for parking within/attached to townhouse	Rear or corner side façade	7
	Access from Street	Alley or service street only [3]	8
6. Façade Requirements	Width of Building	75% min	
	Main Entrance to Unit	Front, corner	9
	Street Façade Transparency (windows)	20% min	10
	Façade Transparency On Remaining Facades	15% min	
7. Roof Types	Permitted types	Pitched roof	11



In order to “establish form-based code regulations tailored to specific commercial areas within the City” as discussed in *Community Plan Objective L3.4.1*, we recommend using building types within the Town Center, Midway, and Inverness business districts. Specifying which building types are permitted within these commercial areas will produce more predictable results and help to ensure that the desired character of each area is achieved. The list of proposed building types is in Table 6B below. The following discussion of each business area will detail which building types are appropriate within each business area. Town Center, Midway, and Inverness will be separate form-based districts.

Table 6B
Proposed Building Types


Building Type	Description
	<p>Dwelling, Compact Single-Family. The Compact Single-Family Dwelling is a small, detached structure that contains one dwelling unit and has a front entrance facing the street. It sits on a small, private lot typically with a shallow front setback. The dwelling may not have a garage. If it does, it may be located behind the dwelling, but it will not be a distinguishing feature on the front of the home. Compact single-family dwellings permit higher, residential densities adjacent to business districts and promote walkability and housing choice.</p>
	<p>Dwelling, Traditional Single-Family. The Traditional Single-Family Dwelling is a medium to large detached structure that contains one dwelling unit and has a front entrance facing the street. It sits on a medium-sized private lot typically with a small front setback and narrow side setbacks. The garage is often detached and in the rear yard, but the home usually does not have a front loading garage that is visible from the street. Traditional Single-Family Dwellings are most commonly 2 to 2.5 stories with a front porch that adds to the walkable nature of the neighborhood, which is adjacent to one of Fort Thomas’ traditional business districts.</p>



Table 6B
Proposed Building Types

Building Type	Description
	<p>Duplex. The Duplex building type is a small to medium-sized building that consists of two side-by-side or stacked dwelling units, both facing the street, and within a single building massing. This building type has the appearance of a medium to large single-family home and is appropriately scaled to fit within single-family and medium-density neighborhoods. Parking is located to the side or rear of the structure in a detached structure or in the driveway. Duplexes enable appropriately scaled higher housing densities, which adds to broader housing choices and supports adjacent traditional business districts, while contributing to the walkability of the City’s close-in neighborhoods.</p>
	<p>Rowhouse/Shophouse. Rowhouses are small to medium-sized attached units, either all located on the same lot or on adjacent lots, which must have separate entrances directly on the fronting street. Rowhouses may be solely used as dwelling units but they may also be used for live/work units, referred to as <u>Shophouses</u>, when non-residential uses are permitted in the zoning district. Rowhouses are appropriate in medium-density neighborhoods or in a location within and adjacent to central business districts to provide well designed higher housing densities that are important to support the City’s traditional business districts, to promote walkability, and to provide for a broader choice of housing types within the City.</p>
	<p>Multi-family, Small. The Small Multi-family building type is a medium-sized structure that consists of 3 to 6 side-by-side and/or stacked dwelling units, typically with one shared entry, but may have individual entries along the front. This building type has the appearance of a medium-sized family home and is scaled to fit at the entrance to primarily single-family neighborhoods where such neighborhoods abut the City’s traditional business districts, along the City’s busier streets, or into medium-density residential neighborhoods. This building type is typically one building located on a smaller lot with a small front setback. This small, detached multi-family building type enables appropriately-scaled, higher housing densities, which contributes to walkability and adds density adjacent to the City’s business districts.</p>

Table 6B
Proposed Building Types

Building Type	Description
	<p>Multi-family, Large. The Large Multi-family building is a medium to large-sized structure that consists of 7 or more side-by-side and/or stacked dwelling units, which may have one shared entry, individual entries, or a court yard. This building type is appropriately scaled to be located within or adjacent to medium to higher density neighborhoods and enables well-designed higher densities when scaled to fit within the existing built environment. It broadens housing choices within Fort Thomas and promotes walkability when located on a lot with a small front setback that relates to the structure to the street and the neighborhood. Parking is located to the side and rear of the building and not between the building and the street.</p>
	<p>Stacked Flats. Stacked Flats are large-sized structures that consist of multiple dwelling units and are appropriate for adaptive re-use of former civic or institutional buildings. Each dwelling unit may have its own exterior individual entry or may share a common entry. Adaptive reuse of such buildings for housing and some commercial uses enables productive reuse of existing buildings, which is beneficial to the City’s traditional business districts by increasing housing density within close proximity. Stacked Flats have landscaped front yards with parking located to the side and rear of the building.</p>
	<p>Multi-Family with Flex Space. Multi-family Dwellings with Flex Space are mid-rise buildings that are intentionally designed to accommodate ground floor non-residential uses. If such ground floor non-residential uses area not initially feasible, the common elements of the multi-family dwellings, such as conference and exercise rooms, lobbies, and offices are located within the building adjacent to the public sidewalk to provide interest and activation along the neighboring sidewalks. To further engage the pedestrian, façade requirements include transparent windows, a pedestrian entrance, and façade articulation. Well-designed Multi-Family Dwellings with Flex Space provide higher housing densities that are important to support the City’s traditional business districts, to promote walkability, to provide for a broader choice of housing types within the City, and to provide space for future non-residential uses.</p>

Table 6B
Proposed Building Types

Building Type	Description
	<p>Main Street Mixed Use. The Main Street Mixed Use building type is a small to medium-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor retail or service uses and upper-floor office or residential uses, but intensity may vary depending on the form-based sub-zone. The key features of this building type are its location abutting the sidewalk and the ground floor front façade with large amounts of glass and regularly spaced entrances. This building type makes up the primary component of Fort Thomas’s traditional business districts, and is, therefore, a defining component of the City’s character and contributes to walkability within these areas.</p>
	<p>Civic. The Civic Building Type can be a small, medium or large-sized detached structure that incorporates public uses including, but not limited to municipal buildings, places of worship, libraries and schools. Civic Building forms are typically less prescribed than other building types because their prominence within the City may necessitate a more distinctive form.</p>

A. **Town Center Form-Based District.** Pursuant to the *Community Plan*, the Vision for “downtown” Fort Thomas is as follows:

To be a compact, thriving and family friendly city center with a critical mass of restaurants, convenient goods, services (e.g. small grocery and pharmacy) and other uses that meet the everyday needs of nearby residents, area employees and visitors, as well as a welcoming gathering place for families to go after games and other school events; with housing integrated in the district above first floor commercial and as compatible free-standing buildings that contribute to a compact, walkable and bikeable district.

Downtown or Town Center is generally the area currently zoned Central Business District (CBD) for properties that front on North/South Fort Thomas Avenue between Montvale Court and Forest Avenue. It also includes some residential properties along Lumley Avenue and Miller Lane west of Hagedorn Lane, and four properties along the south side of Highland Avenue. The southern boundary of the business district is anchored by the Post Office with the City Building being the focal point of the area. For a map of the current area zoned CBD in the Town Center area, see Exhibit 6.

1. **Executing the Vision.** To implement the Vision for Town Center, create a Town Center form-based zoning district that expands the Town Center area as noted below.
2. **Strategies to Achieve Vision.** The Objectives from the *Community Plan* for Town Center include “Preserv[ing] and enhance[ing] the existing traditional main street character with primarily two to three story buildings....”
 - To attain this objective, we propose creating sub-zones within the Town Center form-based district. This approach is necessary because the character the district and the built environment varies greatly between those properties that front on Fort Thomas Avenue and those that do not. In addition, preserving the character of the district is paramount, which requires a more detailed approach as opposing to applying the same building types and development standards across the whole district.
 - Three sub-zones are proposed. See Exhibit 7 for a map of these sub-zones. The sub-zones are:





- **Town Center Core Mixed Use**, which includes those lots at the intersection of Fort Thomas Avenue and Highland as well as those parcels that front on the east side of North Fort Thomas Avenue from Montvale Court to Blue Grass Avenue.

The **intent** of this sub-zone is to highlight, enhance, and activate the historic core of Fort Thomas by requiring first floor retail or office use in order to facilitate vertical mixed use in two and three story buildings located adjacent to the sidewalk.

- **Town Center Traditional Mixed Use**, which includes lots on the west side of North Fort Thomas north of Miller Lane to Forest Avenue, the square encompassed by Audubon Place and St. Nicholas Place, and lots on the east and west sides of South Fort Thomas Avenue from Montvale Court to Chalfonte Place. The lots on the east side of South Fort Thomas from Montvale to the First Presbyterian Church are currently zoned R-3, Multi-Family Residential-Three Zone, and the lots on the west side are currently zoned R-1C, Single Family Residential-One. Since these lots on South Fort Thomas add to the character of the Town Center, we recommend adding this area to the Town Center form-based district.

The **intent** of this sub-zone is to be compatible with the Core Mixed Use by providing flexibility that accommodates a diverse range of residential and non-residential uses and building types while reinforcing the existing walkable nature of the area and encouraging investment in existing and proposed two and three story buildings.

- **Town Center Neighborhood Transition**, which encompasses the existing single-family and multi-family lots on Lumley Avenue, Miller Lane, and Audubon Place.

The **intent** of this sub-zone is to support appropriate dense residential transitions between existing residential neighborhoods and the more active commercial areas in the Town Center.

Recommendation:

- Create a Town Center form-based district
- Utilize three sub-zones within the Town Center form-based district that respond to the different built environments that exist in downtown Fort Thomas – See Exhibit 7
- These different sub-zones will only permit specific building types as follows:

- **Town Center Core Mixed Use** includes Civic and Main Street Mixed Use Building Types

- **Town Center Traditional Mixed Use** will support the Core Mixed Use by having a wide variety of residential and non-residential building types including Traditional Single-Family, Small Multi-Family, Rowhouses/Shophouses, Large Multi-family, Multi-family with Flex Space, and Civic.

- **Town Center Neighborhood Transition** assists with transitions from the surrounding neighborhoods to downtown and includes Compact and Traditional Single Family dwellings, Small Multi-family, and Rowhouses.

- Continue to permit a wide variety of land uses with further restrictions on drive-through uses

These recommendations support the *Community Plan* objectives of:

- “Preserv[ing] & enhance[ing] the existing traditional main street character with primarily two to three story buildings close to the sidewalk...” particularly objectives **TC1.1**, **TC1.2**.

- “Increas[ing] critical mass of retail/mixed uses and housing...” particularly objectives **TC2.1**, **TC2.2**, **TC2.3**, and **TC2.4**.

3. **Tactics to Achieve the Vision – Building Types & Siting.** As noted above, to create and preserve the desired character of each sub-zone within the Town Center form-based district, each sub-zone will be assigned specific building types. The designated Building Types respond to both the desired Vision in the *Community Plan* and to the existing built environment in each sub-zone. In general, due to the compact nature of downtown Fort Thomas and the Vision and Objectives in the *Community Plan* that envision “traditional main street character,” building types will be located adjacent to sidewalk or with shallow setbacks for the more residential building types, such as the large and small multi-family building types. Setbacks will be tailored to each sub-zone.

- **Building Types in the Core Mixed Use Sub-Zone**

- Main Street Mixed Use



- Civic

- **Building Types in the Traditional Mixed Use Sub-Zone**

- Traditional Single Family



- Small Multi-family



- Rowhouses/Shophouses



- Large Multi-family



- Multi-family with Flex



- Civic



- **Building Types in the Neighborhood Transition Sub-Zone**

- Compact Single Family



- Traditional Single Family



- Small Multi-family



- Rowhouses



4. **Tactics to Achieve the Vision – Land Uses.** The Central Business District, which is the current zoning for downtown Fort Thomas, permits, by-right, a wide variety of commercial and office land uses with drive-through facilities, funeral homes, clubs as conditional uses. Residential uses are permitted, but only above the first floor. We recommend continuing to permit this diverse mix of non-residential land uses. However, as noted above, the restriction on ground floor non-residential uses would be limited to the Core Mixed Use sub-zone. Within the Neighborhood Transition sub-zone, residential uses would be permitted by-right with non-residential uses being conditional. We also recommend imposing additional restrictions on drive-through uses including limiting the number of permitted drive-through trips per day.



B. **Midway Business District.** As stated in the *Community Plan*, the Vision for the Midway/Tower Park area of Fort Thomas is as follows:

To be a fun entertainment/recreation destination for both residents and visitors. This acknowledges that there are already a number of businesses, community facilities (e.g. VA Hospital), recreation attractions and special events/programming that draw people to the area, more so than any other area of the city....



The existing Midway Business District is located adjacent to Tower Park and the VA Hospital. It is generally the area currently zoned Central Business District (CBD) for properties that front on the west side South Fort Thomas Avenue from south of the Armory to Grandview Avenue. On the east side of South Fort Thomas, the Midway Business District stretches from River Road to Brentwood Place. The District also includes some residential properties on Midway Court and Southview, Garrison, and Shawnee Avenues. For a map of the current area zoned CBD in the Midway Business District, See Exhibit 8.

1. **Executing the Vision.** To implement the Vision for the Midway Area, create a Midway form-based zoning district that expands the Midway area as noted below and shown on Exhibit 9.
2. **Strategies to Achieve the Vision.** The Objectives from the *Community Plan* for the Midway Area include:

- “Preserv[ing] the historic character and integrity of the area, and incorporat[ing] the area’s history in the design and renovations of new and existing structures.”
- “Preserv[ing] and enhance[ing] the existing traditional main street character with primarily two to three story buildings close to the sidewalk, storefronts with housing and/or offices on the upper floors.”
- “Increas[ing] the critical mass of retail/mixed uses and housing.”
- “Encourag[ing] new construction in strategic locations to fill gaps in buildings along S Fort Thomas Avenue and redevelop noncontributing buildings.”





- Ensur[ing] all renovations and new construction are compatible with and contribute to the traditional main street character: adopt form-based code that addresses maximum setbacks and other form-type requirements....”
- To realize these strategies, we propose creating sub-zones within the Midway form-based district. This approach is necessary because the character of the area, the built environment, the lot size and arrangement, and the uses vary greatly throughout the Midway area. In addition, as stated in the *Community Plan*, preserving and enhancing the character of the Midway is paramount, which requires a more detailed approach as opposing to applying the same building types and development standards across the whole formed-based district.
- Three sub-zones are proposed. See Exhibit 9 for a map of these sub-zones. The sub-zones are:

- **Midway Core Mixed Use**, which includes all of the lots on the west side of South Fort Thomas from the current Cincinnati Bell building to Grandview Avenue. On the east side, it includes all of the lots from River Road to Shawnee Avenue and one additional lot at the corner of South Fort Thomas Avenue and Brentwood Place. Currently, the Cincinnati Bell building is zoned R-3, Multi-Family Residential-Three Zone.

The **intent** of this sub-zone is to support the fun entertainment/recreation destination envisioned by the *Community Plan* with mixed-use development characterized by pedestrian-priority streetscapes, inviting storefronts, ground level retail and other commercial services, and upper floor office and

Recommendation:

- Create a Midway form-based district
- Utilize three sub-zones within the Midway form-based district that builds upon the existing built environment and includes additional neighborhoods and areas to support the Midway Business District – See Exhibit 9
- These different sub-zones will only permit specific building types as follows:
 - **Midway Core Mixed Use** includes Civic and Main Street Mixed Use Building Types
 - **Midway Contributing Civic and Residential** incorporates the VA Hospital and includes Traditional Single Family, Rowhouses, Stacked Flats, and Civic Building Types
 - **Midway Contributing Neighborhood** supports the Core Mixed Use by permitting a wide variety of residential building types including Compact and Traditional Single Family, Duplex, Rowhouses, and Civic Building Types
- Tailor land uses to each sub-zone. Permit a wide variety of land uses, but prohibit drive-through uses. These recommendations support the *Community Plan* objectives of:
 - “Preserv[ing] & enhance[ing] the existing traditional main street character with primarily two to three story buildings close to the sidewalk...” particularly objective **MW2**.
 - “Increas[ing] critical mass of retail/mixed uses and housing...” particularly objectives **MW3**, **MW3.4** and **MW3.5**.

residential uses housed in two and three story buildings located close to the sidewalks.

- **Midway Contributing Civic and Residential**, which includes the housing along Greene Street, the Armory, and the VA Hospital. Because the west portion of Tower Park contributes to the Midway Business District, the *Community Plan* includes these areas in the Midway Area and Tower Park Focus Area. In addition, the *Community Plan* discusses converting the VA Hospital to housing, if the VA Hospital closes, and increasing the critical mass of housing is an Objective in the Midway Area/Town Park Focus Area as well. For these reasons, we recommend including this area in the Midway Contributing Civic and Residential sub-zone.



The **intent** of this sub-zone is to recognize that housing and civic uses are integral to the vitality of the Midway area and to facilitate the conversion of the VA Hospital into housing, which is a priority in the Midway Focus Area. In addition, integrating the existing housing into this Midway sub-zone works to preserve these homes by applying zoning that is more appropriate to the existing built form.

- **Midway Contributing Neighborhoods**, which includes all of the housing on Midway Court, Southview, Garrison, and Shawnee Avenues as well as the east side of Brentwell Place. Some of the residential lots on these streets are currently zoned Central Business District (CBD), but most of the homes on these streets are not currently part of the existing Central Business District.

The **intent** of this sub-zone is to provide a variety of housing choices, as discussed in the *Community Plan*, on small lots that reinforce the walkable nature of these neighborhoods and support the Midway Business District.



3. **Tactics to Achieve the Vision – Building Types & Siting.** Each sub-zone will be assigned specific building types that will preserve and enhance the historic character of the Midway Business District. The designated Building Types respond to both the desired Vision in the *Community Plan* and to the existing built environment in each sub-zone. In general, due to the compact nature of the Midway and the Vision and Objectives in the *Community Plan* that envision “traditional main street character,” building types will be located adjacent to sidewalk or with shallow setbacks for the more residential building types, such as Rowhouses. Setbacks will be tailored to each sub-zone to respect the existing lot configurations and to meet the intent of the sub-zone.

- **Building Types in the Core Mixed Use Sub-Zone**

- Main Street Mixed Use



- Civic

- **Building Types in the Contribution Civic & Residential Sub-Zone**

- Traditional Single Family



- Rowhouses



- Stacked Flats



- Civic



- **Building Types in the Contributing Neighborhoods Sub-Zone**

- Compact Single Family



- Traditional Single Family



- Duplex



- Rowhouses



- Civic



4. **Tactics to Achieve the Vision – Land Use.** Land uses will be tailored to each sub-zone within the Midway form-based district. The Central Business District, which is the current zoning for the Midway Business District, permits by-right a wide variety of commercial and office land uses with drive-through facilities, funeral homes, clubs as conditional uses. Residential uses are currently permitted, but only above the first floor. We recommend continuing to permit this diverse mix of non-residential land uses in the Midway Core Mixed Use sub-zone with the restriction on ground floor non-residential uses limited to the Midway Core Mixed Use sub-zone. Adding brewpubs to the Midway Core Mixed Use would also be appropriate given the Vision for the Midway/Tower Park Focus Area. We also recommend prohibiting drive-through uses in the Core Mixed Use sub-zone. Within the Contributing Neighborhoods sub-zone, residential uses would be permitted by-right with Live-Work being a Restricted Use limited to those homes fronting on South Fort Thomas Avenue. The Contributing Civic and Residential sub-zone would permit residential and civic uses by-right, but within the Stacked Flats building type, limited non-residential uses, such as hotels and supporting retail would be permitted as well.



C. **Inverness Form-Based District.** Unlike the Town Center and Midway Business Districts, the *Community Plan* does not specify a Vision for the Inverness Business District. Instead, the *Plan* includes the following recommendations:

- Strengthen our business districts and enhance our economic well-being
- Continue to foster investment, infill development and redevelopment that create and enhance vibrant and resilient mixed-use business districts, each with a unique theme and sense of place, oriented primarily to the needs of residents, and which include a central gathering place.
- Enhance secondary business districts (Inverness and the general Grand/Highland business area); through the use of well-designed signs, landscaping and streetscape treatments to create distinctive places.

The Inverness Business District is located at the intersection of Memorial Parkway and North Fort Thomas Avenue. See Exhibit 10.

1. **Executing the Strategies.** To foster redevelopment and investment that enhances the Inverness Business District, create an Inverness form-based zoning district.

- We recommend expanding the Inverness area to include one additional lot on Rob Roy Avenue as shown on Exhibit 11.
- Because the Inverness Business District is limited in geographic area, we recommend creating two sub-zones. These two sub-zones will be sufficiently granular to create the distinctive place recommended by the *Community Plan*. See Exhibit 11.

- **Inverness Neighborhood Commercial Mixed Use**, which includes the lots in the northern triangle formed by Memorial Parkway and the west side of North Fort Thomas Avenue as well as the lot on the west side of Memorial Parkway that currently houses the Marathon Station.

The **Intent** of this sub-zone is to allow relatively dense, pedestrian-friendly, primarily neighborhood commercial, mixed-use development that prioritizes streetscapes, inviting





storefronts, ground level retail and other commercial services while allowing more flexibility with single-use form and height.

- **Inverness Residential Mixed Use**, which includes the lots on the east side of North Fort Thomas and just north of Rob Roy Avenue as well as the two triangles on the south side of the intersection of North Fort Thomas Avenue and Memorial Parkway. We propose incorporating the multi-family building at 23 Rob Roy Avenue into the Inverness form-based district. This incorporation would allow this building to be conforming, which could facilitate investment into the building.

The **Intent** of this sub-zone is to provide a diversity of housing choices, in small to medium footprint buildings, that includes a variety of residential building types, which reinforce the walkable nature of the Inverness area, while also allowing the flexibility to accommodate some ground floor neighborhood serving commercial uses.

2. **Tactics to that Align to the Strategies – Building Types & Siting.** Each sub-zone will be assigned specific building types that “foster investment, infill development, and redevelopment” in the Inverness Business District. The designated building types respond to the existing built environment and lot configurations in each sub-zone. In general, due to the compact nature of the built environment in Inverness, non-residential building types will be located adjacent to sidewalk. Shallow front setbacks will be required for the more residential building types, due to the constraints of existing lots and development and to continue to enhance the walkable nature of the Inverness Business District. Setbacks will be tailored to each sub-zone to respect the existing lot shapes and to meet the intent of the sub-zone.

Recommendation:

- Create an Inverness form-based district
- Utilize two sub-zones within the Inverness form-based district that facilitate investment and respect the different uses and buildings that currently exist in Inverness – See Exhibit 11
- These different sub-zones will only permit specific building types as follows:
 - **Inverness Neighborhood Commercial Mixed Use** includes Civic and Main Street Mixed Use building types to form the core of the district
 - **Inverness Residential Mixed Use** will support the Neighborhood Commercial Mixed Use by permitting mixed use and residential building types including Traditional Single-Family, Duplex, Small and Large Multi-Family, Multi-family with Flex Space, Main Street Mixed Use and Civic Building Types
- Continue to permit a wide variety of residential and non-residential land uses, but prohibit drive-through uses

These recommendations support the *Community Plan* objectives of:

- “Promot[ing] visually pleasing, well-maintained, walkable neighborhoods and vibrant business districts to foster social indicators and sense of community particularly [L1](#) and [L1.2](#).
- “Allow[ing] housing in business districts—upper floors of retail/office and freestanding residential building when designed and located to be compatible with the design and use goals of the business district...” including [L2.3](#) and [L2.3.1](#).

- **Building Types in the Neighborhood Commercial Mixed Use**

- Main Street Mixed Use



- Civic

- **Building Types in the Residential Mixed Use**

- Traditional Single Family



- Duplex



- Small Multi-family



- Large Multi-family



- Multi-family with Flex



- Main Street Mixed Use



- Civic



3. **Tactics to that Align to the Strategies – Land Use.** Land uses will be tailored to each sub-zone within the Inverness form-based district. The General Commercial district, which is the current zoning of the Inverness Business District, permits a wide variety of commercial, restaurant, personal service, and office uses, including drive-through establishments. However, the General Commercial district does not permit residential uses either as standalone uses or in mixed used buildings, which means that many existing uses are nonconforming.

- In the proposed **Neighborhood Commercial Mixed Use** sub-zone, we recommend continuing to permit this diverse mix of non-residential land uses with a restriction that ground floor uses must be non-residential. We also recommend prohibiting drive-through uses.
- In the proposed **Residential Mixed Use** sub-zone, permit residential and civic uses by-right with mixed uses being Restricted. Drive-through uses will be prohibited.



Chapter 7–Non-Residential Districts – Neighborhood Commercial/Office District

The Future Land Use Map in the *Community Plan* calls for three areas to be Office/Neighborhood Commercial. Those areas include Fort Thomas Plaza, the commercial/office area at Highland and Grand Avenues including Highland Plaza, and a small parcel at the intersection of South Fort Thomas and Bivouac Avenues. Each of these three areas differs in terms of lot area and configuration; the built environment; and topography, but the desired future land use is the same. Consequently, we recommend creating a **Neighborhood Commercial/Office District (NC/O)**.



The **intent** for this District is the enhancement of existing retail and office nodes with increased emphasis on building and site design. The Neighborhood Commercial/Office District accommodates a variety of retail, office, and service uses with limited external impacts to surrounding neighborhoods. New development, redevelopment, renovation and/or expansion of existing buildings in developed commercial areas must be oriented to the public street to enrich the public realm and create a positive image of Fort Thomas.

- A. **Land Uses.** Within the NC/O, permit the typical uses shown in Table 7A.

Table 7A
Typical Permitted Uses in the Neighborhood Commercial/Office District

Land Use	
Dwelling units above the first floor of a building	P
Retail Establishments	P
Hotels	P
Institutional Uses (Schools, Churches, etc.)	R
Restaurants	P
Financial Institutions/Banks	P



Professional Office	P
Medical/Dental Office	P
Drive-through facility (freestanding or in association with another use)	C
Vehicle fueling station	C
P = Permitted by-right C = Conditional Use R = Restricted Use	

- For the conditional uses, we propose the following restrictions to better integrate these uses into the District:
 - > Drive-through Facility – Restrict these establishments to sites located abutting Alexandria Pike. Tightly regulate stacking lanes and loudspeaker systems. Require the Board of Adjustment to make the following finding prior to granting the Conditional Use Certificate:
 - That the use will not substantially lessen the usability of adjacent or nearby commercially zoned property or uses;
 - That the use will not create increased traffic hazards to pedestrians; and,
 - That the site will be adequate in size and shape to accommodate said use and to accommodate all yards, walls, parking, landscaping and other required improvements.
 - > Vehicle Fueling Station – Prohibit Vehicle Fueling Stations from being located on corners, require greater lot area and width, and restrict the activities that may occur on the lot.

B. Development Standards. By placing buildings adjacent to public streets instead of behind parking lots, buildings and streets are connected, and the public realm, which is most often the street, is enriched. One tactic to ensure that buildings are located adjacent to the right-of-way is to mandate a maximum front setback, which is the recommendation for the Neighborhood Commercial/Office District. This maximum front setback is consistent with the *Community Plan* objective of “promot[ing] development that contributes to the image of the City.” Maximum front setbacks allow principal buildings to be located on the site back to the maximum setback line, which strikes a balance between certainty and flexibility. The recommended development standards for the Neighborhood Commercial/Office District are in Table 7B.

Table 7B¹

Proposed Development Standards in Neighborhood Commercial/Office District

Standard		Requirement
Lot Requirements	Minimum Lot Area	5000 sq. ft.
	Minimum Lot Width	None
	Maximum Lot Coverage	None ²
Building Placement	Maximum Setback from Right-of-Way	45 ft.
	Minimum Setback from abutting Non-Residential Districts	0 ft.
	Minimum Setback from abutting Single-family Residential District Boundaries	25 ft.
Building Height for Principal Building	Minimum Height	24 ft.
	Maximum Height	50 ft.
Building Height for Accessory Buildings & Structures	Maximum Height	20 ft.

¹ The Planning Commission will be granted the authority grant waivers/modifications to these standards.

² No restrictions except as required by the setback requirements of this zone





- C. **Design Standards.** The *Community Plan* includes an Objective to “Enhance secondary business districts [by] utilizing design standards to create distinctive places.” To that end, we propose the typical Design Standards in Table 7C. Please note that these sample design standards are slightly less restrictive than those for the Alexandria Pike Mixed Use District. In addition, one additional standard has been included that tightly restricts building placement for the corner lots at the intersection of Highland and Grand Avenues. Special treatment is needed at this intersection. Corners need to be celebrated and accentuated to highlight the high visibility of corners, to make a distinctive place, and to let everyone know they have arrived.



The Design Review Board will be empowered to review buildings in this zoning district utilizing design standards such as those in Table 7C.

Table 7C
Sample Design Standards in the Neighborhood Commercial/Office District

- At the intersection of Highland and Grand Avenues, substantial renovations and new buildings shall comply with the following:
 - The primary entrance shall face the primary or secondary frontage or be located on the corner, if the corner is chamfered.
 - The principal building shall occupy 70% of the lot frontage on the primary frontage and at least 40 feet of the frontage along the secondary frontage.
 - Parking shall be located behind the façade of the building on both the primary and secondary frontages. No parking shall be permitted between the building and Grand and Highland Avenues.
 - Architectural elements such as corner pediments and awnings or verandahs should be utilized to “hold the corner.”
- Buildings and principal building entrances shall be oriented toward the public street so as to define the street edge and contribute to a dynamic and attractive public realm.
- All buildings shall provide at least one usable building or storefront entrance on each front facade.
- A transition line shall be provided between the first and second stories. The height of this transition line shall match the height of the transition line on the abutting or adjacent



Table 7C
Sample Design Standards in the Neighborhood Commercial/Office District

buildings. If adjoining properties are vacant or contain single-story buildings, then the ground floor shall be at least ten (10) feet in height measured from finished floor to finished ceiling.

- For the first floor, the front facade of every building shall have transparent areas, equal to fifty (50) percent of the front facade area (measured as the total area below the transition or eave line). These transparent areas shall be between two (2) and nine (9) feet above the sidewalk.
- Any part of the building that is visible from a private right-of-way, public circulation area, or public parking area shall have no more than ten (10) feet of contiguous wall length devoid of windows, on any ground floor, unless the wall includes architectural features such as piers, columns, defined bays, or an undulation of the building so that a pedestrian scale, rhythm, and visual interest is created. In no case shall a continuous wall length be devoid of windows for more than twenty (20) feet.
- The pattern of architectural features, such as windows and doors, shall be placed upon the facade of a building in a pattern that creates a building fenestration that has a constant rhythm, a harmonious appearance, and is proportional to one another and surrounding buildings, if applicable.
- For all upper floors, the front facade of the building shall have glazed areas or windows equal to thirty (30) percent of the total area of the front facade, with each floor being calculated independently. Windows shall remain transparent and shall not be blocked in any manner.
- First floor windows shall permit views of the interior of the building. Windows shall remain transparent and shall not be blocked in any manner except for permitted window signage.
- Buildings shall have finish materials on all sides. Finish materials shall not include cinder block.
- A combination of materials, textures, colors, and finishes shall be utilized to create visual interest.
- Facade openings, including windows and colonnades, shall be vertical in proportion.
- Facades may be supplemented by awnings, which shall be straight sheds without side flaps, but shall not be cubed or curved.
- Materials within ten (10) feet of the ground or the sidewalk shall be of a durable material to withstand pedestrian and vehicular traffic. If “dry vit” or E.I.F.S is used as an exterior building material, impact resistant E.I.F.S., as classified by EIMA (EIFS Industry Members Association), shall be used on all wall areas within ten (10) feet of the ground or sidewalk.
- All roof top equipment shall be concealed in building materials that match the structure or shall be painted to be visually compatible with the structure.

D. Parking. Today, these commercial areas are suburban in character with an overabundance of parking that defines these places. Consequently,

1. Parking will be required to be located behind the front line of the building for new construction or major renovations;

2. For less substantial site/building improvements, a parking setback of 20 feet will be required accompanied by screening landscaping. In situations where such requirements are not possible, the Planning Commission will be given the authority to approve a development plan that reduces the existing non-conforming site condition to the maximum extent practicable.

E. **Incentivize Gathering Places.** Objective L3.1 in the *Community Plan* promotes the development of “central gathering places.” Suburban spaces lack defined, useable open spaces, which adds to the lack of a “sense of place” and a lack of community. Having such gathering spaces has taken on increased importance during COVID. To incentivize the creation of “central gathering places,” we propose exempting 5,000 square feet of floor area from required parking if developments provide at least .25 acre of useable open space. The open space can be in the form of public plazas, squares, or pocket parks and may be used as part of the site’s stormwater management.



Recommendation:

- Create a **Neighborhood Commercial/Office District** for Fort Thomas Plaza, the office/commercial area at the intersection of Highland and Grand Avenues, and a small parcel at the intersection of South Fort Thomas and Bivouac Avenues
- The intent for this District is the enhancement of existing retail and office nodes with increased emphasis on building and site design
- Permit a wide range of commercial and office uses as well as dwellings above the ground floor with special care given to conditional uses. – See Table 7A
- Utilize development standards that prescribe a maximum front setback, rather than a minimum front setback – See Table 7B
- Include Design Standards that incorporate specific standards to address the special nature of the corners created at the intersection of Grand and Highland Avenues – See Table 7C
- Prohibit parking in front of buildings for new construction and mandate a parking setback when minor improvements are proposed
- Incentivize the creation of gathering spaces by exempting some floor area from required parking

These recommendations support the *Community Plan* objectives of:

- > “Enhanc[ing] secondary business districts” including L3 and L3.1.3.
- > “Continu[ing] to foster investment, infill development and redevelopment that create[s] and enhance[s] vibrant resilient mixed-use business districts, each with a unique theme and sense of place, oriented primarily to the needs of residents, and which include a central gathering place” particularly L3.1.1.
- > “Continu[ing] to strengthen Fort Thomas Plaza...” as stated in L3.3.1.



Chapter 8 – Alexandria Pike Districts

Alexandria Pike (US-27) is such an important area in Fort Thomas that the *Community Plan* includes the corridor as a Focus Area since it is a “key location with potential for infill development and future redevelopment opportunities.” As stated in the *Community Plan*, the Vision for Alexandria Pike is:

To be an attractive corridor with concentrated nodes of mixed-use development at key intersections that serves as a welcoming gateway into the city. With good building and site design, attractive streetscape that contributes to and reflects the overall high quality built environment that Fort Thomas is known for.

Alexandria Pike is located along the City’s western edge and has a current mixture of commercial, single-family, multi-family, industrial, and office zoning. This eclectic mix of zoning districts contributes to the lack of development clarity that currently exists along the corridor. To bring some order to this development confusion, we are proposing the following:

- A mixed-use district, entitled the **Alexandria Pike Mixed Use District (AP-MX)**, that will replace the General Commercial, Highway Commercial, Professional Office, R-3 – Multi-Family Residential District, and the Industrial Park Districts. The Alexandria Pike Mixed Use District will be applied along the corridor where these non-residential and multi-family districts exist today from the City’s southern boundary to I-471. See Exhibit 12.
 - A residential district, entitled the **Alexandria Pike Corridor Residential District (AP-CR)**, that will replace the R-1C – Single Family Residential district for those homes that front onto Alexandria Pike from the southern end of the corridor to Woodfill Avenue. See Exhibit 13.
- A. **Alexandria Pike Mixed Use District.** The **intent** of this District is to develop a fully integrated mixed use corridor with well-designed sites and buildings that contain commercial, residential, and office uses that support economic development and redevelopment consistent with the Vision and Strategies in the *Fort Thomas Community Plan*.
1. **Land Uses.** Within the AP-MX, permit the typical uses shown in Table 8A.

Table 8A
Typical Permitted Uses in the Alexandria Pike Mixed Use District

Land Use	
Dwelling units above the first floor of a building	P
Multi-family dwelling units	P
Retail Establishments	P
Institutional Uses (Schools, Churches, etc.)	R
Restaurants	P
Financial Institutions/Banks	P
Professional Office	P
Medical/Dental Office	P
Research and development facility	P
Drive-through facility (freestanding or in association with another use)	C
Light industrial uses	C
Vehicle fueling station	C
P = Permitted by-right C = Conditional Use R = Restricted Use	

- 2. Development Standards.** Consistent with the Strategies in the Alexandria Pike Focus Area discussion in the *Community Plan*, we recommend prescribing building form development standards. By including these standards, the building envelope is more tightly defined which helps to ensure a more consistent built environment along the corridor as parcels redevelop. Suggested development standards are shown in Table 8B.





Table 8B¹

Proposed Development Standards in the Alexandria Pike Mixed Use District

Standard		Requirement
Lot Requirements	Minimum Lot Area	7500 sq. ft.
	Minimum Lot Width	None
	Maximum Lot Coverage	None ²
Building Placement	Setback from Right-of-Way	Minimum 20 ft. Maximum 40 ft.
	Minimum Setback from abutting Non-Residential Districts	0 ft.
	Minimum Setback from abutting Single-family Residential District Boundaries	25 ft.
	Percent of Façade within the Build-to-Zone	70% ³
Building Height for Principal Building	Minimum Height	24 ft.
	Maximum Height	50 ft.
Building Height for Accessory Buildings & Structures	Maximum Height	20 ft.

¹ The Planning Commission will be granted the authority grant waivers/modifications to these standards.

² No restrictions except as required by the setback requirements of this zone

³ Build-to-Zone (BTZ) means a build-to zone (BTZ) is the area on a lot, measured parallel from the front and/or corner side lot line, where a structure must locate within the minimum and maximum range of setback provided. The building facade must be located within the build-to zone. Facade articulation, such as window or wall recesses and projections are not counted as the building façade line, which begins at the applicable façade wall.

3. **Design Standards.** Strategy **AP2** in the *Community Plan* emphasizes the importance of “maintain[ing] and enhanc[ing] the appearance of and along the corridor. To that end, we recommend including design standards that:

- Require a functional street facing entry;
- Require buildings to be oriented toward Alexandria Pike;
- Restrict blank walls

- Require a minimum transparency on the front of buildings facing Alexandria Pike;
- Require Sign Plans for multi-tenant buildings

Below in Table 8C are sample Design Standards. The Design Review Board will be empowered to review buildings in this zoning district.



Table 8C
Sample Design Standards in the Alexandria Pike Mixed Use District

- Buildings and principal building entrances shall be oriented toward the public street so as to define the street edge and contribute to a dynamic and attractive public realm.
- All buildings shall provide at least one usable building or storefront entrance on each front facade.
- A transition line shall be provided between the first and second stories. The height of this transition line shall match the height of the transition line on the abutting or adjacent buildings. If adjoining properties are vacant or contain single-story buildings, then the ground floor shall be at least ten (10) feet in height measured from finished floor to finished ceiling.
- For the first floor, the front facade of every building shall have transparent areas, equal to sixty (60) percent of the front facade area (measured as the total area below the transition or eave line). These transparent areas shall be between two (2) and nine (9) feet above the sidewalk.
- Any part of the building that is visible from a private right-of-way, public circulation area, or public parking area shall have no more than six (6) feet of contiguous wall length devoid of windows, on any ground floor, unless the wall includes architectural features such as piers, columns, defined bays, or an undulation of the building so that a pedestrian scale, rhythm, and visual interest is created. In no case shall a continuous wall length be devoid of windows for more than twenty (20) feet.
- The pattern of architectural features, such as windows and doors, shall be placed upon the facade of a building in a pattern that creates a building fenestration that has a constant rhythm, a harmonious appearance, and is proportional to one another and surrounding buildings, if applicable.
- For all upper floors, the front facade of the building shall have glazed areas or windows equal to forty (40) percent of the total area of the front facade, with each floor being calculated independently. Windows shall remain transparent and shall not be blocked in any manner.
- First floor windows shall permit views of the interior of the building. Windows shall remain transparent and shall not be blocked in any manner except for permitted window signage.
- Buildings shall have finish materials on all sides. Finish materials shall not include cinder block.



Table 8C
Sample Design Standards in the Alexandria Pike Mixed Use District

○ A combination of materials, textures, colors, and finishes shall be utilized to create visual interest.
○ Facade openings, including windows and colonnades, shall be vertical in proportion.
○ Facades may be supplemented by awnings, which shall be straight sheds without side flaps, but shall not be cubed or curved.
○ Materials within ten (10) feet of the ground or the sidewalk shall be of a durable material to withstand pedestrian and vehicular traffic. If “dry vit” or E.I.F.S is used as an exterior building material, impact resistant E.I.F.S., as classified by EIMA (EIFS Industry Members Association), shall be used on all wall areas within ten (10) feet of the ground or sidewalk.
○ All roof top equipment shall be concealed in building materials that match the structure or shall be painted to be visually compatible with the structure.

4. Parking. Today, Alexandria Pike is an auto-dominated environment that is defined by parking lots adjacent to the street. To counteract that image:

- Parking will be required to be located behind the front line of the building for new construction or major renovations;
- For less substantial site/building improvements, a parking setback of 20 feet will be required accompanied by screening landscaping. In situations where such requirements are not possible, the Planning Commission will be given the authority to approve a development plan that reduces the existing non-conforming site condition to the maximum extent practicable.

Both of these parking recommendations align with the Alexandria Pike Focus Area Strategies, particularly [Strategy AP 2.1.3](#).

5. Incentivize Green and Low Impact Development. The *Community Plan* discusses in Chapter 2.4, Utilities & City Owned Facilities, the advantages of Low Impact Development as well as “Brand[ing] the City as Sustainable” by utilizing green building programs, such as LEED (Leadership in Energy and Environmental Design) certification and renewable energy systems like solar panels. To incentivize “green” and Low Impact Development, we propose exempting 5000 square feet of floor area from the minimum parking requirements for new construction or substantial renovations when LEED certification is obtained or the project provides other “green” features. We suggest that a menu of “green” building and development options be listed in the Zoning Ordinance, and when a project utilizes at least two “green” features, the project would be eligible for the parking exemption. This exemption aligns with the existing and proposed public transit options on the corridor. The list of “green” options could include the utilization of Low Impact Development techniques for storm water management, installation of roof-mounted solar panels, “green” roofs and/or walls, and any LEED certification.



Recommendation:

- Create an Alexandria Pike Mixed Use District (AP-MX) that will replace the existing General Commercial, Highway Commercial, Professional Office, R-3 – Multi-Family Residential District, and the Industrial Park Districts along the corridor – See Exhibit 12
- Permit a wide range of commercial and office uses as well as multi-family buildings and dwelling units above the ground floor – See Table 8A
- Prescribe development standards to more closely regulate building placement on a lot – See Table 8B
- Include Design Standards that would be evaluated by the Design Review Board – See Table 8C
- Prohibit parking in front of buildings to reduce the auto-dominated nature of the corridor
- Incentivize Green and Low Impact Development by exempting some required parking, which is appropriate on the corridor given the presence of public transportation

These recommendations support the *Community Plan* objectives of:

- > “Creat[ing] a more coherent economic development/jobs focused corridor particularly AP1.3, AP1.3.1, AP 1.3.2 and L1.2.
- > “Develop[ing] design guidelines for new construction and major renovations” including AP2.1, AP2.1.2, and AP2.1.3.
- > “Maintain[ing] and improv[ing] stormwater quality and reduce quantity particularly U1.3, U1.3.2, and U1.3.4.

B. Alexandria Pike Corridor Residential District.

The intent of this District is to create more diverse housing options within the City with public transit availability.

1. Land Use.

- Permit single-family and two-family dwelling units by-right.
- Townhouses and multi-family dwellings would be Restricted Uses with restrictions for building siting, number of attached units, location of accessory structures, private open space, etc.

2. Development Standards.

- For single-family and two-family dwellings, utilize the revised setbacks for the R-1C District as follows:
 - > Minimum Front – 25 feet or the average within 300 feet
 - > Minimum Side – 5 feet on one side and a total of 14 feet for both sides
 - > Minimum Rear – 25 feet
- For multi-family dwellings and townhouses the following development standards:
 - > Minimum Front – 25 feet or the average within 300 feet
 - > Minimum Side – 15 feet
 - > Minimum Rear – 25 feet
 - > Maximum Height – 50 feet
 - > Minimum Setback Adjacent to Single-Family Districts – 25 feet

Recommendation:

- Create an Alexandria Pike Corridor Residential District for those single-family lots that face Alexandria Pike that are currently zoned R1-C – See Exhibit 13
- Permit single family and two-family dwelling units by-right with townhouses and multi-family dwelling as Restricted Uses
- Differentiate development standards by type of dwelling unit
- Include Design Standards that would be evaluated by the Design Review Board
- Prohibit parking in front of multi-family dwellings and townhouses to reduce the auto-dominated nature of the corridor



These recommendations support the *Community Plan* objectives of:

- > “Maintain[ing] and improve[ing] our housing stock especially [L.2.3.5](#) which recommends “more diverse housing options along Alexandria Pike.”
- > “Develop[ing] design guidelines for new construction and major renovations” including [AP2.1](#).



3. **Design Standards.** [Land Use Objective L2.4](#) states, “Ensure that new housing is compatible with the character of the surrounding area.” Because Alexandria Pike is one “front door” to Fort Thomas, we recommend granting the Design Review Board authority to conduct an advisory review for all new single-family and two-family dwelling units. Townhouses and multi-family dwellings would be reviewed by the Board as part of the normal development review process.
- For single-family and two-family dwelling units, regulate design as follows:
 - Prohibit front-loaded garages on lots less than 50 feet wide;
 - Prohibit front-loading, protruding garages on lots over 50 feet wide; and,
 - Require the main entrance to the residence to face the public street, and the front wall of the principal structure to be parallel to the street or to its tangent, if the street is curved.
 - For multi-family dwellings, regulate design as follows:
 - Require the front wall of the principal structure(s) to be parallel to the public street or to its tangent, if the street is curved;
 - Require at least one entrance facing the public street and the principal windows of the building(s) to face Alexandria Pike; and,
 - Require newly constructed multi-family buildings to be compatible with adjacent residential development in terms of character, building massing, scale, and bulk.
 - For townhouses, regulate design as follows:
 - Require the primary entrance each townhouse to face Alexandria Pike;
 - Require the principal windows of each townhouse to face Alexandria Pike; and,
 - Prohibit garage access from the front of the townhouses.
4. **Parking.** For the multi-family dwelling units and the townhouses, require all parking to be located in the side and/or rear yards behind the front line of the building.



Chapter 9 – Other Zoning and Subdivision Topics

A. Landscaping/Screening; Hillside; and Tree Conservation & Restoration Regulations.

1. **Hillside and Tree Conservation & Restoration Requirements.** Retain the existing regulations with no substantial changes. However, the definition of easement needs to be revised to recognize conservation easements.
2. **Landscaping/Screening Requirements.** Strengthen the existing Landscaping/Screening regulations in Section 9.17 as follows:
 - Strengthen the perimeter landscaping requirements for parking lots adjacent to streets.
 - Intensify the buffer yard regulations to specify the methods of appropriate screening within the buffer yard; to mandate a minimum height for the screening materials, and to require all screening to be in place at the time of occupancy. This recommendation is consistent with [Objective L3.4.1](#) in the [Community Plan](#).

B. Parking and Loading. Revise Section 13, Off-Street Parking and Access Control Regulations, and Section 14, Street Loading and/or Unloading Regulations as detailed below:

1. Continue to permit the Planning Commission to modify or waive required parking in the new Town Center, Midway, and Inverness form-based districts.
2. Extend the Planning Commission's authority to modify or waive required parking outside of the form-based districts, up to a 60% reduction for non-residential uses, when the Commission finds, based on a parking study, that the required parking is not reasonable for the building or site (or the required parking can be land-banked). Parking standards are better considered an important guide but not an absolute standard.
3. Permit required parking to be land-banked on site. This provision provides for adequate on-site parking, but not all parking is constructed prior to occupancy.
4. Specifically permit off-site parking when the off-site parking area meets certain conditions.



5. Decrease some parking requirements especially for residential uses. For example, consider requiring only one parking space per unit for two-family units and 1 space for a one-bedroom multi-family dwelling.
 6. Update list of specific parking requirements.
 7. Permit the Planning Commission to not only reduce, but also to waive loading space requirements.
- C. **Cellular Telecommunication Facilities.** Update Section 9.27 to conform to KRS 100.987 and to incorporate mini and small cell technology.
- D. **Sign Regulations.** Modify the Sign Regulations in Article XIV as follows:
1. **Content Neutrality.** After the Supreme Court case *Reed v. Town of Gilbert* (2015), sign regulations must be amended to remove all content-based regulations, such as references to “Real Estate Signs,” and “Special Event Signs.” In addition, the message on the sign cannot be constrained in any manner. For example, it is not permissible to limit the message to “indicating only the name of the building or development” as in sub-section 15.5 E.1.
 2. Other needed changes post *Reed* include only regulating signs based on:
 - Sign area
 - Sign structure and/or design
 - Sign location (zoning district and permitted locations on buildings/lots)
 3. Remove references to on-premise and off-premise signs. This traditional distinction is increasingly becoming problematic. (The US Supreme Court heard *City of Austin v. Reagan National Advertising of Texas*, which includes this issue, in November of 2021.)
- E. **Subdivision Ordinance.** Currently, the Subdivision Ordinance is a separate ordinance that we recommend incorporating into a Unified Development Ordinance. The following additional changes are proposed:
1. Update the typical street cross-section and corresponding Tables as well as construction requirements.
 2. Remove the Design Standards for Storm Water Management and reference the requirements of Sanitation District No. 1. of Northern Kentucky.



3. Revise sub-section 6.5 B. to state that residential blocks should be between 500 and 1200 feet in length. Sub-section 6.5.B currently states, “Blocks should not exceed twelve hundred (1,200) feet, except where topographical or exceptional physical conditions exist.”

4. Modify Section 6.6, Lots, to include the following provision:

Each lot shall be designed to form a good site for the type of building to be developed and the lot lines shall not be considered as merely forming a geometric shape, which encloses the minimum area permitted. Except flag lots, lots shall be more or less rectangular in form; triangular, elongated or other shapes that restrict its use as a building site shall be avoided.

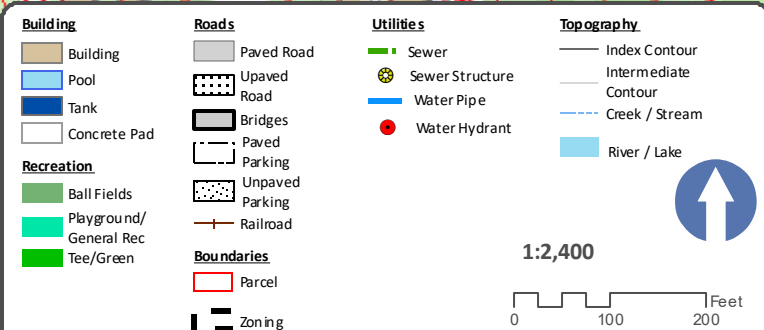
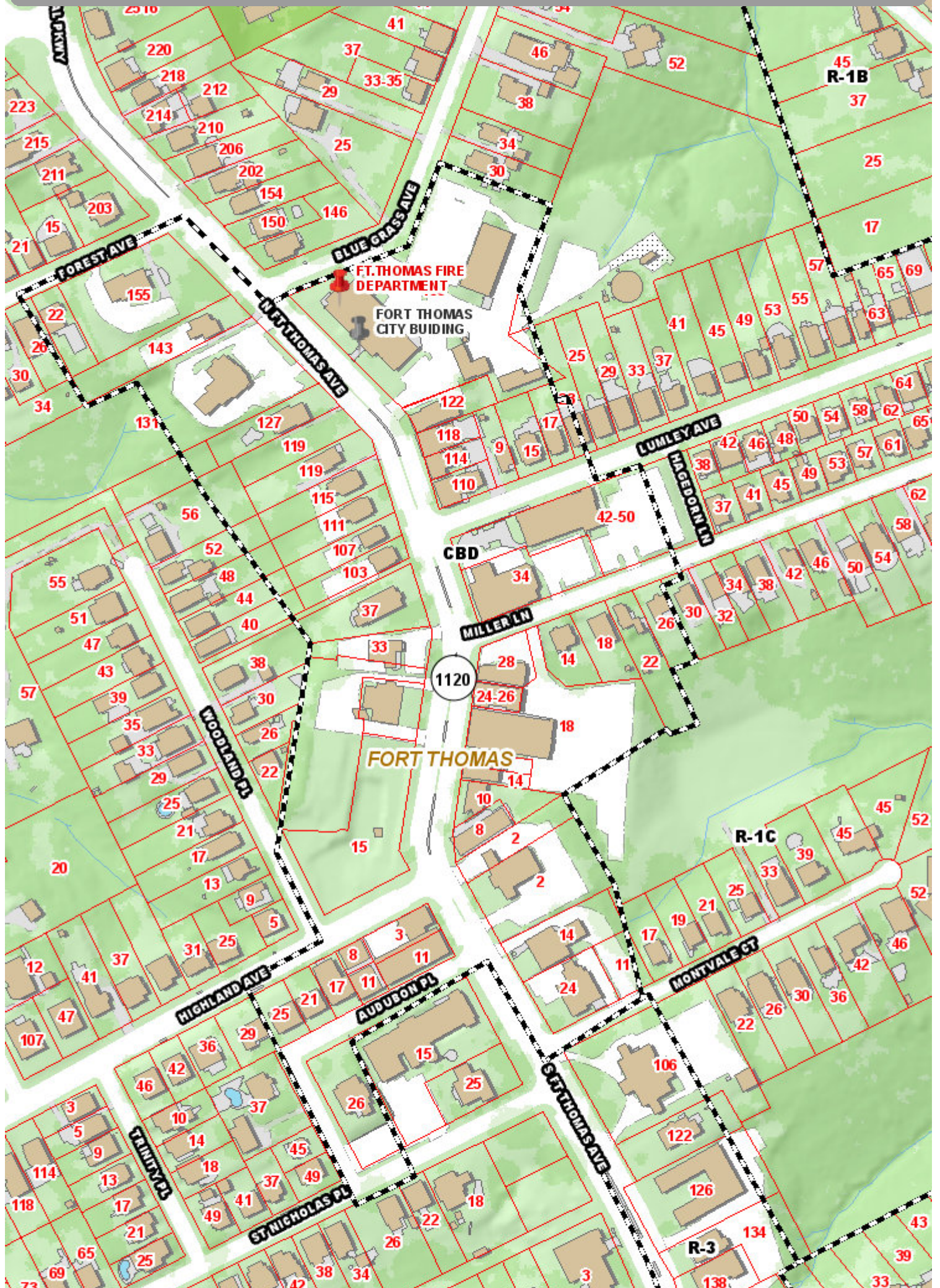
This provision will restrict the formation of oddly shaped lots.



Appendix



Ft. Thomas Downtown - CBD



1840 Simon Kenton Way, Suite 3400
Covington, KY 41011-2999
859.331.8980
Office hours M-F 8-5
www.linkgis.org

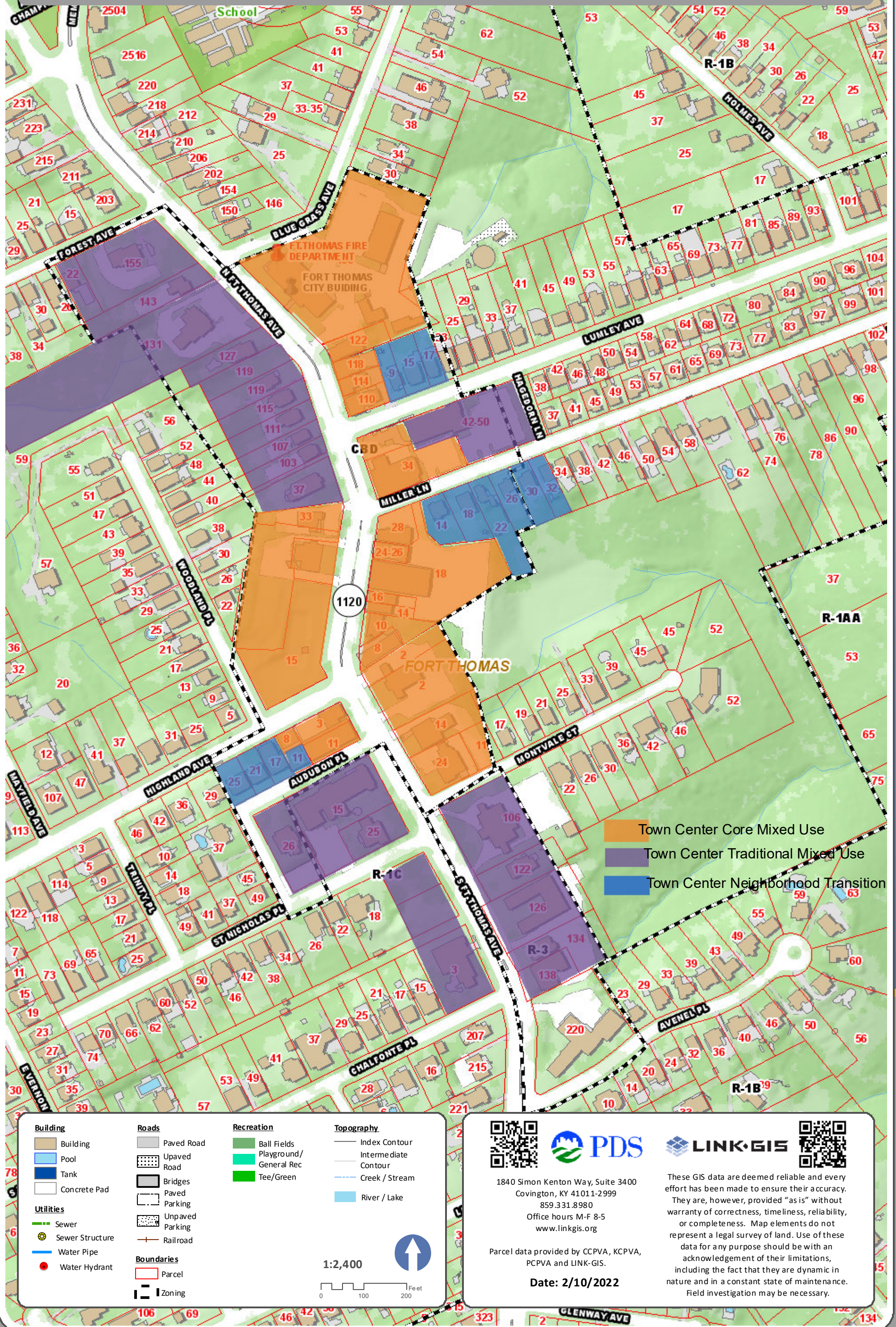
Parcel data provided by CCPVA, KCPVA,
PCPVA and LINK-GIS.

Date: 1/22/2022

This GIS data are deemed reliable and every effort has been made to ensure their accuracy. They are, however, provided "as is" without warranty of correctness, timeliness, reliability, or completeness. Map elements do not represent a legal survey of land. Use of these data for any purpose should be with an acknowledgement of their limitations, including the fact that they are dynamic in nature and in a constant state of maintenance. Field investigation may be necessary.



Town Center FBD with Sub-Zones



1840 Simon Kenton Way, Suite 3400
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859.331.8980
Office hours M-F 8-5
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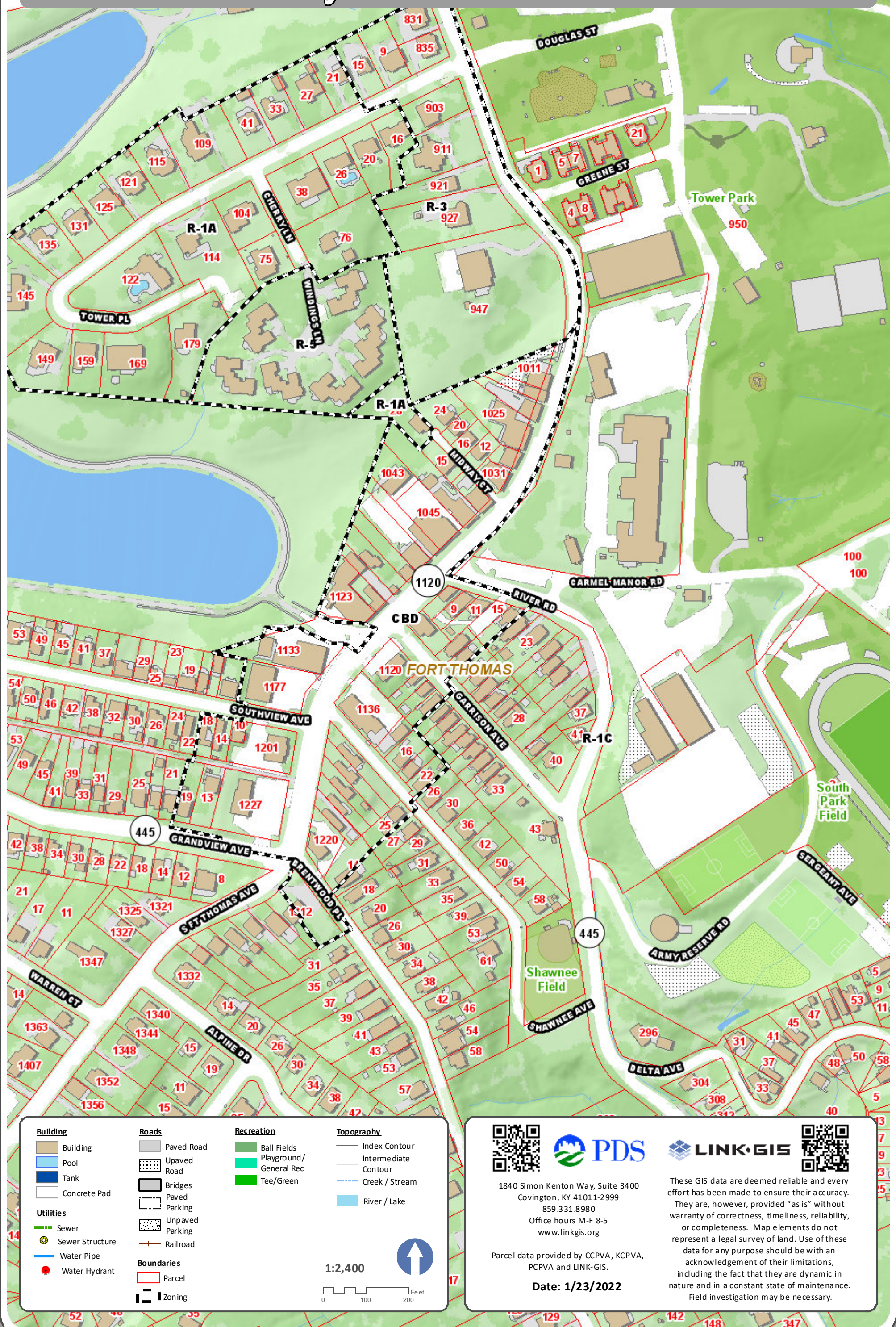
Parcel data provided by CCPVA, KCPVA,
PCPVA and LINK-GIS.

Date: 2/10/2022

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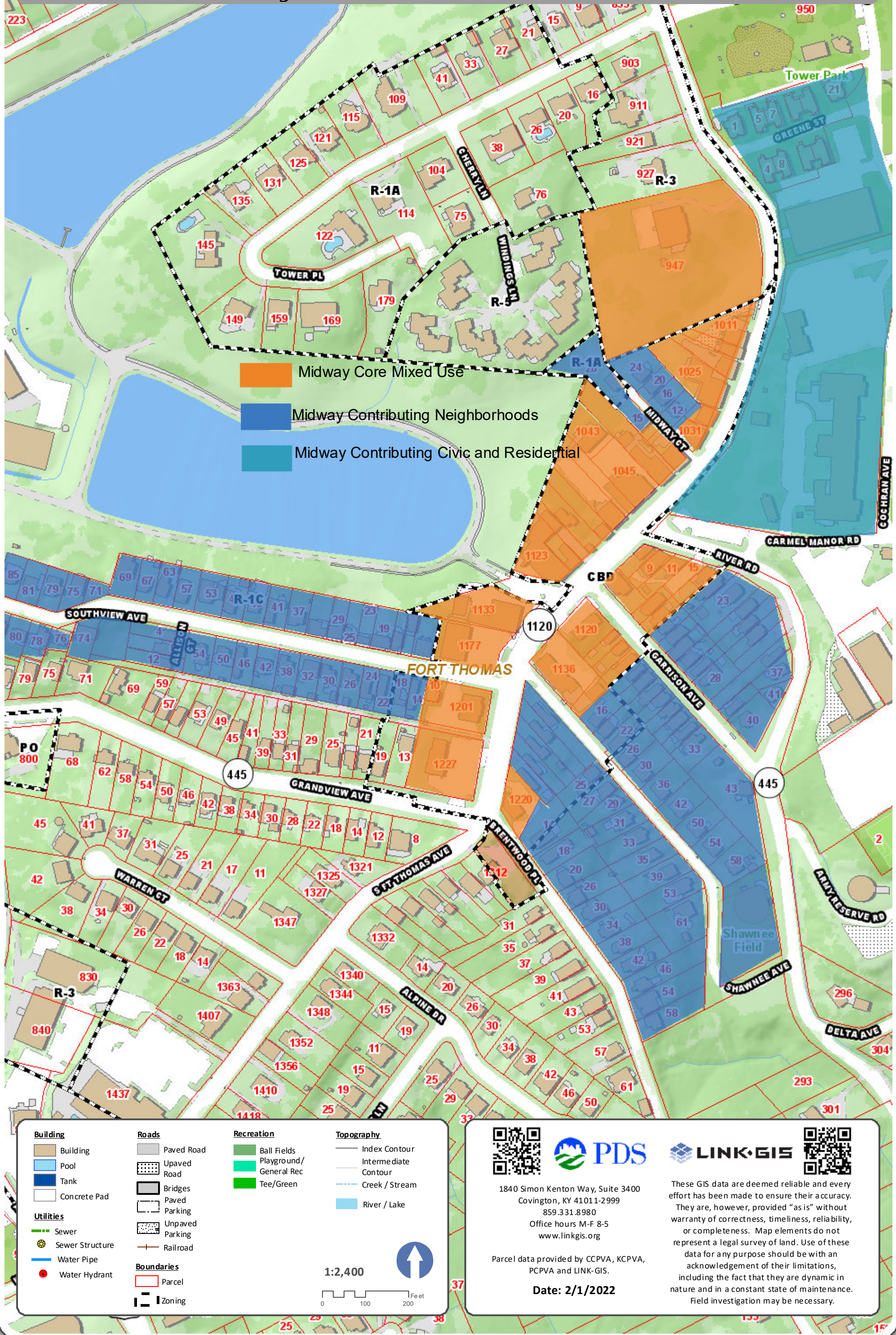


Midway Business District





Midway FBD with Sub-Zones



Building	Roads	Recreation	Topography
Building	Paved Road	Ball Fields	Index Contour
Pool	Upaved Road	Playground/General Rec	Intermediate Contour
Tank	Bridges	Tee/Green	Creek / Stream
Concrete Pad	Paved Parking		River / Lake
Utilities	Unpaved Parking		
Sewer	Rail road		
Sewer Structure			
Water Pipe			
Water Hydrant			
Boundaries	Parcel		
	Zoning		

1:2,400

0 100 200 Feet

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Covington, KY 41011-2999
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Parcel data provided by CCPVA, KCPVA, PCPVA and LINK-GIS.

Date: 2/1/2022

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Building

- Building
- Pool
- Tank
- Concrete Pad

Recreation

- Ball Fields
- Playground/General Rec
- Tee/Green

Boundaries

- Parcel
- Zoning

Roads

- Paved Road
- Unpaved Road
- Bridges
- Paved Parking
- Unpaved Parking
- Railroad

Utilities

- Sewer
- Sewer Structure
- Water Pipe
- Water Hydrant

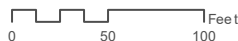
Topography

- Index Contour
- Intermediate Contour
- Creek / Stream
- River / Lake

Scale: 1:1,200

North Arrow: (Blue arrow pointing up)

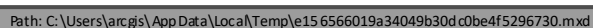
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Parcel data provided by CCPVA, KCPVA,
PCPVA and LINK-GIS.

Date: 2/5/2022

These GIS data are deemed reliable and every effort has been made to ensure their accuracy. They are, however, provided "as is" without warranty of correctness, timeliness, reliability, or completeness. Map elements do not represent a legal survey of land. Use of these data for any purpose should be with an acknowledgement of their limitations, including the fact that they are dynamic in nature and in a constant state of maintenance. Field investigation may be necessary.







Alexandria Pike Mixed Use District



Building	Roads	Recreation	Topography
Building	Paved Road	Ball Fields	Index Contour
Pool	Upaved Road	Playground/General Rec	Intermediate Contour
Tank	Bridges	Tee/Green	Creek / Stream
Concrete Pad	Paved Parking		River / Lake
Utilities	Unpaved Parking		
Sewer	Rail road		
Sewer Structure			
Water Pipe			
Water Hydrant			
Boundaries	Parcel		
	Zoning		

1:6,000

0 250 500 Feet



1840 Simon Kenton Way, Suite 3400
Covington, KY 41011-2999
859.331.8980
Office hours M-F 8-5
www.linkgis.org

Parcel data provided by CCPVA, KCPVA, PCPVA and LINK-GIS.

Date: 2/10/2022

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Alexandria Pike Corridor Residential District

